

WELCOME
To a Regular Meeting of the
Coeur d'Alene City Council
Held in the Library Community Room

AGENDA
VISION STATEMENT

Our vision of Coeur d'Alene is of a beautiful, safe city that promotes a high quality of life and sound economy through excellence in government.

The purpose of the Agenda is to assist the Council and interested citizens in the conduct of the public meeting. Careful review of the Agenda is encouraged. Testimony from the public will be solicited for any item or issue listed under the category of Public Hearings. Any individual who wishes to address the Council on any other subject should plan to speak when **Item F - Public Comments** is identified by the Mayor. The Mayor and Council will not normally allow audience participation at any other time.

6:00 P.M.

June 19, 2018

A. CALL TO ORDER/ROLL CALL

B. INVOCATION: Pastor Steve Massey, Hayden Bible Church

C. PLEDGE OF ALLEGIANCE

D. AMENDMENTS TO THE AGENDA: Any items added less than forty eight (48) hours prior to the meeting are added by Council motion at this time.

*****ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS**

E. PRESENTATION

1. Atlas Waterfront Update

Presented by: Phil Boyd, Welch Comer Engineers

F. CONSENT CALENDAR: Being considered routine by the City Council, these items will be enacted by one motion unless requested by a Councilmember that one or more items be removed for later discussion.

1. Approval of Council Minutes for the June 5, 2018 Council Meeting.
2. Approval of Bills as Submitted.
3. Approval of the Public Works Committee and General Services Committee Meeting Minutes from the meetings held on June 11, 2018.

4. Approval of Financial Report
5. Setting of General Services and Public Works Committees meetings for June 25, 2018 at 12:00 noon and 4:00 p.m. respectively.
6. Approval of Outdoor Eating Facility Application for “Ten/6”, 726 N. 4th Street
As Recommended by City Clerk
7. Setting of public hearing for ZC-2-18: Applicant: Lake City Engineering; Proposed Zone Change from R-3 to R-17, 1820 W. Prairie and 7845 N. Ramsey Road, for July 17, 2018.

As Recommended by

8. **Resolution No. 18-034**
 - a. Approval of Changes and Additions to City’s Classification and Compensation Plan
 - b. Approval of Lease of City-Owned Parking Lots to the Coeur d’Alene Chamber of Commerce on the 4th of July
 - c. Approval of School Resource Officer Contract for School Year 2018-19 with School District #271

As Recommended by the General Services Committee

- d. Approval of Sale of Property at 601 W. Neider Avenue to Habitat for Humanity of North Idaho
- e. Acceptance of bid and approval of a contract with Poe Asphalt & Paving for the 2018 Chip Seal project
- f. Approval of Change Order #1 for 2018 Cured-in-Place Pipe (CIPP) Project with Insituform Technologies, LLC

As Recommended by the Public Works Committee

G. PUBLIC COMMENTS: (Each speaker will be allowed a maximum of 3 minutes to address the City Council on matters that relate to City government business. Please be advised that the City Council can only take official action this evening for those items listed on the agenda.)

H. ANNOUNCEMENTS

1. **City Council**
2. **Mayor**

I. OTHER BUSINESS

1. Request for Temporary Rate Increase, Changes to the Acceptable Material List, and Modification of Contract in Regard to Collection Procedures for Northern State PAK, LLC, d/b/a Coeur d’Alene Garbage Service

Staff Report by: Troy Tymesen, City Administrator

2. Eligibility Report Proposal for Health Corridor and East Sherman

Presentation by: Hilary Anderson, Community Planning Director

J. PUBLIC HEARINGS:

1. (Quasi-judicial) ZC-1-18: Applicant: Joseph Hamilton, Pilgrim's Market, A proposed zone change from R-17 to C-17 at 1315 & 1325 N. 5th

Staff Report by Sean Holm, Senior Planner

- a. **Council Bill No. 18-1014** – Approving the proposed zone change from R-17 to C-17 at 1315 & 1325 N. 5th for Joseph Hamilton, Pilgrim's Market
2. (Legislative) V-18-02: Vacation of a Portion of Seltice Way Right-of-Way Adjoining the Northeasterly Boundary of Lot 3 & 4, Block 1, Glacier Northwest

Staff Report by Dennis Grant, Engineering Project Manager

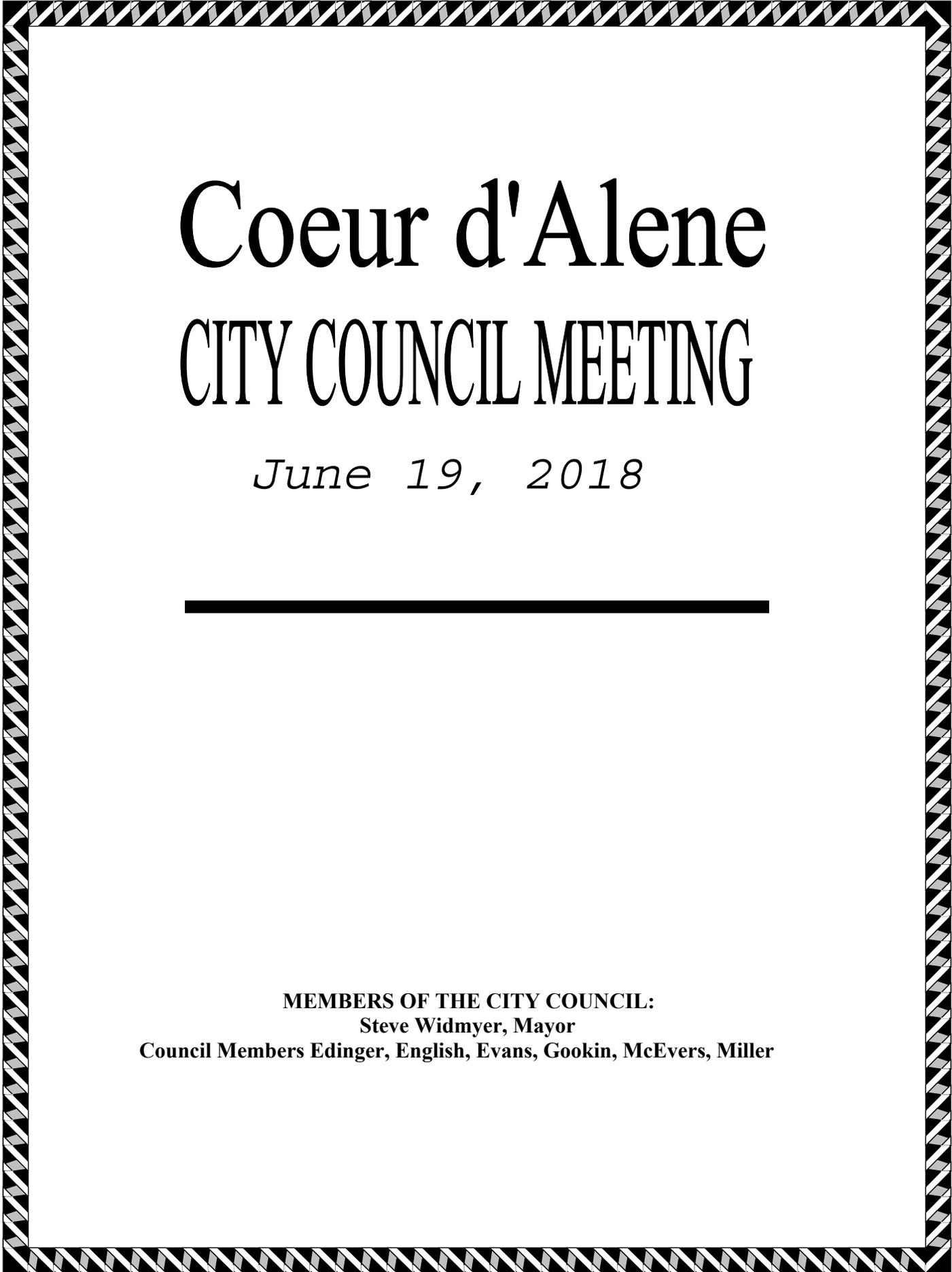
- a. **Council Bill No. 18-1015** – Approving V-18-02 Vacation of a Portion of Seltice Way Right-of-Way Adjoining the Northeasterly Boundary of Lot 3 & 4, Block 1, Glacier Northwest
3. (Legislative) V-18-03: Vacation of Right-of-Way, the North 41' of Lot 4, Block 1, Ann's Addition in the City of Coeur d'Alene

Staff Report by Dennis Grant, Engineering Project Manager

- a. **Council Bill No. 18-1016** – Approving V-18-03 Vacation of Right-of-Way, the North 41' of Lot 4, Block 1, Ann's Addition in the City of Coeur d'Alene

K. ADJOURNMENT

This meeting is aired live on CDA TV Cable Channel 1301



Coeur d'Alene

CITY COUNCIL MEETING

June 19, 2018

MEMBERS OF THE CITY COUNCIL:

Steve Widmyer, Mayor

Council Members Edinger, English, Evans, Gookin, McEvers, Miller

PRESENTATIONS

**CITY COUNCIL
STAFF REPORT**

DATE: June 14, 2018
FROM: Troy Tymesen, City Administrator
SUBJECT: Atlas Preliminary Urban Renewal District Boundaries

=====

DECISION POINT:

Are the proposed urban renewal district (URD) boundaries, shown in the attached URD exhibit and developed based on the strategy described below, acceptable in concept to the City Council?

HISTORY:

ignite cda in partnership with the City, is completing the Atlas Development Feasibility Study (“Feasibility Study”) that is intended to identify the potential Atlas site development that will result in:

1. Preservation of the waterfront as public open space.
2. Development of sufficient land sales and tax increment revenues to re-pay the City for all, or a portion of the City’s land purchase cost and fund necessary site infrastructure improvements that will facilitate land sales.
3. Creation of a unique and desirable development that reflects our community values and balances the economic realities of the site.

ignite cda will use the Feasibility Study to develop the URD Plans for expanding the existing River and Lake URD’s and creating a new Atlas URD. To expand/create the URD’s the URD plans must be:

1. Approved by the ignite cda Board and presented to the City Planning and Zoning Commission
2. Approved by the City Planning and Zoning Commission and presented to the City Council.
3. Approved by the City Council.

The URD boundaries are a key element of the URD plans. Ignite cda is presenting, below, the strategy for establishing the preliminary URD boundaries shown in the URD exhibit. For efficiency, ignite cda is seeking the City Council’s approval in concept of the preliminary boundaries to confirm, early in process, that ignite cda and the City’s strategy for URD boundaries are in alignment. If the preliminary boundaries are acceptable, City Council is requested to approve the boundaries in concept. Final City Council consideration of the boundaries will occur in step 3, above.

ignite cda’s strategy for developing the URD boundaries is as follows:

1. The Lake District is expanded to cover the waterfront public space because that area will generate a very small amount of tax increment and the Lake District’s term will expire in 2021.

2. The River District, which currently has the largest funding capacity, is expanded to cover a portion of Phase 1 (see attached phasing exhibit) to fund Phase 1 site improvements. Phase 1 site improvements will allow a variety of product type (townhomes, single family, apartment, and commercial) to develop which the market study has determined can be more quickly absorbed than a single product type. Phase 1 land sales and River District tax increment will be used to fund future phase infrastructure improvements and repay the City's land purchase cost.
3. The new Atlas District covers a portion of Phase 1, all subsequent phases and the proposed River's Edge development. The Atlas District will have the longest life providing the greatest opportunity for anticipated tax increment, along with land sales revenue, to fund infrastructure improvements and re-pay the City's land purchase costs.

FINANCIAL ANALYSIS:

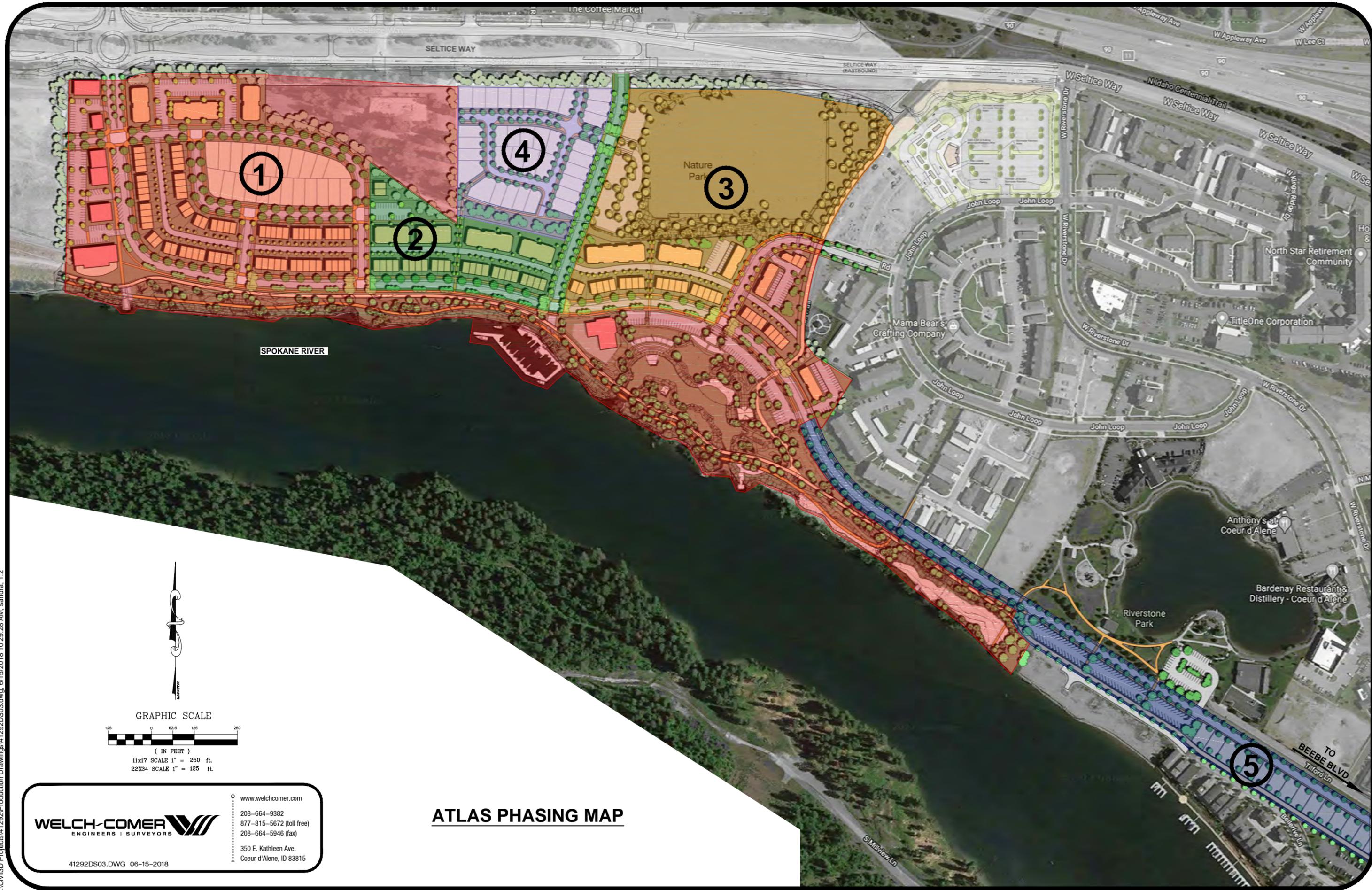
The URD Boundaries are established to provide the highest probability for generating land sales and tax increment funding to re-pay the City's land purchase cost and fund site improvements.

PERFORMANCE ANALYSIS:

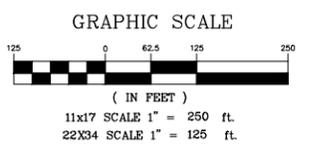
Receiving the City Council URD Boundary approval in concept allows ignite cda to move forward with a higher level of confidence that the City and ignite cda's strategy for establishing URD boundaries are generally in alignment. ignite cda understands approval in concept is not final approval of the URD boundaries.

DECISION POINT/RECOMMENDATION:

Staff has reviewed the URD boundary in a meeting with members of the Atlas Committee (Mayor Widmyer, Councilmembers Miller and Evans, City Administrator Tymesen, Planning Director Anderson, ignite cda Chairman Hoskins, Board Member Armon, Executive Director Berns) and the ignite cda consulting team (Welch Comer Engineers and Heartland) and recommends approval in concept of the proposed URD boundaries.



SPOKANE RIVER



ATLAS PHASING MAP

WELCH-COMER
 ENGINEERS | SURVEYORS

www.welchcomer.com
 208-664-9382
 877-815-5672 (toll free)
 208-664-5946 (fax)

350 E. Kathleen Ave.
 Coeur d'Alene, ID 83815

41292DS03.DWG 06-15-2018

N:\Civild\Projects\41292\Production Drawings\41292DS03.dwg, 6/15/2018 10:29:28 AM, sandra, 1:2

RIVER DISTRICT

SELTICE WAY

RIVER DISTRICT
EXPANSION
449,255 SF
10.31 AC

ATLAS DISTRICT
1,470,213 SF
33.75 AC

PRAIRIE TRAIL

RIVERSTONE DR

RIVER DISTRICT

RIVER DISTRICT
EXPANSION
84,542 SF
1.94 AC

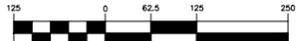
SPOKANE RIVER

LAKE DISTRICT
EXPANSION
595,771 SF
13.68 AC

LAKE DISTRICT



GRAPHIC SCALE



(IN FEET)
11x17 SCALE 1" = 250 ft.
22X34 SCALE 1" = 125 ft.



www.welchcomer.com
208-664-9382
877-815-5672 (toll free)
208-664-5946 (fax)
350 E. Kathleen Ave.
Coeur d'Alene, ID 83815

41292PL12.DWG 06-15-2018

ATLAS PRELIMINARY URD BOUNDARY MAP

N:\Civ\3D Projects\41292\Production Drawings\41292PL12.dwg, 6/15/2018 9:58:52 AM, sandra, 1:2

CONSENT CALENDAR

MINUTES OF A REGULAR MEETING OF THE CITY
COUNCIL OF THE CITY OF COEUR D'ALENE, IDAHO,
HELD AT THE LIBRARY COMMUNITY ROOM

June 5, 2018

The Mayor and Council of the City of Coeur d'Alene met in a regular session of said Council at the Coeur d'Alene City Library Community Room, June 5, 2018 at 6:00 p.m., there being present upon roll call the following members:

Steve Widmyer, Mayor

Loren Ron Edinger) Members of Council Present
Dan English)
Woody McEvers)
Dan Gookin)
Kiki Miller)
Amy Evans)

CALL TO ORDER: Mayor Widmyer called the meeting to order.

INVOCATION: The invocation was provided by Pastor J.O. Owens from the Heart of the City Church.

PLEDGE OF ALLEGIANCE: Councilmember McEvers led the pledge of allegiance.

CONSENT CALENDAR: **Motion** by McEvers, seconded by Evans, to approve the consent calendar.

1. Approval of Council Minutes for the May 9, 2018 workshop and the May 15, 2018 Council Meeting.
2. Approval of Bills as Submitted.
3. Approval of the Public Works Committee Meeting Minutes from the meeting held on May 21, 2018.
4. Setting of General Services and Public Works Committees meetings for June 11, 2018 at 12:00 noon and 4:00 p.m. respectively.
5. Approval of Firework Stand Permits (10 locations)
6. Approval of a Cemetery Lot repurchase from Janet Kleinsmith for lot 30, Block F, Section Riv, of the Forest Cemetery Annex (Riverview)
7. Setting a public hearings for June 19, 2018
 - a. V-18-2, Vacation of a Portion of Seltice Way Right-of-Way Adjoining the Northeasterly Boundary of Lot 3 & 4, Block 1, Glacier Northwest
 - b. V-18-03, Vacation of Right-of-Way, the North 41' of Lot 4, Block 1, Ann's Addition in the City of Coeur d'Alene
8. **Resolution No. 18- 031**
 - a. Approval of a School Resource Officer Contract for School Year 2018-19 with North Idaho College.

- b. Approval to declare One Used 250 HP Electric Motor and one Used 350 HP Electric Motor as Surplus Properties and Authorization for Water Department Staff to Dispose of the Motors at Auction or Through a Scrap Metal Dealer
- c. Approval to declare various pieces of used assets, including vehicles, to be deemed surplus and authorization to auction
- d. Authorization to reject Bid for Seltice Sidewalk Project

ROLL CALL: Evans Aye; English Aye; Edinger Aye; Miller Aye; McEvers Aye; Gookin Aye.
Motion Carried.

PUBLIC COMMENTS:

Jeff Crowe, Coeur d'Alene, noted that the city's government education broadcasts formally viewed on Channel 19 can now be viewed on Spectrum Channel 1301. He noted that he was in line for an hour at Spectrum Cable, where there were a number of senior citizens expressing frustration about connecting the new required box. He asked that city staff be patient with those customers if they call in for assistance and noted that that it will take a bit of time to load the box.

COUNCILMEMBER ANNOUNCEMENTS:

Councilmember Gookin thanked Streets and Engineering Superintendent Tim Martin for working on the timing of the lights along Northwest Boulevard.

COUNCIL BILL NO. 18-1010

AN ORDINANCE AMENDING SECTIONS 4.25.100, 4.30.020, 5.17.010, 5.17.020, 5.17.040, 5.44.010, 5.44.020, 5.44.030, 5.44.040, 5.44.050, 5.44.060, 5.44.070, 5.44.080, 5.44.100, 5.44.110, 10.60.010, 10.60.020, 10.60.030, 10.60.040, 10.60.050, 10.60.060, 10.60.070, 10.60.090, 10.60.100, 10.60.120, 10.60.130, AND 10.60.140, COEUR D'ALENE MUNICIPAL CODE; ADDING NEW SECTIONS 4.25.105, 4.30.025, 4.30.027, 5.17.070, AND 5.44.025 TO THE COEUR D'ALENE MUNICIPAL CODE; AMENDING THE TITLE OF CHAPTER 4.30, COEUR D'ALENE MUNICIPAL CODE; AMENDING THE TITLE OF CHAPTER 10.60, COEUR D'ALENE MUNICIPAL CODE; PROVIDING FOR THE REPEAL OF OTHER CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE PUBLICATION OF A SUMMARY OF THE ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE THEREOF.

STAFF REPORT: Municipal Services Director Renata McLeod presented a request of proposed amendments to Municipal Code Chapters 4.25, 4.30, 5.17, 5.44 and 10.60. Ms. McLeod explained that a few years ago, the council requested that staff meet with event sponsors to discuss code amendments and review the option for more than one event per day. Over the past few years staff (Police, Fire, Parks, Municipal Services, Streets, Administration and Legal) have had many discussions and sought input from major event sponsors (Downtown Association, Chamber of Commerce, and North Idaho Trail Foundation) resulting in some proposed code amendments to help clarify the codes and bring them into compliance with state law. Staff is

proposing code amendments that address housekeeping items, compliance with Idaho Code, clarity and consistency, and more than one event per day, if staffing is available. There are several sections of the Municipal Code that provide specific rules regarding to public property, private property and the service of alcohol off premise. There will be some costs associated with codification of the amendments. Additionally, the State Code sets forth the fee for the catering permit at \$20.00 per day. Staff plans to bring forward a fee public hearing request to include the expedited fee at an additional cost of \$50.00 above the state-established fee. Ms. McLeod clarified that since the Public Works Committee meeting staff has added appeal language where it was needed to clarify that any denials may be appealed to a public hearing officer. Additionally, language is proposed to be added regarding the public safety plan requirement to allow it to be waived by the Police Chief, Fire Chief, or their designee, as it was staff's intent to review the request and determine the need for a safety plan. She presented a summary of the proposed code amendments as follows:

- Chapter 4.25 – pertains to parks and public property regulations and clarifies that exceptions to this chapter will be authorized pursuant to the parade and special events process (same process as required by M.C. 10.60 spelled out within the section for clarity).
- Chapter 4.30 – pertains only to public property, clarifies that events expected to have over 1,000 participants shall follow the procedure of Chapter 10.60 (by the addition of the same language as new section 4.30.025). Clarifies that one event is allowed “per venue” per day and that fees are set by resolution. Clarifies that the City may enter into contracts for series of events.
- Chapter 5.17 - Brings the City into compliance with Idaho State Code which allows for up to five days at a festival or convention. Change to require five days’ notice rather than three (so that we have a bit more time to include police and fire on new locations and/or large events) and provides for a method to approve through expedited process. If the applicant wanted an expedited review, they could do that for an additional administrative fee. Applies to beer, wine and liquor served off of their licensed premise.
- Chapter 5.44 Outdoor Assemblies – clarifications for private properties and that it is not just music assemblies; clarifies that fees and security are set by resolution; requires a public safety plan; and clarifies crowd control requirements.
- Chapter 10.60 Parades and Special Events/public assemblies in our streets and rights of way– Housekeeping amendments to definitions, exceptions, and application sections; new allowance for two medium impact events or one medium and one low or two low impacts per day depending on staffing available; clarifications for denying permits; housekeeping clarifications to the permit application section; clarification to the violation section.

DISCUSSION: Councilmember Miller noted she that has been involved in events throughout the community for over 30 years and noted that she does not have a conflict of interest in reference to these code changes. Councilmember McEvers asked if this request included any fee increases tonight. Ms. McLeod clarified that this request does not include any fee increase, and that any increases would need to come forward through a public hearing process. Councilmember McEvers asked about the denying of a permit and the timing for a hearing. Ms. McLeod explained that the City must respond to the request within a set period, such as seven days, and set a hearing in front of a hearing officer. Councilmember Miller asked about how the newly developed areas that include new parks would be handled under the code. Ms. McLeod explained that any public street closure would fall under Chapter 10.60 and would come through

the Municipal Services Department, and if it is a park facility it would come through the Parks Department. Parks and Recreation Director Bill Greenwood noted that the Municipal Services Department and Parks Department work closely together if an event includes both a park facility and street facility, especially since the departments are located across the hallway from each other. He noted for large events other departments would be involved in the review and approval. Councilmember Miller asked for clarification regarding the policy versus the code regarding stakeholder notification and coordination. Ms. McLeod noted that the stakeholder involvement is through standard operating procedures at a staff level and includes the area large businesses such as the Resort and Downtown Association.

MOTION: Motion by Edinger, seconded by Miller, to dispense with the rule and read **Council Bill No. 18-1010** once by title only.

ROLL CALL: English Aye; Edinger Aye; Miller Aye; McEvers Aye; Gookin Aye; Evans Aye.
Motion carried.

MOTION: Motion by Gookin, seconded by Miller, to adopt **Council Bill 18-1010**.

ROLL CALL: English Aye; Edinger Aye; Miller Aye; McEvers Aye; Gookin Aye; Evans Aye.
Motion carried.

COUNCIL BILL NO. 18-1011

AN ORDINANCE AMENDING SECTIONS 5.08.020, 5.08.050, 5.08.060, 5.08.070, 5.08.100, 5.08.160(A)(6) AND (7), 5.12.040, 5.12.050, 5.12.055, 5.16.020, 5.16.050, AND 5.15.060, COEUR D'ALENE MUNICIPAL CODE, TO AUTHORIZE THE CITY CLERK TO ISSUE BEER, WINE, AND LIQUOR LICENSES; PROVIDING FOR THE REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE PUBLICATION OF A SUMMARY OF THE ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE THEREOF.

STAFF REPORT: Deputy City Clerk Kelley Setters presented a request for Council approval of amendments to Municipal Code Sections 5.08.020, 5.08.050, 5.08.060, 5.08.070, 5.08.100, 5.08.160(A)(6) and (7), 5.12.040, 5.12.050, 5.12.055, 5.16.020, and 5.16.050 regarding issuance of Beer/Wine/Liquor Licenses. Ms. Setters explained that over the years, the Municipal Services staff has experienced several delays in the issuance of beer/wine/liquor licenses due to the restrictive language in the Code. Because all changes to a license must first be approved by the City Council, a simple change of ownership can cause a business to delay its opening and/or prevent the serving of alcoholic beverages until the next Council meeting date. There is nothing currently in the Code that allows staff to approve simple ownership changes or to issue a temporary permit when the business already has its county and state permits. Additionally, there is no provision for the City Council to deny permits if the Municipal Code requirements have been met, so the approval is simply providing the Council a heads up that a license has been transferred and/or a new business is opening. Ms. Setters explained that the plan is to continue to inform the Council of approval and changes by a heads up email. The proposed changes

would expedite license issuance to businesses who have already received approval from the state and county.

DISCUSSION: Councilmember Gookin asked for clarification regarding how the Heads Up email process works and noted that it is not a code requirement. Ms. Setters explained that the Heads Up process is an internal communication system that staff uses to share information with the City Council. Councilmember Gookin asked why staff did not recommend a temporary permit approval rather than full approval. Ms. Setters noted that would work with a 10-day temporary permit to get them through to the next Council meeting. Councilmember Gookin noted that this is essentially an administrative task. Ms. Setters concurred and noted that the applicants still have to meet the existing code requirements. She also noted that there were three times this year in which businesses were delayed opening, due to Council meeting dates. Mayor Widmyer noted that many delays occur due to businesses procrastinating, as they know that they need to get their business permit in on time. Ms. Setters noted that a county and state permit must be in place before the City approves their license. Councilmember English expressed support of the code change as these approvals are a routine function and he trusts staff to follow the code requirements and believes this is good customer service. Councilmember Miller clarified that applicants must have their state and county license, so there would be no reason for City denial, and this amendment would expedite the approval.

MOTION: Motion by English, seconded by Evans, to dispense with the rule and read **Council Bill No. 18-1011** once by title only.

ROLL CALL: Miller Aye; McEvers Aye; Gookin Aye; Evans Aye; English Aye; Edinger Aye.
Motion carried.

MOTION: Motion by English, seconded by Evans, to adopt **Council Bill 18-1011**.

ROLL CALL: Miller Aye; McEvers Aye; Gookin Aye; Evans Aye; English Aye; Edinger Aye.
Motion carried.

COUNCIL BILL NO. 18-1012

AN ORDINANCE EXCLUDING FROM AND DECLARING THE SAME TO BE SEPARATE FROM THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, SPECIFICALLY DESCRIBED AS TRACTS A AND B OF THE PLAT OF SHEFOOT, TOGETHER WITH A PORTION OF SECTION 6, TOWNSHIP 50 NORTH, RANGE 3 WEST, BOISE MERIDIAN; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH AND PROVIDING A SEVERABILITY CLAUSE.

STAFF REPORT: Senior Planner Sean Holm explained that the applicant, Randall Smith, has requested the City to exclude an approximate 0.23 acre tract (including a small portion of the Right-of-way) associated with 1925 & 2005 E. Nettleton Gulch Road. He noted that the subject property was annexed in 2006 and was intended to be a 5-lot subdivision in an R-3 zoning district. A portion of Nettleton Gulch right-of-way was part of the annexation request at the time. The timing of these requests coincided with the “great recession” and the property was

subsequently split into 2 parcels and 2 tracts after annexation in 2007. The tracts, which are the subject of this request, were initially provided to gain a second access to the subject parcel and provide a city water line extension (since abandoned). The remaining Shefoot Plat will remain in the city limits, including an existing home, and gains access and utilities via the terminus of E. Satre Avenue (west side of plat). After these land use actions were completed, the property was sold to various parties and the 2 tracts conveyed to the applicants. Mr. Smith is seeking to build a shop on Tract "B" due to topography constraints on his parcel located in the county. Staff is not sure of the intention of the co-applicant, but it makes sense to have the property associated (contiguous) with the home be either all in the city limits or all out. Because neither Tract "A" nor "B" has a home on it, the applicants have requested de-annexation for consistency.

DISCUSSION: Councilmember English asked if this de-annexation would create a pocket of land outside the city limits. Mr. Holm noted that the existing city limits have an existing hole in that area and this land would be added to that area.

MOTION: Motion by McEvers, seconded by Miller, to dispense with the rule and read **Council Bill No. 18-1012** once by title only.

ROLL CALL: McEvers Aye; Gookin Aye; Evans Aye; English Aye; Edinger Aye; Miller Aye.
Motion carried.

MOTION: Motion by Edinger, seconded by Miller, to adopt **Council Bill 18-1012**.

ROLL CALL: McEvers Aye; Gookin Aye; Evans Aye; English Aye; Edinger Aye; Miller Aye.
Motion carried.

RESOLUTION NO. 18-032

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, ACCEPTING THE BID OF, AND AUTHORIZING A CONTRACT WITH, EVERGREEN SKATEPARKS, LLC, FOR THE COEUR D'ALENE SKATEBOARD PARK.

STAFF REPORT: Trails Coordinator Monte McCully noted that the Coeur d'Alene Skatepark was removed during the reconstruction of Memorial Park in order to make room for new amenities in the park. The new location for the skatepark was identified 200 feet north closer to Northwest Boulevard. The new location allows for a larger and more functional skatepark to be built. The City held a bid opening on April 30, 2018, and received one Bid from Evergreen Skateparks, LLC. The original estimate to rebuild the park was \$400,000. Originally, ignite cda earmarked \$200,000 towards the rebuild of the skatepark, with the remaining \$200,000 to come from a federal grant. However, the City was not awarded the grant and ignite agreed to allocate another \$150,000, with the Parks Department approved to fund the remaining \$50,000. The total amount of money available for the project is \$400,000 and the bid came in under that amount at \$356,500. Ignite has also paid \$12,650 for design of the project. It was decided that the savings should equitably benefit both ignite and the City, and, therefore, the funds for the Skatepark project will come from the following sources; ignite cda to pay \$334,575.00 and the Parks Capital Improvement Fund to pay \$34,575.00 for a total of \$369,150.00.

DISCUSSION: Councilmember Gookin asked when the project is expected to be completed. Mr. McCully said that he believes that the contractor will begin construction on June 18 and it should be complete by September 2018. Councilmember McEvers noted that interested parties will be meeting on site at 6:00 p.m. tomorrow night to review the site.

MOTION: Motion by McEvers, seconded by Miller to approve **Resolution No. 18-032**, Approval of a Contract with Evergreen Skateparks, LLC.

ROLL CALL: Gookin Aye; Evans Aye; English Aye; Edinger Aye; Miller Aye; McEvers Aye.
Motion carried.

(QUASI-JUDICIAL HEARING) APPEAL OF THE DENIAL OF A STREET TREE REMOVAL BY JEFF WOHLERT, 509 E. GARDEN AVENUE

The City Clerk swore in all those who provided testimony.

APPELLANT: Jeff Woehlert explained that he filed his appeal due to the fact that the tree poses a nuisance by disrupting the sidewalk. He has been in contact with a sidewalk contractor, who said they would not guarantee their work as designed by the City Engineer. The Contractor noted that the only way to fix the sidewalk, without harming the tree, is to raise the sidewalk above the level of the front lawn and then continue that height along the front walkway. He believes the age of the tree is 84 years and feels that it does not have a long life expectancy. Mr. Woehlert did not want to have to do all the work and spend all the money and have the tree die 5-10 years down the road. He researched methods of determining the age of the tree, which he conducted based on the circumference of the tree. His research indicated that the species of tree would only live 70 years in an urban environment. This tree has not produced seedpods in two seasons, which is another indicator of age. It is his belief that the tree has reached its life expectancy. He proposes that the tree be removed and replaced.

DISCUSSION: Councilmember McEvers asked Mr. Woehlert if he replaced the tree that was removed with the installation of his driveway. Mr. Woehlert clarified that he did not as there was not enough room to add another tree.

PUBLIC TESTIMONY:

Larry Marble, representing the owner next door, his mother, at 501 East Garden, noted that tree is very large. He noted that one branch is estimated to weigh over 12,000 pounds and it hangs over their apartment house. He fears for when it will fall and cause injury to life and property. He supports Jeff's request and encourage council to approve his appeal.

STAFF REPORT: Urban Forester Katie Kosanke noted that the Urban Forestry Ordinance requires Committee members to inspect tree removal permit requests and make recommendations regarding removal of public trees. The city's tree inspection form prompts inspectors to evaluate tree health, condition, site, and nuisance factors. Ability to mitigate these concerns is considered. Tree benefits are also taken into account such as environmental benefits,

wildlife values, and contributions to the streetscape, neighborhood and overall urban forest. She noted that six committee members inspected this tree and all recommended retention. Mr. Woehlert, owner of 509 E. Garden Ave, requested removal of a honeylocust tree within the Garden Avenue right-of-way between the curb and the sidewalk abutting his property. Previously the Urban Forestry Committee approved removal of one honeylocust tree at this location for installation of a driveway and that tree was removed in February 2018. Reasons cited for removal of the remaining tree included sidewalk conflicts, leaf litter/nuisance issues and concern the tree may be near the end of its life expectancy. The committee inspected the tree and considered the request. The committee found the tree to be in good condition and recommended mitigation of the site conflicts. The tree is lifting the sidewalk causing it to slope to the north and there is also a slight lift that has been patched. The committee recommended working with the streets/engineering department to make deviations to the sidewalk when it is repaired in order to preserve the tree. The urban forester met onsite with engineering staff and there are ways to repair the sidewalk without removing the tree and limiting root loss (including an option to prevent root loss entirely). Commonly tree/sidewalk conflicts are repaired all over town and at this location the sidewalk problem is minor. In regard to the leaf litter and nuisance issues, cleaning up leaves is part of living in close proximity to trees. Many people throughout Coeur d'Alene preform these activities so that all reap the positive benefits of having trees line city streets. This tree has been a part of the Garden Ave scenery for some time. The owner had concerns about leaf litter and perhaps gutters designed for landscapes near trees would work best here. In regard to concerns that the tree is nearing the end of its lifespan, it is in good condition and is not showing any signs of decline or any indication that it is nearing the end of its life expectancy. The committee thought the tree was much younger than 84 years old (age stated by the abutting property owner), however they did not feel that taking a core sample of the tree to determine age was necessary, since the tree is in good condition and because core sampling causes damage. Committee members are sympathetic to the above issues regarding this tree; however, they did not feel that there is sufficient reason to remove an otherwise healthy tree from the public right-of-way. This home is located within the Garden District, known for tree lined streets. This area of town is identified in the Comprehensive Plan as a Historical Heart neighborhood; a characteristic listed is increasing the numbers of, and retaining existing street trees. Additionally, seedpods not being produced could simply be a variation of the tree. The Committee did not see enough reasons to remove tree and she concurs with their findings.

DISCUSSION: Councilmember McEvers asked if the City pays for the pruning of street trees. Ms. Kosanke noted that the City does have a cost share program, and clarified that the homeowner is responsible for the maintenance of the trees. She believes that this specific homeowner has participated in the program and has met their limit for a three-year period. Councilmember McEvers asked if the owner pays for the sidewalk improvements. Ms. Kosanke confirmed that there is also a cost share program for the sidewalk. Councilmember McEvers feels like this requirement is a catch 22, in that it is a city tree but the owner has to pay, and we do not allow them to remove and replace. Councilmember Gookin asked if this tree is on the approved street tree list. Ms. Kosanke confirmed the tree is an approved tree. Councilmember Gookin noted that the picture of the tree demonstrates that it has bifurcation and wondered if that was healthy. Ms. Kosanke noted that it does have two predominate trunks but no indication of stress at the connection of the trunk. When the tree was pruned they reduced a lot of weight toward the trunk going toward the house. Discussion ensued reading proper punning and trunk

strength for various species of trees. Councilmember Gookin asked why the first tree was removed. Ms. Kosanke noted that the first tree was removed to allow the installation of the driveway, and commented that the tree was healthy. Councilmember Gookin asked if the first removal affected the decision of this tree removal. Ms. Kosanke verified it was not a deciding factor in this decision. Councilmember Miller asked for clarification regarding the engineering mandate for saving the tree and sidewalk disruption. Ms. Kosanke explained that when the sidewalk inspector met on site there were many deviations noted that would allow for saving the tree and this is a minor sidewalk disruption. Councilmember Miller asked for clarification regarding the qualifications of the people who conducted the tree inspection. Ms. Kosanke noted that members of the Urban Forestry Committee that conducted the inspection included a couple of certified arborists, a forest pathologist, entomologist, and other people with a forestry background. Councilmember Miller clarified that in their expertise the committee members did not think that age was a leading factor. Ms. Kosanke concurred that age was not a standard to determine removal, rather when a tree is in decline and it is readily apparent. Councilmember Edinger asked about the liability of a tree or branch falling on the neighbor's property. City Attorney Mike Gridley noted that under the Act of God situation, it would be your own homeowners insurance unless there is something that is known in advance, such as tree disease.

REBUTTAL: Mr. Woehlert asked Ms. Kosanke what she meant when referring to signs of decline over a long time. Ms. Kosanke noted that it is hard to predict, but would expect it to be in decline for many more years, possibly 20 or more years. Mr. Woehlert asked about the tree suckers on every branch and why that would not be an indicator of old age, disease, or stress. Ms. Kosanke explained that trees will put out suckers for many reasons, maybe stress, and some do it no matter what. She noted that when you see them where there is die back and all that is left is sprout, then that would indicate decline but that was not observed on this tree. Mr. Woehlert said that he feels the situation is frustrating because he is concerned about the repair of the sidewalk and the large branch over the master bedroom window and does not want to be liable for any harm to anyone else. He explained that the process is frustrating as he has to pay for all the repairs and if the tree does die then he will have to have the tree cut down and the roots would damage the new sidewalk. He noted that the cost share program does not come close to the cost of the repairs and maintenance. He hired an arborist to tell him what he can do to the tree to repair the sidewalk, and the arborist noted that within the drip line he cannot prune any roots, and it would require a higher grade of the front yard.

MOTION: Motion by McEvers, seconded by Gookin to approve the appeal of Urban Forestry Committee Denial of a tree removal request at 509 E. Garden Avenue by Jeff Woehlert and direct staff to prepare the Findings and Order.

DISCUSSION: Councilmember McEvers said that he agrees with much of what was said by Mr. Woehlert and agrees that it is important to protect trees. However, the City plants over 100 trees every year and has a leaf pick up program. The point about trees hanging over the house is scary and the Urban Forestry Committee is in place to care for the trees. He believes that it is the right thing to do to allow the homeowner to remove the tree. Councilmember Gookin said that he loves trees too but understands arborists can have conflicting opinions and he is concerned about the split trunk. He also noted that the homeowner is willing to replant the tree and improve his property. Councilmember English said that he does appreciate the issue and is familiar with

area. There are many benefits and tradeoffs for living with large trees. He noted that the group of Urban Forestry Committee members are experts in the field and had a strong consensus to deny the removal and he trusts their opinion. He believes that allowance of the tree to be removed for the driveway is the compromise.

ROLL CALL: Evans No; English No; Edinger No; Miller Aye; McEvers Aye; Gookin Aye.
Motion carried with the Mayor voting in the affirmative.

(LEGISLATIVE HEARING) FRANCHISE AGREEMENT WITH MOBILITIE

STAFF REPORT: City Attorney Mike Gridley explained that Mobilitie has approached the city to obtain a franchise agreement that would allow it to construct and maintain a telecommunications system in the city's rights-of-way. The requirements of the proposed franchise agreement with Mobilitie are similar to those in other city franchise agreements with Intermax, Fatbeam, Time-Warner and Avista. The proposed franchise would be for 10 years. The financial impact would be similar to other franchise agreements. In exchange for the use of the city's rights of way, Mobilitie will pay to the city five percent (5%) of its annual gross revenues derived from the operation of its telecommunications system to provide telecommunication services in the City. Mr. Gridley noted that there would be some staff time involved in reviewing the location of their facilities and issuing building permits as the system is constructed. This would probably not be a significant financial impact.

PUBLIC COMMENT: Steven Burke, Coeur d'Alene, explained that he worked for Mobilitie over the past three years. They are one of the largest providers of infrastructure, and just provides the bandwidth to lease to providers. In the Coeur d'Alene area, Sprint will be sending out the signal through a lease with Mobilitie. They currently have Franchise Agreements in place with Avista, CenturyLink, and Frontier throughout the states of Idaho and Washington. They are only looking at one site on Ironwood Drive and would be utilizing infrastructure already in place. The device will be a canister on top of pole, which will extend the pole approximately 7 feet and look stealthy, as it blends into the pole.

DISCUSSION: Councilmember McEvers asked for clarification regarding the services Mobilitie provides and how the revenue will be received by the City. Mr. Burke explained that they are not licensed with FCC to provide telecommunication services. Mr. Gridley explained that Mobilitie leases equipment to a company, then Mobilitie gains revenue, of which 5% from that revenue would come to the City.

COUNCIL BILL NO. 18-1013

AN ORDINANCE OF THE CITY OF COEUR D'ALENE, IDAHO, GRANTING A NON-EXCLUSIVE FRANCHISE TO MOBILITIE, LLC, TO CONSTRUCT, OPERATE, AND MAINTAIN A TELECOMMUNICATIONS SYSTEM, WITH ALL NECESSARY FACILITIES, WITHIN THE CITY OF COEUR D'ALENE, IDAHO; SETTING FORTH PROVISIONS, TERMS AND CONDITIONS ACCOMPANYING THE GRANT OF THIS FRANCHISE; PROVIDING FOR CITY REGULATION OF CONSTRUCTION, OPERATION, MAINTENANCE AND USE OF THE TELECOMMUNICATIONS SYSTEM; PRESCRIBING PENALTIES FOR THE VIOLATIONS OF ITS PROVISIONS; AND SETTING AN EFFECTIVE DATE.

MOTION: Motion by Evans, seconded by Miller, to dispense with the rule and read **Council Bill No. 18-1013** once by title only.

ROLL CALL: English Aye; Edinger Aye; Miller Aye; McEvers Aye; Gookin Aye; Evans Aye.
Motion carried.

MOTION: Motion by Evans, seconded by Miller, to adopt **Council Bill 18-1013**.

ROLL CALL: English Aye; Edinger Aye; Miller Aye; McEvers Aye; Gookin Aye; Evans Aye.
Motion carried.

(LEGISLATIVE HEARING) CDBG CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER) PLAN YEAR 2017 AND UPDATED PLAN YEAR 2018 ACTION PLAN

STAFF REPORT: Community Development Specialist Michelle Cushing explained that she is requesting two action items, the first being the approval to submit the Plan Year 2107 CAPER and the second being the amendment Plan Year 2018 Action Plan. She noted that the City of Coeur d'Alene receives an annual direct allocation of HUD CDBG funds. Every year the City is required to complete a CAPER, as well as an AAP, allowing the public two weeks to share public comment. Two weeks of public comment were held between May 21, 2018 and June 5, 2018. Today's Public Hearing was advertised to the public in the following ways: Coeur d'Alene Press notice, website updates, and emails to 139 community stakeholders. The CAPER provides an overview of past year project outcomes and spending priorities. The 2018 AAP outlines how the City intends to spend its CDBG funds and fulfill its program reporting requirements. The Draft 5-Year Consolidated Plan was approved by the Mayor and City Council on January 16, 2017. Pursuant to the City's 2018 grant award allocation being 20% greater than expected, the City is required to provide an opportunity for public input regarding the updated 2018 Annual Action Plan budget.

DISCUSSION: Councilmember McEvers asked if the administration line item has to be 20%. Ms. Cushing explained that it does not have to be 20%, but, rather, that is the federal cap and the city has averaged 18%. Councilmember Miller asked for clarification regarding the next community grant cycle. Ms. Cushing explained that the Action Plan is due in June, and the Plan

Year began April 1 and runs through March 31. She noted that funds might be received by August, but can be as late as October. Councilmember Miller asked if there had been discussion with entities regarding the East Sherman area. Ms. Cushing noted that the city did receive public comments regarding east Sherman development and that there has been discussion with the Planning Department and the City Council could suggest funds to focus in the East Sherman area in the next Plan Year development. Additionally, property owners within the East Sherman area may request a community grant for a specific project or property that qualifies under the HUD program. Councilmember Edinger expressed appreciation for the funding of the Lake City Center Meals on Wheel program. Mayor Widmyer asked for clarification between the EMRAP and sidewalk funds for private homeowners to fix sidewalks. Ms. Cushing explained that homeowners can apply for sidewalk projects and that City is working on area sidewalks. Municipal Services Director Renata McLeod noted that the City Streets Department is a partner regarding the sidewalk line item and they have been using their resources in the downtown area and have not been able to work on the LMI Census area that has been pre-qualified. Staff is working together to find an area around their Lakeside Avenue project this summer that is within the environmental review qualified area.

Mayor Widmyer called for public comments with none being received.

MOTION: Motion by Evans, seconded by Miller to approve the Community Development Block Grant (CDBG) Consolidated Annual Performance and Evaluation Report (CAPER) in review of its Plan Year 2017 and the Updated Annual Action Plan (AAP) for Plan Year 2018. **Motion carried.**

(LEGISLATIVE HEARING) – CONVEYANCE OF 3.7 ACRES OF CITY-OWNED LAND TO RIVER’S EDGE APARTMENTS, LLC IN EXCHANGE FOR 3.8 ACRES OF LAND OWNED BY RIVER’S EDGE APARTMENTS, LLC.

STAFF REPORT: Mr. Gridley explained that the City owns a 3.7 acre portion of the former BNSF right-of-way that bisects property owned by River’s Edge Apartments, LLC (RE). RE (also known as Atlas Mill Development Corp.) owns a 3.8 acre triangle shaped piece of property that fronts on Seltice Way and is adjacent to the Atlas Mill Waterfront property that the City owns. The City and RE are proposing to exchange these properties for the mutual benefit of each party. The properties are similar in size and value. The ultimate exchange will be governed by the terms of the Memorandum of Understanding (MOU) between the parties. If the terms of the MOU are not met then either party can cancel the proposed land exchange. The exhibit to the staff report shows the properties that will be exchanged. He noted that the council expressed their intent to convey the property on May 15, 2018. This hearing action item would allow the mayor to execute deeds but it will not happen until the items within the MOU are met, which allows the RE group to submit their proposals for the property to the City.

DISCUSSION: Councilmember Gookin asked for clarification regarding the current density versus the possible future density. Community Planning Director Hilary Anderson noted that the current density available was approximately 469 units, while the new density possible would be 870 units. Councilmember Miller clarified that tonight’s action would provide approval for the Mayor to enact deeds if both parties get what was agreed to in the MOU. However, at any point

this could go back to the beginning or be null and void. Mr. Gridley confirmed that was correct. Councilmember Miller noted that the Planning Department staff, the public, and the Planning Commission will be looking out to insure the city's needs are met. Mayor Widmyer noted that items such as the forty-foot wide easement and where it starts would be determined at the planning public hearings. Mr. Gridley confirmed, they will be discussing part of the design, and insure it will be on useable flat property based on discussions with the engineering firm this afternoon. Mayor Widmyer asked if the annexation agreement would need to be amended. Mr. Gridley confirmed that would be the case, and would ensure that collaboration with the Department of Lands would take place and they will make it something that works well for the community.

PUBLIC COMMENTS:

Chet Gaede, Coeur d'Alene, noted that after the last meeting Councilmember Edinger asked "what would the people in Mill River think about this?" Mr. Gaede wanted to clarify that he supports the project, and the MOU; however, he doesn't like it because right now there is a nice open field and in the future there will not be. However, he supports it because you have to compare the options you have. He believes density should be in our cities, not out on the prairie. He knows he will lose the view shed along Seltice Way, but would lose it anyway if built to zone density allowed by right. He encouraged staff and the public to give council their opinions and not be swept up in the MOU. He encouraged the City to go forward with a lot of care and thanked the Council for their hard work.

Sherry Robinson, Coeur d'Alene, noted that it is too early to talk about width of the trail so she will wait until later to give her input.

DISCUSSION: Councilmember Gookin noted that the increase in density will increase traffic; however, the waterfront is an important asset to protect.

RESOLUTION NO. 18-033

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, AUTHORIZING AN EXCHANGE OF REAL PROPERTY WITH RIVER'S EDGE APARTMENTS, LLC, (A/K/A ATLAS MILL DEVELOPMENT CORP.), PURSUANT TO THE INTENT TO EXCHANGE APPROVED AT THE MAY 15, 2018, CITY COUNCIL MEETING.

MOTION: Motion by McEvers, seconded by Edinger to approve **Resolution No. 18-033**, Conveyance of 3.7 acres of city-owned land to River's Edge Apartments, LLC in exchange for 3.8 acres of land owned by River's Edge Apartments, LLC.

ROLL CALL: Gookin Aye; Evans Aye; English Aye; Edinger Aye; Miller Aye; McEvers Aye.
Motion carried.

MOTION: Motion by McEvers, seconded by Evans to enter into Executive Session pursuant to Idaho Code 74-206A(1a) Considering a labor contract offer or to formulate a counteroffer.

ROLL CALL: Evans Aye; English Aye; Edinger Aye; Miller Aye; McEvers Aye; Gookin Aye.
Motion carried.

The City Council entered into Executive Session at 8:15 p.m. Those present were the Mayor, City Council, City Administrator, and City Attorney. Council returned to regular session at 8:40 p.m.

ADJOURN: Motion by Evans, seconded by McEvers that there being no other business this meeting be adjourned. **Motion carried.**

The meeting adjourned at 8:40 p.m.

ATTEST:

Steve Widmyer, Mayor

Renata McLeod, CMC, City Clerk

**PUBLIC WORKS COMMITTEE
MINUTES
June 11 2018
4:00 p.m., Library Community Room**

COMMITTEE MEMBERS PRESENT

Councilmember Woody McEvers
Councilmember Dan English
Councilmember Kiki Miller

STAFF PRESENT

Kyle Marine, Asst. Water Supt.
Amy Ferguson, Executive Asst.
Randy Adams, Deputy City Attorney
Troy Tymesen, City Administrator
Tim Martin, Streets & Eng. Director
Mike Becker, WW Project Mgr.
Mike Anderson, WW Supt.

**Item 1 Approval of Sale of Property at 601 W. Neider Avenue to Habitat for Humanity of North Idaho
Consent Calendar**

Kyle Marine, Assistant Water Superintendent, presented a request for Council to accept the high bid of \$40,000 from Habitat for Humanity of North Idaho, Inc., for the Water Department property located at 601 W. Neider Avenue. Mr. Marine explained in his staff report that the Water Department fund owns a .825 acre parcel that was originally the site of a proposed future well. Staff presented a proposal to City Council to declare the property surplus and to sell it to the highest bidder pursuant to state code, setting a minimum value of \$40,000. Council approved the proposal and the property went out for bid. One bid was submitted, for \$40,000, by Habitat for Humanity of North Idaho, Inc. By selling the property, the City can dispose of a parcel that brings value to the City, which has no foreseeable future use by the City, and which creates a potential liability. In addition, disposal of the property will eliminate the time and resources which the Water Department expends to maintain the site.

Councilmember English asked if there were any building or structures on the land. Mr. Marine said that there is a test well on the site that will go with the property, which can be used for irrigation purposes only.

MOTION: Motion by English, seconded by Miller, to recommend that Council accept the high bid of \$40,000 by Habitat for Humanity of North Idaho, Inc., for the property at 601 W. Neider Avenue, and direct staff to complete the sale of the property. Motion carried.

**Item 2 Approval of Low Bidder for the 2018 Chip Seal Project
Consent Calendar**

Tim Martin, Streets & Engineering Director, presented a request for council to accept the bid of, and award the contract to Poe Asphalt Paving, Inc., as the low bidder for the 2018 Chip Seal project. Mr. Martin explained in his staff report that the City of Coeur d'Alene has a cooperative agreement with the City of Dalton and the City of Hayden for the contract management of the chip seal project. The City of Coeur d'Alene is the lead agency.

Mr. Martin stated that council has repeatedly affirmed through the budget process that road maintenance is a priority. He noted that over \$1 million in labor and materials are dedicated to the road maintenance, overlay, and chip seal programs. He reviewed this year's chip seal program and the streets that will be covered, and discussed the activities of the road maintenance team, including the repair of potholes, overlay, chip seal, and summer maintenance. The two big projects they are working on right now are Government Way and Seltice Way, and they expect to see them completed later this fall. Maintenance is focusing on Atlas, Kathleen, Ramsey Road, 4th Street, and Canfield. Mr. Martin said that the City's share of the contract is \$648,646.70.

Councilmember McEvers asked who did the Government Way project last year. Mr. Martin confirmed that it was Poe Asphalt. He noted that there was some crack seal that should have been done and some of those things need to improve, but the process is very good. This year they are going to do a "double-shot" on Ironwood, which will be to lay 1/2 inch rock, and then lay 3/8 inch rock a week later, followed by fog sealant. They are trying different things to see what will hold up the best for them.

Councilmember McEvers asked if they are planning on doing the Ironwood work on the weekends. Mr. Martin said that they talked about it and also talked with Kootenai Health, and the hospital actually said that Thursdays and Fridays are their lightest days and so they didn't have to look at the extra cost for weekends.

Councilmember McEvers asked if they were planning on doing a chip seal on Atlas. Mr. Martin said no, they would just be performing regular maintenance work.

Councilmember English asked if there was any chance for a one year "reprieve" on Ironwood and noted that the folks on that street have gone "through a lot of pain" in regard to all of the construction in the area. Mr. Martin said that he thinks that council will see that it is a pretty seamless process. They have looked at traffic control and the chip seal is only one lane at a time. They would ultimately like to overlay that road in the future, but right now there is so much construction going on.

Councilmember Miller asked if the maps showing the chip seal projects are on the website. Mr. Martin said that they are waiting for council approval before posting them to the website. He noted that Kim Harrington is working on fliers and they will get them out soon.

MOTION: Motion by Miller, seconded by English, to recommend that Council accept the low bid of, and award the contract to, Poe Asphalt Paving, Inc. for the 2018 Chip Seal Project. Motion carried.

Item 3 Approval of Change Order #1 for the 2018 Cured-in-Place-Pipe (CIPP) Project Consent Calendar

Mike Becker, Wastewater Utility Project Manager, presented a request for Council approval of Change Order #1, increasing the project cost by \$2,277 for the City's 2018 Cured-in-Place Pipe (CIPP) Project Agreement with Insituform Technologies, LLC. Mr. Becker explained in his staff report that last fall, the Wastewater Utility discovered a large diameter hole in the M-Interceptor located just south of City Hall. As part of that repair, the WW Utility required a CIPP "water cured" process to avoid collapsing the remaining deteriorated sections of the interceptor. A byproduct of this process is increased Styrene concentrations. Styrene is a Volatile Organic Compound (VOC) and a potential toxin to biological processes currently employed at the Wastewater Treatment Plant. After extensive research and consulting industry experts, it was determined that the Contractor could inject Ammonium Persulfate to reduce the Styrene concentrations within the pipe segment before releasing it downstream to the Wastewater

Treatment Plant. This approach was acceptable to the Idaho Department of Environmental Quality and the Environmental Protection Agency, resulting in a Change Order of \$3,707. This amount is offset by the Project's Quantity Adjustments (credit of \$1,430).

Mr. Becker noted that they were able to get the project taken care of before the peak summer use of McEuen Park and the City Hall open house. The city should be very proud that the decibel range of the pumps was a very low 32 decibels. They also coated some manhole channels while the bypass pump was in operation. There was minimal impact on McEuen Park and they were able to keep the trails open and a ramp was construction for access to the dog park. There were no detectable odors and no impact to the Coeur d'Alene marathon. The project was completed on May 2nd. The change order is for ½% of the total project cost.

Mr. Becker said that the reason they didn't bring the change order to council prior to approving it is because the liquid that they used to cure the CIPP pipe is styrene concentrated liquid. Councilmember McEvers asked if it was part of the original plan to use that chemical. Mr. Becker explained that this was a unique situation using fluid in a liquid state versus a vapor state. In a vapor state, the styrene escapes to the atmosphere and oxidizes, but when in a liquid state, it doesn't have anywhere to go. They were looking at something to get rid of it before it went downstream to the Wastewater Treatment Plant where there was concern that it could do harm to the microbes at the treatment plant. Mr. Becker said that the only reason they used the liquid was because the pipe had diminished to almost 3 inches in thickness so they couldn't pressurize it with as high of a temperature and with vapor. He noted that there is new technology that uses light waves to cure the pipe, but the nearest place that has used that technology is Portland, and they used the liquid was because the pipe had diminished almost 3 inches in thickness so they couldn't pressurize it as high in temperature and with vapor. There is new technology out that uses light waves to cure the pipe but the nearest place that has used that is Portland, but it is very expensive.

Councilmember Miller asked if there were any changes to the working days in the contract. Mr. Becker said that their goal was to get the project completed by the 1st of May, and the completion date was May 2nd. He confirmed that today's presentation is providing an explanation of why they had to move forward without council approval.

Councilmember English commented that it sounds like good initiative and watching out for what they should be watching out for.

Councilmember Miller said that she was cornered by a couple of people who wondered what had happened to the park and were very upset about it. She noted that she directed them back to the department or Troy and appreciated them reaching out to the public and letting them know that nothing was wrong with the park and that it was safe for the kids. Mr. Becker said that he feels that this project was successful despite some of the hurdles and long hours that it took to get to the finish line.

MOTION: Motion by Miller, seconded by English, to recommend that Council approve Change Order #1 to the contract with Insituform Technologies, LLC, for the 2018 Cured-in-Place-Pipe (CIPP) Project, increasing the project cost by \$2,277.00. Motion carried.

The meeting adjourned at 4:26 p.m.

Respectfully submitted,

Amy C. Ferguson
Public Works Committee Liaison

**GENERAL SERVICES COMMITTEE
MINUTES
June 11, 2018
12:00 p.m., Library Community Room**

COMMITTEE MEMBERS

Councilmember Ron Edinger, Chairperson
Councilmember Dan Gookin
Councilmember Amy Evans

STAFF

Juanita Knight, Senior Legal Assistant
Melissa Tosi, Human Resources Director
Troy Tymesen, City Administrator
Randy Adams, Chief Deputy City Attorney

CITIZENS

Steve Wilson, Chamber of Commerce

***THE FOLLOWING ITEMS ARE ACTION ITEMS:

**Item 1. Approval of changes and additions to City’s Classification and Compensation Plan.
(Consent Resolution)**

Melissa Tosi, Human Resources Director, presented the following changes and additions to the City Classification and Compensation Plan for approval:

| Current Title | Proposed Title | New Classification | Current Pay Grade | Proposed Pay Grade |
|-------------------------------------|-----------------------|--|-------------------|--------------------|
| Deputy Finance Director/Comptroller | Comptroller | | 17 | |
| | Accountant | New Classification in the Finance Department | | 14 |
| | Crime Victim Advocate | New Classification in the Police Department | | 10 |
| Fire Chief | | | 19 | 20 |
| Police Chief | | | 19 | 20 |

Mrs. Tosi noted that the Accountant position will be a new classification but the department will have wage savings overall due to the Finance Director position not being refilled.

- Annual base wage for beginning Accountant = \$53,060 (pay range is \$53,060 - \$74,672)
- Previous maxed base wage for Finance Director = \$123,676 (range is \$87,900 - \$123,676)

The Crime Victim Advocate is a new classification and this current fiscal year will be 75% funded from the Stop Violence Against Women Grant with a 25% required match from the City. This fiscal year’s cost to the City will be absorbed by existing savings in the police budget and the financial plan for fiscal year 2018-2019 will be updated by including the classification.

- Annual base wage for beginning Crime Victim Advocate = \$39,535 (range is \$39,535 – \$55,348)

The reclassification of the Fire Chief and Police Chief positions would result in a 12% increase from a pay grade 19 to a pay grade 20. The increase is an additional \$14,872 annually for each department and will be budgeted in the fiscal year 2018-2019 financial plan and will be effective October 1, 2018.

MOTION: by Councilmember Gookin seconded by Councilmember Evans to recommend that Council authorize the presented changes and additions to the City's current Classification and Compensation Plan. Motion Carried.

Item 2. Approve of lease of city-owned parking lots to the Coeur d'Alene Chamber of Commerce on the 4th of July.
(Consent Resolution)

Troy Tymesen, City Administrator, is requested approval to lease the City owned parking lots to the Chamber of Commerce on the 4th of July to generate revenue that will be used exclusively to defray the cost of the community fireworks display. Mr. Tymesen said this proposal from the Chamber would allow the Chamber to lease the City owned parking spaces for \$9.00 per space. This is the same charge as last year. It is anticipated that this lease will generate approximately \$8,400 to the City's parking fund. The Chamber is proposing to charge \$20.00 per car for parking on the 4th of July in order to generate income to assist with the cost of the fireworks display. The estimated cost of the fireworks display is \$30,000.00. The Chamber has taken on more responsibility for the traffic control expense on that day and will be paying for over 20 traffic flaggers. This will be the seventh year of this partnership. The Chamber anticipates that the 4th of July event parking gross income should be approximately \$10,000.00 which would be used to defray the cost of the community fireworks display. This proposal includes the following parking facilities: McEuen, Museum, Memorial Field and the new shared used parking lot (approximately 140 spaces), Independence Point, as well as the upper Library lot, and the paved lot south of City Hall. The Police Department will be using the lower City Hall parking lot which borders McEuen Field as a staging area for personnel.

Councilmember Evans asked if the day parking fee had been raised recently. Mr. Wilson said it was increased just last year from \$15 to \$20.

Councilmember Gookin asked if the new shared parking lot is open yet. Mr. Tymesen said the goal is to have it open this week. Councilmember Gookin asked Mr. Wilson to share a little bit about the show.

Mr. Wilson said the size of the show will remain the same this year. He noted they are also responsible for the parade which they moved up an hour last year and it worked out well. He said the plans are in place and they are ready to go. He said he appreciates the partnership with the City on this event. He also noted that the total expenditures for that day is approximately \$60,000.

MOTION: by Councilmember Evans seconded by Councilmember Gookin to recommend that Council approve leasing City owned parking lots to the Chamber of Commerce on the 4th of July to generate revenue that will be used exclusively to defray the cost of the community fireworks display. Motion Carried.

Item 3. Approval of School Resource Officer contract for School Year 2018-19 with School District #271.
(Consent Resolution)

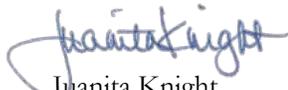
Randy Adams, Chief Deputy City Attorney, (for Capt. Hagar) presented a request from the Police Department requesting approval of a contract with the Coeur d'Alene School District #271 to provide School Resource Officer services for school year 2018- 2019. Mr. Adams noted that the City has maintained a contract with the School District to provide 7 School Resource Officers for several years. Mr. Adams said he as reviewed the contract and approves it. The School Board approved it at their last meeting. He noted that the School District agrees to pay 67% of nine months' salary and benefits of 7 Officers not to exceed \$395,968.51, to be paid quarterly in equal installments. The primary change from last year is a simplification of the calculation for how much the school district will pay the City. The final amount will be determined once a contract is reached with the Police Association. The partnership with the School District is extremely valuable and demonstrates our commitment to keeping our students safe.

Councilmember Gookin commented that he is really happy to support the schools. He feels it is very important to have our officers there as student safety is a national concern these days. He believes the officers presence does a lot for student and parent piece of mind. He wishes more government agencies would step up to assists the school districts the way the City of Coeur d'Alene does.

MOTION: by Councilmember Evans seconded by Councilmember Gookin to recommend that Council approve a contract with School District #271 to provide School Resource Officer services for school year 2018-19. Motion Carried.

The meeting adjourned at 12:15 p.m.

Respectfully submitted,



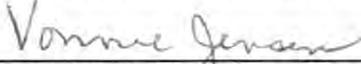
Juanita Knight
General Services Committee Liaison

CITY OF COEUR D'ALENE
Treasurer's Report of Cash and Investment Transactions

CITY CLERK

| FUND | BALANCE 4/30/2018 | RECEIPTS | DISBURSE- MENTS | BALANCE 5/31/2018 |
|-------------------------------------|----------------------|---------------------|---------------------|----------------------|
| <u>General-Designated</u> | \$972,047 | \$847,085 | \$27,996 | \$1,791,136 |
| <u>General-Undesignated</u> | 11,915,465 | 15,632,465 | 17,819,061 | 9,728,869 |
| <u>Special Revenue:</u> | | | | |
| Library | 268,795 | 25,938 | 122,212 | 172,521 |
| CDBG | 10,042 | 5,000 | | 15,042 |
| Cemetery | 29,903 | 32,633 | 27,429 | 35,107 |
| Parks Capital Improvements | 629,726 | 401,800 | 99,147 | 932,379 |
| Impact Fees | 2,729,261 | 141,175 | 48,731 | 2,821,705 |
| Annexation Fees | 286,846 | 330 | | 287,176 |
| Cemetery P/C | 1,530,324 | 6,180 | 25,491 | 1,511,013 |
| Jewett House | 26,288 | 5,004 | 1,228 | 30,064 |
| Reforestation | 26,812 | 512 | 164 | 27,160 |
| Street Trees | 219,490 | 10,453 | 13,599 | 216,344 |
| Community Canopy | 3,269 | 4 | | 3,273 |
| Public Art Fund | 65,523 | 75 | | 65,598 |
| Public Art Fund - ignite | 557,314 | 643 | | 557,957 |
| Public Art Fund - Maintenance | 84,580 | 97 | 56 | 84,621 |
| <u>Debt Service:</u> | | | | |
| 2015 G.O. Bonds | 1,022,852 | 11,977 | 500,000 | 534,829 |
| <u>Capital Projects:</u> | | | | |
| Street Projects | 258,920 | 49,029 | 58,602 | 249,347 |
| <u>Enterprise:</u> | | | | |
| Street Lights | (356) | 47,446 | 10,872 | 36,218 |
| Water | 3,071,530 | 325,819 | 347,907 | 3,049,442 |
| Water Capitalization Fees | 5,835,528 | 151,040 | 4,462 | 5,982,106 |
| Wastewater | 7,921,131 | 856,424 | 1,362,492 | 7,415,063 |
| Wastewater-Reserved | 1,066,181 | 27,500 | | 1,093,681 |
| WWTP Capitalization Fees | 7,865,624 | 473,618 | 7,700,000 | 639,242 |
| WW Property Mgmt | 60,668 | | | 60,668 |
| Sanitation | 1,308,542 | 372,443 | 303,077 | 1,377,908 |
| Public Parking | (869,015) | 483,857 | 497,219 | (882,377) |
| Drainage | 983,594 | 146,852 | 27,524 | 1,102,922 |
| Wastewater Debt Service | 864,690 | 170,217 | | 1,034,907 |
| <u>Fiduciary Funds:</u> | | | | |
| Kootenai County Solid Waste Billing | 203,588 | 231,313 | 203,749 | 231,152 |
| LID Advance Payments | 209 | | | 209 |
| Police Retirement | 1,148,901 | 14,184 | 40,280 | 1,122,805 |
| Sales Tax | 5,012 | 2,317 | 5,012 | 2,317 |
| BID | 218,136 | 6,251 | | 224,387 |
| Homeless Trust Fund | 379 | 436 | 379 | 436 |
| GRAND TOTAL | \$50,321,798 | \$20,480,117 | \$29,246,689 | \$41,555,226 |

I HEREBY SWEAR UNDER OATH THAT THE AMOUNTS REPORTED ABOVE, ON THE CASH BASIS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.



Vonnice Jensen, Comptroller, City of Coeur d'Alene, Idaho

CITY OF COEUR D'ALENE
BUDGET STATUS REPORT
EIGHT MONTHS ENDED
May 31, 2018

RECEIVED

JUN 9 2018

CITY CLERK

| FUND OR DEPARTMENT | TYPE OF EXPENDITURE | TOTAL BUDGETED | SPENT THRU 5/31/2018 | PERCENT EXPENDED |
|-----------------------|------------------------|-------------------|-------------------------|---------------------|
| Mayor/Council | Personnel Services | \$233,336 | \$154,512 | 66% |
| | Services/Supplies | 11,400 | 6,647 | 58% |
| Administration | Personnel Services | 357,463 | 257,300 | 72% |
| | Services/Supplies | 22,950 | 20,361 | 89% |
| Finance | Personnel Services | 744,010 | 415,812 | 56% |
| | Services/Supplies | 461,215 | 439,229 | 95% |
| Municipal Services | Personnel Services | 1,283,631 | 899,578 | 70% |
| | Services/Supplies | 494,919 | 339,621 | 69% |
| | Capital Outlay | 10,000 | 9,385 | 94% |
| Human Resources | Personnel Services | 255,486 | 159,548 | 62% |
| | Services/Supplies | 56,225 | 21,391 | 38% |
| Legal | Personnel Services | 1,132,172 | 755,185 | 67% |
| | Services/Supplies | 65,253 | 36,764 | 56% |
| Planning | Personnel Services | 582,544 | 341,582 | 59% |
| | Services/Supplies | 135,100 | 42,573 | 32% |
| | Capital Outlay | | | |
| Building Maintenance | Personnel Services | 362,828 | 221,703 | 61% |
| | Services/Supplies | 152,475 | 112,582 | 74% |
| | Capital Outlay | | | |
| Police | Personnel Services | 12,405,906 | 8,172,728 | 66% |
| | Services/Supplies | 1,143,778 | 759,797 | 66% |
| | Capital Outlay | 34,840 | 77,803 | 223% |
| Fire | Personnel Services | 9,101,092 | 6,286,571 | 69% |
| | Services/Supplies | 607,909 | 357,854 | 59% |
| | Capital Outlay | | 222,247 | |
| General Government | Services/Supplies | 105,900 | 111,875 | 106% |
| | Capital Outlay | | 8,494,282 | |
| Byrne Grant (Federal) | Services/Supplies | | 19,952 | |
| | Capital Outlay | | | |
| COPS Grant | Personnel Services | 121,939 | 49,219 | 40% |
| CdA Drug Task Force | Services/Supplies | 30,710 | 25,850 | 84% |
| | Capital Outlay | | | |
| Streets | Personnel Services | 2,694,412 | 1,796,333 | 67% |
| | Services/Supplies | 1,459,540 | 585,377 | 40% |
| | Capital Outlay | 287,000 | 258,235 | 90% |

CITY OF COEUR D'ALENE
BUDGET STATUS REPORT
EIGHT MONTHS ENDED
May 31, 2018

| FUND OR DEPARTMENT | TYPE OF EXPENDITURE | TOTAL BUDGETED | SPENT THRU 5/31/2018 | PERCENT EXPENDED |
|----------------------------|------------------------|-------------------|-------------------------|---------------------|
| Engineering Services | Personnel Services | 242,736 | 167,879 | 69% |
| | Services/Supplies | 98,350 | 95,518 | 97% |
| | Capital Outlay | | | |
| Parks | Personnel Services | 1,483,915 | 868,200 | 59% |
| | Services/Supplies | 558,450 | 254,349 | 46% |
| | Capital Outlay | 60,000 | 55,960 | 93% |
| Recreation | Personnel Services | 559,345 | 347,925 | 62% |
| | Services/Supplies | 190,330 | 72,340 | 38% |
| | Capital Outlay | 6,400 | 29,296 | 458% |
| Building Inspection | Personnel Services | 836,397 | 574,368 | 69% |
| | Services/Supplies | 40,196 | 18,578 | 46% |
| | Capital Outlay | | | |
| Total General Fund | | <u>38,430,152</u> | <u>33,936,309</u> | <u>88%</u> |
| Library | Personnel Services | 1,250,412 | 807,791 | 65% |
| | Services/Supplies | 208,000 | 135,502 | 65% |
| | Capital Outlay | 160,000 | 90,393 | 56% |
| CDBG | Services/Supplies | 384,049 | 102,501 | 27% |
| Cemetery | Personnel Services | 193,807 | 123,223 | 64% |
| | Services/Supplies | 100,500 | 58,143 | 58% |
| | Capital Outlay | | | |
| Impact Fees | Services/Supplies | 745,000 | 471,731 | 63% |
| Annexation Fees | Services/Supplies | 398,240 | 398,240 | 100% |
| Parks Capital Improvements | Capital Outlay | 146,500 | 131,490 | 90% |
| Cemetery Perpetual Care | Services/Supplies | 157,000 | 104,144 | 66% |
| Jewett House | Services/Supplies | 25,855 | 6,497 | 25% |
| Reforestation | Services/Supplies | 5,000 | 299 | 6% |
| Street Trees | Services/Supplies | 100,000 | 49,099 | 49% |
| Community Canopy | Services/Supplies | 2,000 | 621 | 31% |
| Public Art Fund | Services/Supplies | 443,500 | 112,431 | 25% |
| | | <u>4,319,863</u> | <u>2,592,105</u> | <u>60%</u> |
| Debt Service Fund | | <u>882,181</u> | <u>565,784</u> | <u>64%</u> |

CITY OF COEUR D'ALENE
BUDGET STATUS REPORT
EIGHT MONTHS ENDED
May 31, 2018

| FUND OR DEPARTMENT | TYPE OF EXPENDITURE | TOTAL BUDGETED | SPENT THRU 5/31/2018 | PERCENT EXPENDED |
|-------------------------------|------------------------|-------------------|-------------------------|---------------------|
| Seltice Way | Capital Outlay | | 183,060 | |
| Seltice Way Sidewalks | Capital Outlay | 332,000 | | |
| Traffic Calming | Capital Outlay | 45,000 | 26,948 | 60% |
| Govt Way - Hanley to Prairie | Capital Outlay | | 5,586 | |
| Levee Certification | Capital Outlay | | 55,002 | |
| Fastlane Project | Capital Outlay | | | |
| Medina Avenue | Capital Outlay | 160,000 | 15,421 | 10% |
| Kathleen Avenue Widening | Capital Outlay | 195,000 | | |
| Margaret Avenue | Capital Outlay | | | |
| 4th and Dalton | Capital Outlay | 25,000 | | |
| US 95 Upgrade | Capital Outlay | 195,000 | | |
| 15th Street | Capital Outlay | 60,000 | 8,296 | 14% |
| Ironwood | Capital Outlay | 225,000 | | |
| | | 1,237,000 | 294,313 | 24% |
| Street Lights | Services/Supplies | 639,720 | 359,135 | 56% |
| Water | Personnel Services | 1,975,543 | 1,321,635 | 67% |
| | Services/Supplies | 4,421,891 | 823,024 | 19% |
| | Capital Outlay | 3,630,000 | 522,138 | 14% |
| Water Capitalization Fees | Services/Supplies | 866,000 | | |
| Wastewater | Personnel Services | 2,684,202 | 1,748,916 | 65% |
| | Services/Supplies | 7,042,103 | 1,213,815 | 17% |
| | Capital Outlay | 10,881,000 | 5,833,782 | 54% |
| | Debt Service | 2,177,063 | 755,753 | 35% |
| WW Capitalization | Services/Supplies | 2,200,000 | | |
| Sanitation | Services/Supplies | 3,500,806 | 2,264,457 | 65% |
| Public Parking | Services/Supplies | 271,846 | 177,094 | 65% |
| | Capital Outlay | 83,000 | 1,058,759 | 1276% |
| Drainage | Personnel Services | 111,160 | 74,455 | 67% |
| | Services/Supplies | 794,658 | 204,760 | 26% |
| | Capital Outlay | 362,000 | 174,728 | 48% |
| Total Enterprise Funds | | 41,640,992 | 16,532,451 | 40% |
| Kootenai County Solid Waste | | 2,600,000 | 1,530,026 | 59% |
| Police Retirement | | 176,554 | 117,114 | 66% |
| Business Improvement District | | 176,000 | 30,000 | 17% |
| Homeless Trust Fund | | 5,200 | 2,793 | 54% |
| Total Fiduciary Funds | | 2,957,754 | 1,679,933 | 57% |
| TOTALS: | | \$89,467,942 | \$55,600,895 | 62% |

I HEREBY SWEAR UNDER OATH THAT THE AMOUNTS REPORTED ABOVE, ON THE CASH BASIS, ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.



Vonnice Jensen, Comptroller, City of Coeur d'Alene, Idaho

RECEIVED

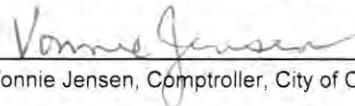
JUN 9 2018

CITY CLERK

**City of Coeur d Alene
Cash and Investments
5/31/2018**

| Description | City's Balance |
|---|---------------------------|
| U.S. Bank | |
| Checking Account | 2,518,611 |
| Checking Account | 21,827 |
| Investment Account - Police Retirement | 1,105,528 |
| Investment Account - Cemetery Perpetual Care Fund | 1,506,183 |
| Wells Fargo Bank | |
| Federal Home Loan Bank Bond | 996,452 |
| Community 1st Bank | |
| Certificate of Deposit | 1,006,659 |
| Certificate of Deposit | 205,603 |
| Idaho Central Credit Union | |
| Certificate of Deposit | 251,345 |
| Idaho State Investment Pool | |
| State Investment Pool Account | 33,686,841 |
| Spokane Teacher's Credit Union | |
| Certificate of Deposit | 254,052 |
| Cash on Hand | |
| Finance Department Petty Cash | 500 |
| Treasurer's Change Fund | 1,350 |
| Police Change Fund | 75 |
| Library Change fund | 180 |
| Cemetery Change Fund | 20 |
| Total | <u>41,555,226</u> |

I HEREBY SWEAR UNDER OATH THAT THE AMOUNTS REPORTED ABOVE
ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.



Vonnice Jensen, Comptroller, City of Coeur d'Alene, Idaho



City of Coeur d'Alene

Municipal Services Department

City Hall, 710 E Mullan Avenue
Coeur d'Alene, Idaho 83814
(208) 769-2229 or Fax 769.2237
kathylew@cdaid.org

OUTDOOR EATING FACILITY ENCROACHMENT APPLICATION

Valid March 17 - Nov 1 Annually

New applications or renewals with changes will be submitted to the City Council for approval. The application must be received in the Customer Service Center a minimum of seven (7) days prior to a City Council meeting (First and Third Tuesday of each month). Payments are due with the application (check or cash only).

Name of Eating Establishment: Ten 16
Applicant's Name: Jill Davis
Contact Person: Justin Davis
Cell Phone: (208) 691-4538
Mailing Address: 1118 N. 2nd St.
Physical Address: 726 N. 4th St.
Phone Number: (208) 659-2311
Email: ten16cda@gmail.com
City/State/Zip: C'dA, ID 83814

Is Application [X] New [] Renewal
Any change in ownership or type of use? [] No [X] Yes Same Use (restaurant) new owners
Do you hold a current State of Idaho, Kootenai County and City of CDA alcohol license? [] No [X] Yes
If yes, on your state of Idaho alcohol license do you have a restaurant designation? [] No [X] Yes
Is anyone under 21 allowed in the area inside your establishment where alcohol is served? [] No [X] Yes

[X] Please supply a copy of your current menu.

What hours is the full menu available? Start 7:00 am End 2:00 pm

What days is the full menu available? Wednesday - Sunday

[X] Please supply a proposed site/seating plan, which is subject to approval and includes the following:

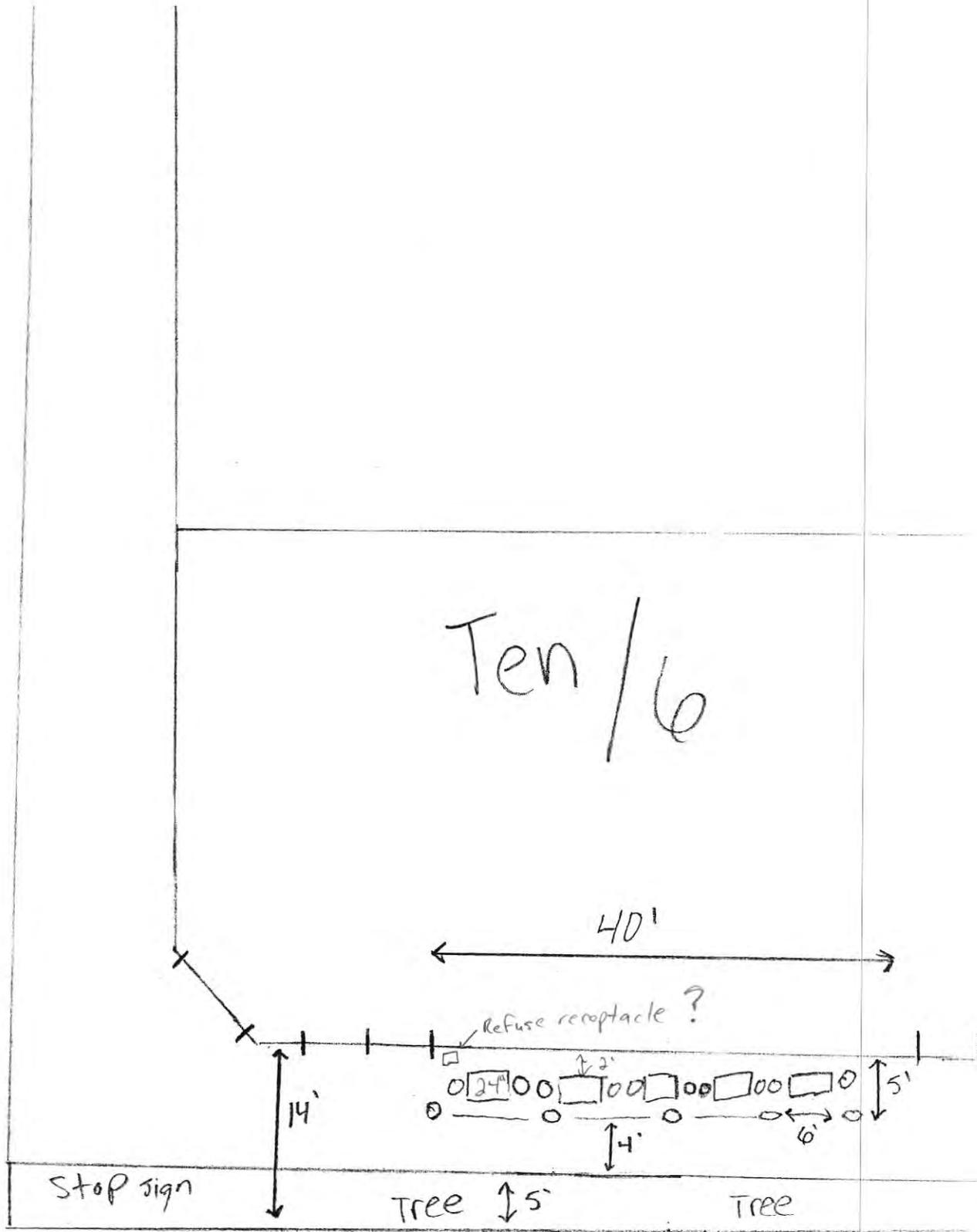
- Show table sizes and chair placement, distance from building (side street 24" tables max.)
Show distance to any tree grate, bench, light post, bicycle rack, news rack etc.
What is width of sidewalk from property line to curb
Please show location of refuse receptacle and disposal of cigarette remains

[X] Insurance: Please supply copy of liability insurance naming City as additional insured (\$1,000,000.00)

[X] Signed encroachment application

4th st.

Ten / 6



Reid

5 x 24" tables 2" from wall
7 x 1 1/2" dia. 36" tall stanchions
1" chain between stanchions

DATE: JUNE 13, 2018
TO: MAYOR AND CITY COUNCIL
FROM: PLANNING DEPARTMENT
RE: SETTING OF PUBLIC HEARING DATE: JULY 17, 2018

Mayor Widmyer,

The Planning Department has forwarded the following item to the City Council for scheduling of a public hearing. In keeping with state law and Council policy, the Council will set the date of the public hearing upon receipt of recommendation.

| <u>ITEM NO.</u> | <u>REQUEST</u> | <u>COMMISSION ACTION</u> | <u>COMMENT</u> |
|-----------------|--|--------------------------|----------------|
| ZC-2-18 | Applicant: Lake City Engineering Location: 1820 W. Prairie & 7845 N. Ramsey Request: A proposed zone change from R-3 to R-17. | Recommended approval | QUASI-JUDICIAL |

In order to satisfy the mandatory 15-day notice requirement, the next recommended hearing date will be **July 17, 2018**

RESOLUTION NO. 18-034

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, AUTHORIZING THE BELOW MENTIONED CONTRACTS AND OTHER ACTIONS OF THE CITY OF COEUR D'ALENE, INCLUDING APPROVAL OF CHANGES AND ADDITIONS TO THE CITY'S CLASSIFICATION AND COMPENSATION PLAN; APPROVAL OF LEASE OF CITY-OWNED PARKING LOTS TO THE COEUR D'ALENE CHAMBER OF COMMERCE; APPROVAL OF SCHOOL RESOURCE OFFICER CONTRACT FOR SCHOOL YEAR 2018-19 WITH SCHOOL DISTRICT #271; APPROVAL OF SALE OF CITY PROPERTY AT 601 W. NEIDER AVENUE TO HABITAT FOR HUMANITY OF NORTH IDAHO; ACCEPTANCE OF BID AND APPROVAL OF A CONTRACT WITH POE ASPHALT & PAVING FOR THE 2018 CHIP SEAL PROJECT AND APPROVAL OF CHANGE ORDER #1 FOR THE CITY'S 2018 CURED-IN-PLACE (CIPP) PROJECT WITH INSITUFORM TECHNOLOGIES, LLC.

WHEREAS, it has been recommended that the City of Coeur d'Alene enter into the contract(s), agreement(s) or other actions listed below pursuant to the terms and conditions set forth in the contract(s), agreement(s) and other action(s) documents attached hereto as Exhibits "A through F" and by reference made a part hereof as summarized as follows:

- A) Approval of changes and additions to the City's Classification and Compensation Plan;
- B) Approval of lease of City-owned parking lots to the Coeur d'Alene Chamber of Commerce;
- C) Approval of School Resource Officer contract for School Year 2018-19 with School District #271;
- D) Approval of sale of City property at 601 W. Neider Avenue to Habitat for Humanity of North Idaho;
- E) Acceptance of bid and approval of a contract with Poe Asphalt & Paving for the 2018 Chip Seal project; and
- F) Approval of Change Order #1 for the City's 2018 Cured-in-Place (CIPP) project with Insituform Technologies, LLC.

AND

WHEREAS, it is deemed to be in the best interests of the City of Coeur d'Alene and the citizens thereof to enter into such agreements or other actions;

NOW, THEREFORE,

BE IT RESOLVED by the Mayor and City Council of the City of Coeur d'Alene that the City enter into agreements and take other actions, as set forth in substantially the form attached hereto as Exhibits "A" through "F" and incorporated herein by reference, with the provision that the Mayor, City Administrator, and City Attorney are hereby authorized to modify said agreements or other actions so long as the substantive provisions of the agreements or other actions remain intact.

BE IT FURTHER RESOLVED that the Mayor and City Clerk be and they are hereby authorized to execute such agreements or other actions on behalf of the City.

DATED this 19th day of June, 2018.

Steve Widmyer, Mayor

ATTEST:

Renata McLeod, City Clerk

Motion by _____, Seconded by _____, to adopt the foregoing resolution.

ROLL CALL:

| | |
|------------------------|-------------|
| COUNCIL MEMBER ENGLISH | Voted _____ |
| COUNCIL MEMBER EVANS | Voted _____ |
| COUNCIL MEMBER MILLER | Voted _____ |
| COUNCIL MEMBER MCEVERS | Voted _____ |
| COUNCIL MEMBER GOOKIN | Voted _____ |
| COUNCIL MEMBER EDINGER | Voted _____ |

_____ was absent. Motion _____.



Date: June 11, 2018
From: Melissa Tosi; Human Resources Director
Re: Personnel Rule Amendment

DECISION POINT

The City Council is being asked to authorize the following changes and additions to the City’s current Classification and Compensation Plan.

| Current Title | Proposed Title | New Classification | Current Pay Grade | Proposed Pay Grade |
|-------------------------------------|-----------------------|--|-------------------|--------------------|
| Deputy Finance Director/Comptroller | Comptroller | | 17 | |
| | Accountant | New Classification in the Finance Department | | 14 |
| | Crime Victim Advocate | New Classification in the Police Department | | 10 |
| Fire Chief | | | 19 | 20 |
| Police Chief | | | 19 | 20 |

HISTORY

Based on the reorganization of the Finance Department and not refilling the Finance Director position, removing the Deputy Finance Director from the full job title and moving forward with the Comptroller title is a more accurate depiction of the classification to date. All duties and responsibilities will continue and remain as currently stated in the job classification and the Finance Department employees will continue to be supervised and report to the Comptroller.

Additionally, with being a position short, the Finance Department is in need of a position to independently perform accounting and financial activities to support the citywide financial system. The Accountant position will directly report to the Comptroller and will assist with preparing and analyzing reports, assisting with the annual audit, and assists the various departments with the City budget. BDPA has reviewed and recommends the leveling for this classification be a pay grade 14.

The Crime Victim Advocate is a new classification for the police department and the position will provide general information and support, referrals to social services agencies, shelter referrals, and assistance with the legal system and other help to victims of crimes. The Crime Victim Advocate will also provide crisis intervention services at the scene of an accident or crime. BDPA has reviewed and recommends the leveling for this classification be a pay grade 10.

After review of the Fire Chief and Police Chief's leveling and based on the BDPA comparables through the Northwest Data Exchange, the data shows the two chiefs pay grade maximums are approximately -7.7% below market. As a result, it is recommended to increase the Fire Chief and Police Chief pay grade from a pay grade 19 to a pay grade 20 which would result in a 12% increase. Due to the market data, the size of the City of Coeur d'Alene, the size of our fire and police departments and scope of responsibilities, a pay grade 20 would be a more appropriate leveling.

The proposed Personnel Rule amendment was posted a minimum of ten (10) consecutive days before this City Council meeting.

FINANCIAL ANALYSIS

The Accountant position will be a new classification but the department will have wage savings overall due to the Finance Director position not being refilled.

- Annual base wage for beginning Accountant = \$53,060 (pay range is \$53,060 - \$74,672)
- Previous maxed base wage for Finance Director = \$123,676 (range is \$87,900 - \$123,676)

The Crime Victim Advocate is a new classification and this current fiscal year will be 75% funded from the Stop Violence Against Women Grant with a 25% required match from the City. This fiscal year's cost to the City will be absorbed by existing savings in the police budget and the financial plan for fiscal year 2018-2019 will be updated by including the classification.

- Annual base wage for beginning Crime Victim Advocate = \$39,535 (range is \$39,535 – \$55,348)

The reclassification of the Fire Chief and Police Chief positions would result in a 12% increase from a pay grade 19 to a pay grade 20. The increase is an additional \$14,872 annually for each department and will be budgeted in the fiscal year 2018-2019 financial plan and will be effective October 1, 2018.

PERFORMANCE ANALYSIS

Authorizing the above noted amendments will provide updated job classifications and leveling for the duties and responsibilities needed for the Finance, Fire and Police Departments.

RECOMMENDATION

Adopt Resolution No. 18-034 approving the changes and additions to the City's Classification and Compensation Plan.

Administration Department
Staff Report

DATE: June 11, 2018
FROM: Troy Tymesen, City Administrator
SUBJECT: Leasing of the City owned parking lots to the Coeur d'Alene Chamber of Commerce on the 4th of July

DECISION POINT:

To lease the City owned parking lots to the Chamber of Commerce on the 4th of July to generate revenue that will be used exclusively to defray the cost of the community fireworks display.

HISTORY:

In the past the City has leased individual lots to entities that have wanted the space to display goods or conduct auctions. This proposal from the Chamber, and previously recommended by the Parking Commission, would allow the Chamber to lease the City owned parking spaces from the City for \$9.00 per space. This is the same charge as last year.

It is anticipated that this lease will generate approximately \$8,400 to the City's parking fund. The Chamber is proposing to charge \$20.00 per car for parking on the 4th of July in order to generate income to assist with the cost of the fireworks display. The estimated cost of the fireworks display is \$30,000.00. The Chamber has taken on more responsibility for the traffic control expense on that day and will be paying for over 20 traffic flaggers. This will be the seventh year of this partnership.

FINANCIAL ANALYSIS:

The Parking Fund, which receives no property taxes, is the recipient of these funds and with this proposal there would be no negative impact to the revenue anticipated from use of the City owned parking lots. 40% of the net income from the Parking Fund goes to the Parks Capital Improvement Fund, which is used to develop parks. The Chamber anticipates that the 4th of July event parking gross income should be approximately \$10,000.00 which would be used to defray the cost of the community fireworks display. This proposal includes the following parking facilities: McEuen, Museum, Memorial Field and the new shared used parking lot, Independence Point, as well as the upper Library lot, and the paved lot south of City Hall. The Police Department will be using the lower City Hall parking lot which borders McEuen Field as a staging area for personnel.

PERFORMANCE ANALYSIS:

The revenue generated by this partnership would go to a dedicated fund for the community fireworks. The Chamber does not have a direct method to collect funds for this annual celebration.

DECISION POINT:

To lease the City owned parking lots to the Chamber of Commerce on the 4th of July to generate revenue that will be used exclusively to defray the cost of the community fireworks display.



June 19, 2018

Mr. Steve Wilson, Executive Director
Coeur d'Alene Chamber of Commerce
105 N First Street, Ste. 100
Coeur d'Alene, ID 83814

RE: 4th of July Parking Lot Lease Agreement

Dear Mr. Wilson:

Pursuant to City Council Resolution No. 18-034 approved on June 19, 2018, this letter will serve as the Lease Agreement between the City of Coeur d'Alene (lessor) and the Coeur d'Alene Chamber of Commerce (lessee) for the following listed City parking lots for July 4, 2018:

- Paved lot south of City Hall
- Independence Point lot
- Museum lot
- Memorial Field Paved Lot
- New shared used parking lot with Kootenai County at Memorial Field
- Coeur d'Alene Public Library
- McEuen Park Parking Facility

The term of the lease shall be 24 hours, starting at midnight on July 3, 2018, and ending at midnight July 4, 2018.

The rental amount for the lease shall be \$9.00 per space payable to the City of Coeur d'Alene Parking Fund. Payment shall be made by or before July 31, 2018.

The lessee agrees that it will charge no more than \$20.00 per space for all parking spaces during the term of the lease.

Please sign this Lease Agreement and return it to the City Clerk. Thank you for your attention to this matter.

APPROVED:

Steve Widmyer, Mayor

By: _____
Coeur d'Alene Chamber of Commerce

ATTEST:

Its: _____

Renata McLeod, City Clerk

Date: _____

Date: _____

CITY COUNCIL
STAFF REPORT

DATE: June 5, 2018

FROM: Dave Hagar

SUBJECT: School Resource Officer Contract for School Year 2017-2018 with Coeur
d'Alene School District #271

Decision Point: The police department requests approval of the attached contract with the Coeur d'Alene School District #271 to provide School Resource Officer services for school year 2018- 2019.

History: The City has maintained a contract the Coeur d'Alene School District to provide 7 School Resource Officers for several years. This contract is similar to previous years' contracts.

Financial Analysis: The Coeur d'Alene School District agrees to pay 67% of nine months' salary and benefits of 7 Officers not to exceed \$395,968.51, to be paid quarterly in equal installments. The final amount will be determined once a contract is reached with the Police Association.

Performance Analysis: This partnership with the Coeur d'Alene School District is extremely valuable and demonstrates our commitment to keeping our students safe.

Decision Point: The police department requests approval of the attached contract with the Coeur d'Alene School District to provide School Resource Officer services for school year 2018- 2019.

AGREEMENT BETWEEN THE
COEUR D'ALENE SCHOOL DISTRICT #271

and

THE CITY OF COEUR D'ALENE

for

EMPLOYMENT OF SCHOOL RESOURCE OFFICERS
DISTRICT'S FISCAL YEAR 2018-19

THIS AGREEMENT is entered into this 4th day of June, 2018, by and between School District #271, Coeur d'Alene, Idaho, hereinafter referred to as DISTRICT, and the City of Coeur d'Alene, having its principal business office located at 710 Mullan, Coeur d'Alene, Idaho, hereinafter referred to as CITY.

WITNESSETH:

WHEREAS, safety and security on and around high school, middle school, and elementary school campuses is an essential element for a positive educational environment; and

WHEREAS, the safety and well being of students on high school, middle school, and elementary school campuses is a concern shared by both the CITY and the DISTRICT, and a coordinated effort is deemed the most effective and efficient means to provide for campus security; and

WHEREAS, the presence of uniformed police officers on school campuses, in addition to basic law enforcement services, allows for an array of police services to be provided to both students and staff such as the dissemination of information on the police department, the criminal justice system, gang intervention and prevention, and alcohol and drug abuse prevention.

NOW THEREFORE, the parties to this agreement do mutually agree as follows:

I. RESPONSIBILITIES OF CITY

1. CITY agrees to provide seven (7) School Resource Officers in order to provide a uniformed high visibility presence on and around the high school, middle school and elementary campuses, located in the City of Coeur d'Alene; in the event the School Resource Officer is unavailable for an extended period of time, periodic coverage will be maintained by another officer(s); and

2. CITY agrees to furnish normal equipment for officers who perform this service.

including use of Coeur d'Alene Police Department vehicles; and

3. CITY agrees the officers will facilitate classroom and faculty presentations related to the youth and the law, at elementary schools, Coeur d'Alene High School, Lake City High School, Venture High School, Woodland Middle School, Canfield Middle School, Lakes Middle School, and the following 7 elementary schools: Borah, Bryan, Fernan, Ramsey, Skyway, Sorenson, and Winton. SRO's will investigate youth related criminal cases, continue to work with community agencies and parent/teacher groups, schedule security activities as needed, be the first responder in all law enforcement related matters as they occur during regularly scheduled work hours for the officer; and

4. CITY agrees to have officers attend various sporting events and other extra curricular activities as needed for pro-active enforcement and interaction; and

5. CITY agrees to document and investigate all incidents of crime as per the police department's policies and procedures.

II. RESPONSIBILITIES OF DISTRICT

1. DISTRICT agrees to provide office space, furnishings and supplies for each School Resource Officer; and

2. DISTRICT agrees to furnish any special equipment or material necessary for the performance of this service as such equipment or material shall be identified and agreed to by the parties in writing; and

3. DISTRICT agrees each officer shall be responsible primarily to their Police Department Supervisor and secondarily to the principal of the high school to which they are assigned.

4. DISTRICT agrees to pay all overtime for the School Resource Officers.

III. CONTROL AND JURISDICTION

Prevention, education and training may take place at elementary schools, Coeur d'Alene High School, Lake City High School, Venture High School, Woodland Middle School, Canfield Middle School and Lakes Middle School located in the City of Coeur d'Alene as such activity relates to the DISTRICT.

The School Resource Officers will remain under the employment, direction, and control of the Coeur d'Alene Police Department. The Resource Officers are employees of the City of Coeur d'Alene as employee is defined under Idaho Code 6-902(4).

The City of Coeur d'Alene shall remain responsible for the actions of the School Resource Officers, and shall maintain liability insurance, or self insurance as the case may be for any claims under the Idaho Tort Claims Act, Idaho Code 6-901 et seq., or any other alleged act or omission of the School Resource Officers including but not limited to alleged Civil Rights violations.

The DISTRICT shall maintain liability insurance, or self-insurance as the case may be for any claims under the Idaho Tort Claims Act, or any other claim, arising out of the negligent acts or omissions of SD 271, its employees, agents, and students, including but not limited to bodily injury or death, property damage, or alleged Civil Rights violations.

The DISTRICT shall endeavor to provide the CITY with requests for additional officers or for work assignments occurring outside regular high school or middle school hours (that are not usual police duties) prior to the beginning of the school year. DISTRICT will update the CITY at reasonable intervals in order to assist the CITY in scheduling officers. Any requests for services by the CITY outside the scope of this agreement shall be negotiated for compensation prior to the incurrence of such work assignments, the same shall be agreed to in writing.

IV. CONSIDERATION

In consideration of all services hereinbefore described, DISTRICT agrees to pay and CITY agrees to accept in full payment therefor the amount of sixty-seven percent (67%) of nine (9) months' salary and benefits of seven (7) resource officers not to exceed Three Hundred Ninety-Five Thousand Nine Hundred Sixty-Eight Dollars and 51/100 (\$395,968.51), to be paid quarterly in equal installments.

V. TERM, AMENDMENT, RENEWAL AND TERMINATION OF AGREEMENT

1. The term of this Agreement shall remain in effect for the 2018-19 public school fiscal year.
2. This Agreement may be amended or renewed in writing by consent of CITY and DISTRICT as permitted by law.
3. This Agreement may be terminated at any time in writing by mutual consent of CITY and DISTRICT.
4. On or before April 1, 2019, both parties shall meet to evaluate the program prior to deciding whether to continue.
5. In the event that the parties do not have a writing as contemplated in 2, above, and/or do not meet to evaluate as contemplated in 4, above, this Agreement will continue month-to-month into the 2019-2020 school year, until the Agreement is either amended or renewed (per number 2) or is terminated (per number 3).

VI. IDAHO LAW CONTROLS

It is expressly understood and agreed by CITY and DISTRICT that the laws of the State of Idaho shall govern them and the venue for any litigation disputes regarding, or interpretation of, this Agreement shall be initiated exclusively in Kootenai County, State of Idaho.

VII. SUCCESSORS-IN-INTEREST AND ASSIGNS

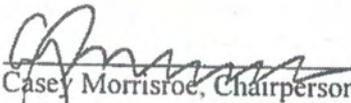
All terms, conditions and provisions hereof shall inure to and shall bind the parties hereto, their respective successors in interest and assigns.

IN WITNESS THEREOF, CITY and DISTRICT have caused the Agreement to be signed in their behalf by duly authorized representative on the ____ day of _____, 2018, pursuant to Resolution No. 18-____, authorized the City Mayor to sign same.

CITY OF COEUR D'ALENE

COEUR D'ALENE SCHOOL DISTRICT
#271

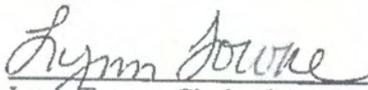
By: _____
Steve Widmyer, Mayor

By: 
Casey Morrisroe, Chairperson

Attest:

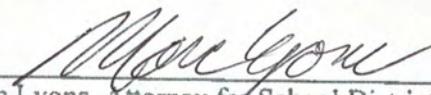
Attest:

Renata McLeod, City Clerk


Lynn Towne, Clerk of the Board

APPROVED as to form and legality this ____ day of _____, 2018.

By: _____
Michael C. Gridley, City Attorney

By: 
Marc Lyons, Attorney for School District 271

**PUBLIC WORKS COMMITTEE
STAFF REPORT**

DATE: June 11, 2018
FROM: Kyle Marine, Assistant Superintendent, Water Department
SUBJECT: Award of highest bid of \$40,000 to Habitat for Humanity of North Idaho, Inc.

=====

DECISION POINT: Should the Water Department property, located at 601 W Neider Ave., be sold to the highest bidder, Habitat for Humanity of North Idaho, Inc., for the sum of \$40,000?

HISTORY: The Water Department fund owns a .825 acre parcel that originally was the site of a proposed future well. Staff presented a proposal to City Council to declare the property surplus and to sell it to the highest bidder, setting a minimum value of \$40,000. Council approved the proposal and the property went out for bid. One bid was submitted, for \$40,000, by Habitat for Humanity of North Idaho, Inc.

FINANCIAL ANALYSIS: The property brings no revenue into the fund and is a liability. Staff recommends accepting the bid and completing the sale of the property via Quit Claim Deed to Habitat for Humanity of North Idaho, Inc., for the amount of \$40,000.

PERFORMANCE ANALYSIS: By selling the property, the City can dispose of a parcel that brings no value to the City, which has no foreseeable future use by the City, and which creates a potential liability. In addition, disposal of the property will eliminate the time and resources which the Water Department expends to maintain the site.

DECISION POINT/RECOMMENDATION: Council should accept the bid of Habitat for Humanity of North Idaho, Inc., in the amount of \$40,000, and completing the sale of the property at 601 W Neider Ave., via Quit Claim Deed, to Habitat for Humanity of North Idaho, Inc.

**PUBLIC WORKS COMMITTEE
STAFF REPORT**

DATE: June 11, 2018
FROM: Tim Martin, Streets & Engineering Director
SUBJECT: Approval of Low Bidder for the 2018 Chip Seal Project

DECISION POINT: Should Council to accept the bid Poe Asphalt Paving, Inc., as the low bidder for the 2018 Chip Seal Project?

HISTORY: The City of Coeur d’Alene received two responsive bids:

| | |
|--------------------------|-----------------|
| Poe Asphalt Paving, Inc. | \$ 966,612.75 |
| RPI, Inc. | \$ 1,014,247.35 |

The Engineer’s Estimate was \$938,600.00.

FINANCIAL ANALYSIS: The City’s approved budget amount for the 2018 Chip Seal Project is \$750,000.00. The City’s portion of the Project is \$648,646.70.

PERFORMANCE ANALYSIS: The City of Coeur d’Alene has a cooperative agreement with the City of Dalton and the City of Hayden for the contract management of the chip seal project. The City of Coeur d Alene is the lead agency. The price breakdowns for each city are shown in the table below.

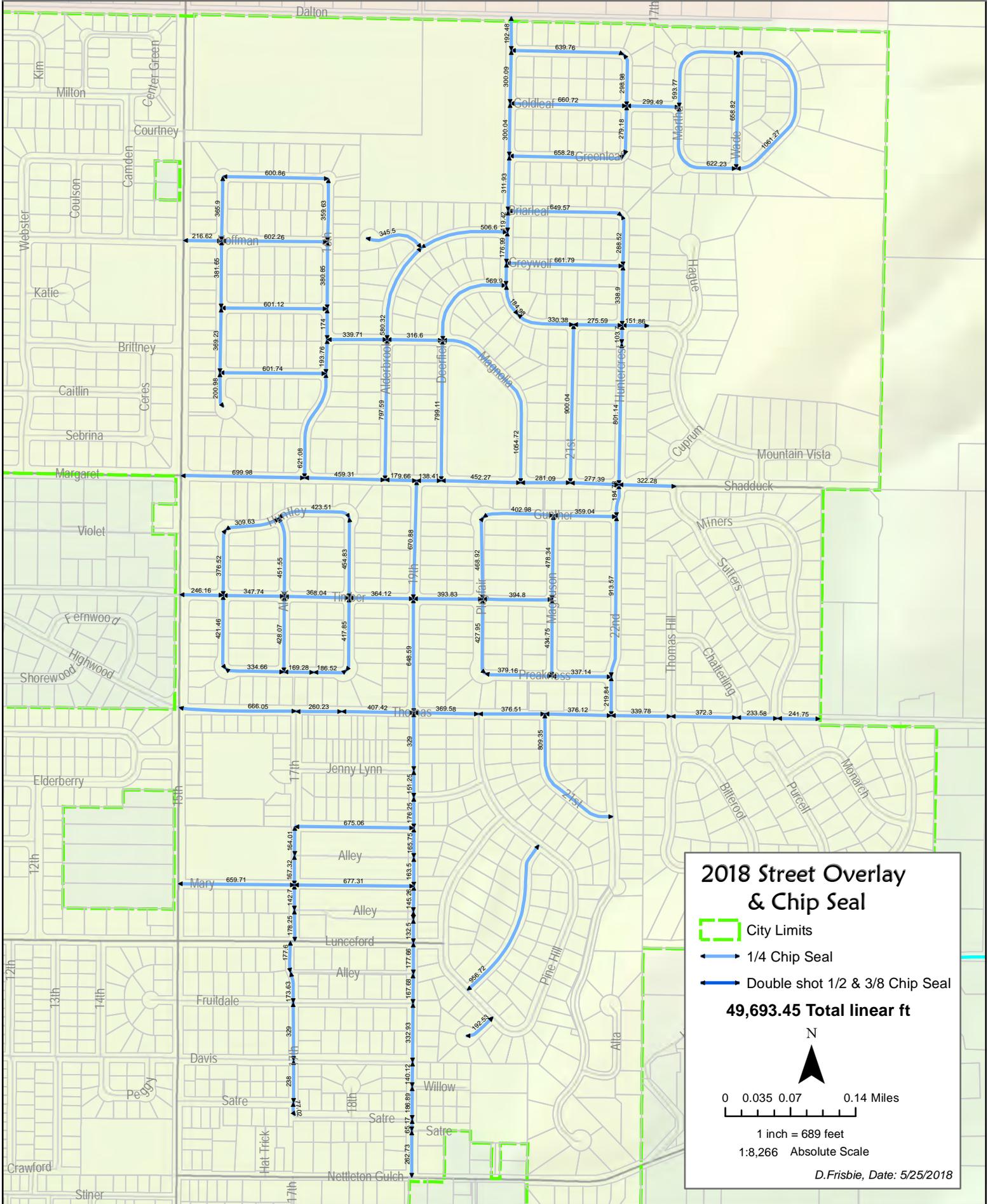
| CDA Estimated Quantity | CDA | Hayden Estimated Quantity | Hayden | Dalton Estimated Quantity | Dalton | Total |
|------------------------|----------------------|---------------------------|----------------------|---------------------------|---------------------|----------------------|
| 185,925 | \$ 366,272.25 | 0 | \$ - | 14,425 | \$ 28,417.25 | \$ 394,689.50 |
| 25,595 | \$ 65,011.30 | 84,145 | \$ 213,728.30 | 0 | \$ - | \$ 278,739.60 |
| 26,065 | \$ 71,939.40 | 0 | \$ - | 0 | \$ - | \$ 71,939.40 |
| 214,910 | \$ 62,323.90 | 90,990 | \$ 26,387.10 | 14,425 | \$ 4,183.25 | \$ 92,894.25 |
| 1 | \$ 40,479.92 | 1 | \$ 17,186.64 | 1 | \$ 2,333.43 | \$ 60,000.00 |
| 1 | \$ 7,200.00 | 1 | \$ - | 0 | \$ - | \$ 7,200.00 |
| 1 | | 1 | \$ 7,200.00 | 0 | \$ - | \$ 7,200.00 |
| 1 | \$ 35,419.93 | 1 | \$ 15,038.31 | 1 | \$ 2,041.75 | \$ 52,500.00 |
| | \$ 648,646.70 | | \$ 279,540.36 | | \$ 36,975.69 | \$ 965,162.75 |

The streets that will be chip sealed are shown in the attached map.

RECOMMENDATION: Council should accept the bid of, and award the contract to, Poe Asphalt Paving, Inc., for the 2018 Chip Seal Project in the amount of \$966,612.75, with the City’s portion being \$648,646.70.

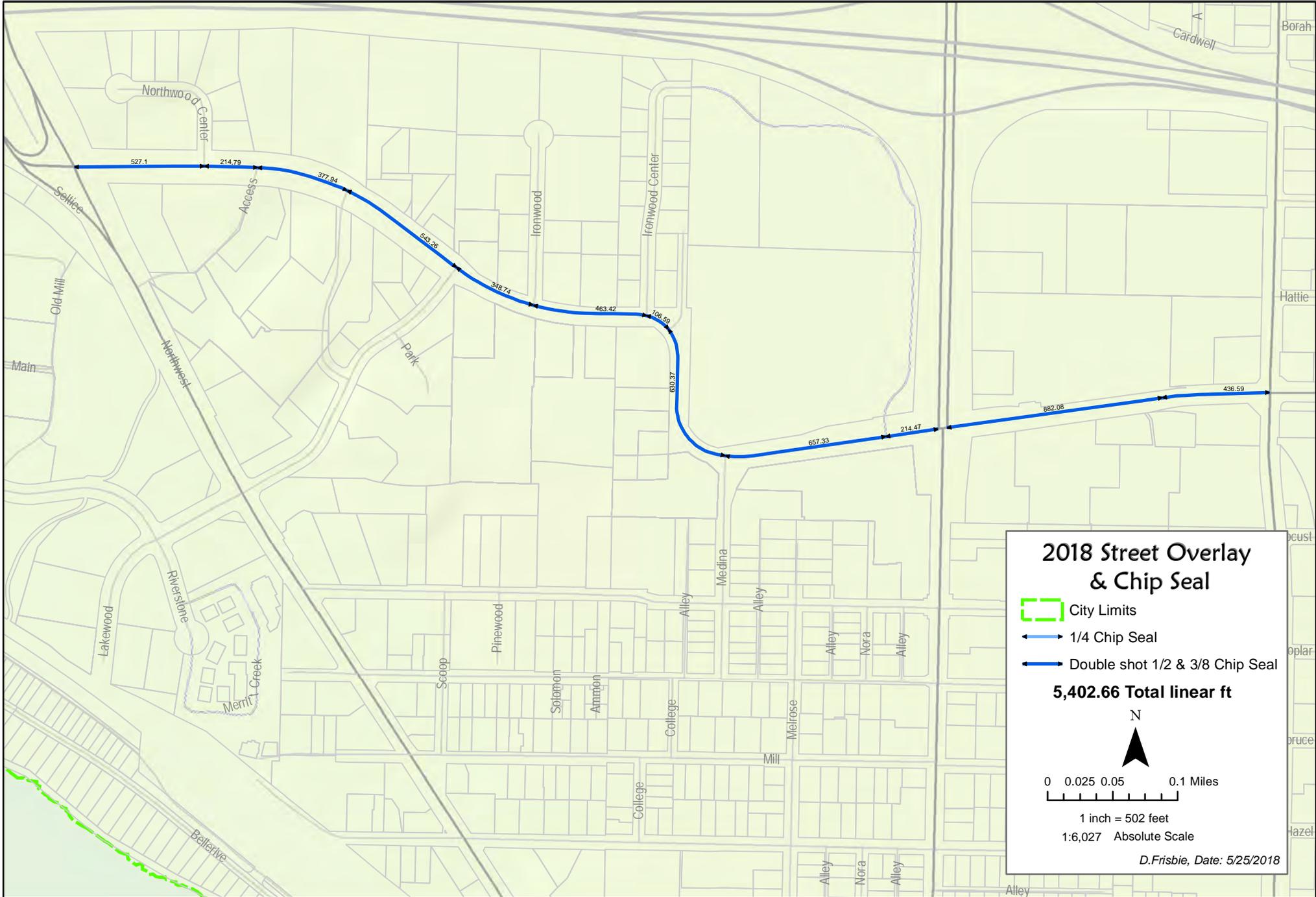
Residential Chip Seal

Bentwood Park Subdivision, Echo Glenn Subdivision, Canfield Park Subdivision, E Shadduck, 15th to N Sutters Way, Cumberland Meadows Subdivision, Thomas Ln, 15th to City limits, 17th, Satre Ave to April Elaine Ave, 19th, Nettleton Gulch to Thomas Ln, April Elaine Ave, E Mary Ln, Pine Hill Cir, Pine Hill Pl, 21st Pl



Arterial-Collector Chip Seal

Ironwood, Government Way to Northwest Blvd



CONTRACT
For
CITIES OF COEUR D'ALENE, HAYDEN, AND DALTON GARDENS
2018 CHIP SEAL PROJECT

THIS CONTRACT, made and entered into this 19th day of June, 2018, between the **CITY OF COEUR D'ALENE**, Kootenai County, Idaho, a municipal corporation duly organized and existing under and by virtue of the laws of the state of Idaho, hereinafter referred to as the "**CITY**", and **POE ASPHALT & PAVING**, a corporation duly organized and existing under and by virtue of the laws of the state of Idaho, with its principal place of business at 2732 N. Beck Road, Post Falls, Idaho 83854, hereinafter referred to as "**CONTRACTOR**,"

WITNESSETH:

WHEREAS, the **CONTRACTOR** has been awarded the contract for the 2018 Chip Seal Project by the **CITY** according to contract documents on file in the office of the City Clerk of the **CITY**, which contract documents are incorporated herein by reference; and

WHEREAS, this contract is specifically contingent upon the approval by the city councils of **Hayden** and **Dalton Gardens** of the award of the 2018 Chip Seal Project to the **CONTRACTOR** pursuant to the terms and conditions of the contract documents. If either the city council of **Hayden** or the city council of **Dalton Gardens** fails to approve the award, the contract may, at the sole option of the **CITY**, be withdrawn.

THEREFORE,

IT IS AGREED that for and in consideration of the covenants and agreements to be made and performed by the **CITY** and the cities of Hayden and Dalton Gardens, as hereinafter set forth, the **CONTRACTOR** shall complete improvements as set forth in the said contract documents described below, furnishing all labor and materials therefor according to said contract documents and under the penalties expressed in the performance bond bearing even date herewith, and which bond with said contract documents are hereby declared and accepted as parts of this contract. All material shall be of the high standard required by the said contract documents and approved by the **CITY**'s Engineer, and all labor performed shall be of first-class workmanship.

The **CONTRACTOR** shall furnish and install barriers and warning lights to prevent accidents. The **CONTRACTOR** shall indemnify, defend and hold the **CITY**, and the cities of **Hayden and Dalton Gardens**, harmless from all claims arising from the **CONTRACTOR**'s actions or omissions in performance of this contract, and to that end shall maintain liability insurance naming the **CITY, Hayden, and Dalton Gardens** as insureds in the amount of One Million Dollars (\$1,000,000) for property damage or bodily or personal injury, death or loss as a result of any one occurrence or accident regardless of the number of persons injured or the number of claimants, it being the insurance shall comply with at least the minimum requirements of Title 6, Chapter 9, Idaho Code. A certificate of insurance providing at least thirty (30) days'

written notice to the **CITY** prior to cancellation of the policy shall be filed in the office of the City Clerk.

The **CONTRACTOR** agrees to maintain Worker's Compensation coverage on all employees, including employees of subcontractors, during the term of this contract as required by Idaho Code §§ 72-101 through 72-806. Should the **CONTRACTOR** fail to maintain such insurance during the entire term hereof, the **CONTRACTOR** shall indemnify the **CITY, Hayden, and/or Dalton Gardens** against any loss resulting to the **CITY, Hayden, and/or Dalton Gardens** from such failure, either by way of compensation or additional premium liability. The **CONTRACTOR** shall furnish to the **CITY**, prior to commencement of the work, such evidence as the **CITY** may require guaranteeing contributions which will come due under the Employment Security Law including, at the option of the **CITY**, a surety bond in an amount sufficient to make such payments.

The **CONTRACTOR** shall furnish the **CITY** certificates of the insurance coverage's required herein, which certificates must be approved by the City Attorney.

The **CONTRACTOR** agrees to receive and accept as full compensation for furnishing all materials, and doing all the work contemplated and embraced in the contract, an amount equal to the sum of the total for the items of work. The total for each item of work shall be calculated by determining the actual quantity of each item of work and multiplying that actual quantity by the unit price bid by the **CONTRACTOR** for that item of work. The total amount of the contract shall not exceed Nine Hundred Sixty Six Thousand Six Hundred Twelve and 75/100 Dollars (\$966,612.75).

Monthly progress payments must be submitted by the 10th of the month for work done in the previous calendar month. Partial payment shall be made by the end of each calendar month on a duly certified estimate of the work completed in the previous calendar month less five percent (5%). Final payment shall be made thirty (30) days after completion of all work and acceptance by the City Council, provided that the **CONTRACTOR** has obtained from the Idaho State Tax Commission and submitted to the **CITY** a release of liability for taxes (Form 10-248-79). Payment shall be made by the City Finance Director.

The number of working days allowed for completion of the Contract work shall be 20 working days. Days where the only work is traffic control, sweeping, or covering utilities do not count toward working days. The contract time shall commence no later than 10 days after the date of the Notice to Proceed issued by the **CITY**.

The **CITY** and the **CONTRACTOR** recognize that time is of the essence and failure of the **CONTRACTOR** to complete the work within the time allowed shall result in damages being sustained by the **CITY**. Such damages are and will continue to be impractical and extremely difficult to determine. Therefore, in the event the **CONTRACTOR** shall fail to complete the work within the following time limits, the **CONTRACTOR** shall pay to the **CITY** or have withheld from monies due, liquidated damages at the rate of One Thousand Five Hundred Dollars (\$1,500.00) per calendar day, which sums shall not be construed as a penalty.

IT IS AGREED that the **CONTRACTOR** must employ ninety five percent (95%) bona fide Idaho residents as employees on any job under this contract except where under this contract fifty (50) or less persons are employed by the **CONTRACTOR**, in which case the **CONTRACTOR** may employ ten percent (10%) nonresidents; provided, however, in all cases the **CONTRACTOR**, must give preference to the employment of bona fide Idaho residents in the performance of said work.

Further, the **CONTRACTOR**, in consideration of securing the business of construction of the works to be constructed under this contract, and recognizing the business in which he is engaged is of a transitory character and that, in the pursuit thereof, his property used therein may be outside the state of Idaho when taxes, excises, or license fees to which he is liable become payable, agrees:

1. To pay promptly when due all taxes (other than on real property), excises, and license fees due to the State of Idaho, its subdivisions, and municipal and quasi-municipal corporations therein, accrued or accruing during the term of this contract, whether or not the same shall be payable at the end of such term.
2. That, if the said taxes, excises, and license fees are not payable at the end of said term, but liability for said payment thereof exists, even though the same constitutes liens upon his property, to secure the same to the satisfaction of the respective officers charged with the collection thereof.
3. That, in the event of his default in the payment or securing of such taxes, excises, and license fees, to consent that the **CITY** may withhold from any payment due him hereunder the estimated amount of such accrued and accruing taxes, excises, and license fees for the benefit of all taxing units to which said **CONTRACTOR** is liable.

The **CONTRACTOR** further agrees, in consideration of securing this contract, to comply with all the requirements of Attachment 1 hereto, which is incorporated herein by reference.

IT IS FURTHER AGREED that, for additions or deductions to the contract documents, the unit prices as set forth in the written proposal of the **CONTRACTOR** are hereby made part of this contract.

For the faithful performance of this contract in accordance with the contract documents and payment for all labor and materials, the **CONTRACTOR** shall execute good and sufficient performance and payment bonds in a form acceptable to the City Attorney each in the amount of one hundred percent (100%) of the total amount of the bid as hereinbefore stated, said bonds to be executed by a surety company authorized to do business in the state of Idaho.

The term “**CONTRACT DOCUMENTS**” means and includes the following:

- A) Advertisement For Bids

- B) Information For Bidders
- C) Bid Proposal
- D) Bid Bond
- E) Bidding Forms as Required
- F) Contract
- G) Labor and Materials Payment Bond
- H) Performance Bond
- I) Notice of Award
- J) Notice to Proceed
- K) Change Order
- L) General Conditions
- M) Technical Specifications
- N) Special Provisions
- O) Plans
- P) Addenda No. _____, dated _____, _____

THIS CONTRACT, with all of its forms, specifications, and stipulations, shall be binding upon the parties hereto, their successors, and assigns.

IN WITNESS WHEREOF, the Mayor and City Clerk of the CITY OF COEUR D'ALENE have executed this contract on behalf of said **CITY**, the City Clerk has affixed the seal of said City hereto, and the **CONTRACTOR** has caused the same to be signed by its President, and its seal to be affixed hereto, effective the day and year first above written.

CITY OF COEUR D'ALENE

**CONTRACTOR:
POE ASPHALT & PAVING**

Steve Widmyer, Mayor

Brian Poe, Division Manager

ATTEST:

Renata McLeod, City Clerk

ATTEST:

Attachment 1

This Attachment is to be inserted in every contract subject to Title VI of the Civil Rights Act of 1964 and associated Regulations.

During the performance of this contract, the contractor/consultant, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations

The contractor shall comply with the Regulations relative to non-discrimination in federally assisted programs of United States Department of Transportation (USDOT), Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Non-discrimination

The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of sub-contractors, including procurement of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Sub-contracts, Including Procurement of Materials and Equipment

In all solicitations either by competitive bidding or negotiations made by the contractor for work to be performed under a sub-contract, including procurement of materials or leases of equipment, each potential sub-contractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to non-discrimination on the grounds of race, color, sex, or national origin.

4. Information and Reports

The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the contracting agency or the appropriate federal agency to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to ITD or the USDOT as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Non-compliance

In the event of the contractor's non-compliance with the non-discrimination provisions of this contract, the contracting agency shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including, but not limited to:

- Withholding of payments to the contractor under the contract until the contractor complies, and/or;
- Cancellation, termination, or suspension of the contract, in whole or in part.

Incorporation of Provisions

The contractor shall include the provisions of paragraphs (1) through (5) in every sub-contract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any sub-contractor or procurement as the contracting agency or USDOT may direct as a means of enforcing such provisions including sanctions for non-compliance.

Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the contractor may request ITD enter into such litigation to protect the interests of the state and, in addition, the contractor may request the USDOT enter into such litigation to protect the interests of the United States.

**PUBLIC WORKS COMMITTEE
STAFF REPORT**

DATE: June 11, 2018
FROM: Mike Becker, Wastewater Utility Project Manager
SUBJECT: Change Order for the 2018 Cured-in-Place Pipe (CIPP) Project

DECISION POINT: Should the City Council approve Change Order #1, increasing the project cost by \$2,277.00 for the City’s 2018 Cured-in-Place Pipe (CIPP) Project Agreement with Insituform Technologies, LLC.

HISTORY: Last fall, the Wastewater Utility (WW) discovered a large diameter hole in the M-Interceptor located just south of City Hall. As part of that repair, the WW required a CIPP “water cured” process to avoid collapsing the remaining deteriorated sections of the interceptor. A byproduct of this process is increased Styrene concentrations. Styrene is a Volatile Organic Compound (VOC) and a potential toxin to biological processes currently employed at the WWTP. After extensive research and consulting industry experts, it was determined that the Contractor could inject Ammonium Persulfate to reduce the Styrene concentrations within the pipe segment before releasing it downstream to the WWTP. This approach was acceptable to IDEQ and EPA, resulting in a Change Order of \$3,707.00. This amount is offset by the Project’s Quantity Adjustments (credit of \$1,430.00).

FINANCIAL ANALYSIS: The following is a summary of the 2018 Cured-in-Place Pipe (CIPP) Project Costs:

| | | |
|--|--------------|--------------|
| Original Bid | | \$465,434.00 |
| WCD 001 - Ammonium Persulfate Additive | \$3,707.00 | |
| CIPP Quantity Adjustments: | (\$1,430.00) | |
| Total Change Order Amount: | \$2,277.00 | |
| Total Adjusted Contract Amount: | | \$467,711.00 |

PERFORMANCE ANALYSIS: Samples collected at the pipe segment (17.5 mg/L) and WWTP influent (1 hr. @ 2.36 mg/L) and effluent (24 hr. @ <0.5 ug/L) locations show a significant reduction in Styrene with no notable impact to the WWTP.

RECOMMENDATION: Council should approve Change Order #1 for an increased project cost of \$2,277.00 for the City’s 2018 Cured-in-Place Pipe (CIPP) Project Agreement with Insituform Technologies, LLC.

CHANGE ORDER
No. 001

DATE OF ISSUANCE: May 31, 2018

EFFECTIVE DATE: May 31, 2018

| | | |
|---|---|-----------------------------------|
| Project: 2018 Cured-in-place Pipe Project | Owner: Coeur d'Alene Wastewater Utility | Owner's Contract No.: |
| Contract: 2018 CDA WW CIPP | | Notice To Proceed: Apr 02, 2018 |
| Contractor: Insituform Technologies, LLC | | Engineer's Project No.: 20-15-011 |

The Contract Documents are modified as follows upon execution of this Change Order:

Description:

Work Change Directive WCD-001 (Ammonium Persulfate Addition of Cure Water for Pipe #1 between M1-08 and M1-09) and As-Built Quantity Adjustments.

Attachments (list documents supporting change):

*As-Built Quantity Adjustments
WCD-001*

CHANGE IN CONTRACT PRICE:

Original Contract Price

\$465,434.00

CHANGE IN CONTRACT TIMES:

Original Contract Times Working days Calendar days
Substantial Completion (days or date): May 07, 2018 (35 calendar days)
Ready for final payment (days or date): June 06, 2018 (30 calendar days)

~~[Increase]~~ ~~[Decrease]~~ from previously approved ~~[Increase]~~ ~~[Decrease]~~ from previously approved Change Order No. _____

Substantial Completion (days or date): 0 days
Ready for final payment (days or date): 0 days

Contract Price prior to this Change Order:

\$465,434.00

Contract Times prior to this Change Order:

Substantial Completion (days or date): May 2, 2018
Ready for final payment (days or date): June 1, 2018

~~[Increase]~~ ~~[Decrease]~~ of this Change Order

\$2,277.00

~~[Increase]~~ ~~[Decrease]~~ of this Change Order

Substantial Completion (days or date): 0 days
Ready for final payment (days or date): 0 days

Contract Price incorporating this Change Order:

\$467,711.00

Contract Times with all approved Change Orders:

Substantial Completion (days or date): May 2, 2018
Ready for final payment (days or date): June 1, 2018

RECOMMENDED:


Peter M. Stayton
2018.05.31
22:56:08-07'00'
BY: _____
Engineer (Authorized Signature)
DATE: May 31, 2018

ACCEPTED:

BY: _____
Owner (Authorized Signature)
DATE: _____

ACCEPTED:


BY: _____
Contractor (Authorized Signature)
DATE: 6/1/2018

Approved by Funding Agency (if applicable):

Date: _____

Unit Price Schedule - Change Order CO-001

| As-Built Quantity Adjustments | | | | | | |
|-------------------------------|---|---------------|------|--------------|-------------------|------|
| ITEM | ITEM | | | UNIT | TOTAL | NOTE |
| NO. | DESCRIPTION | QUAN. ADJUST. | UNIT | PRICE | PRICE | |
| 2010.4.1.A.1 | Mobilization | 0 | LS | \$22,017.00 | \$0.00 | |
| SP-02100.4.1.A.1 | Traffic Control | 0 | LS | \$14,210.00 | \$0.00 | |
| SP-02541.4.1.A.1 | CIPP Rehabilitation - 30" | 0 | LF | \$145.00 | \$0.00 | |
| SP-02541.4.1.A.1 | CIPP Rehabilitation - 10" | 0 | LF | \$21.00 | \$0.00 | |
| SP-02541.4.1.B.1 | Cut Off Protruding Laterals | 0 | EA | \$488.00 | \$0.00 | |
| SP-02541.4.1.C.1 | Lateral Reinstatement | -2 | EA | \$67.00 | -\$134.00 | [A] |
| SP-02541.4.1.D.1 | Continuous Liner Temperature Monitoring | -432 | LF | \$3.00 | -\$1,296.00 | [B] |
| SP-02543.4.1.A.1 | Pre-Construction Cleaning and TV Inspection of Main Sewer Line - Small Diameter (≤18-in) | 0 | LF | \$5.00 | \$0.00 | |
| SP-02543.4.1.A.1 | Pre-Construction Cleaning and TV Inspection of Main Sewer Line - Large Diameter (>18-in) | 0 | LF | \$11.00 | \$0.00 | |
| SP-02543.4.1.A.1 | Post-Construction Cleaning and TV Inspection of Main Sewer Line - Small Diameter (≤18-in) | 0 | LF | \$1.00 | \$0.00 | |
| SP-02543.4.1.A.1 | Post-Construction Cleaning and TV Inspection of Main Sewer Line - Large Diameter (>18-in) | 0 | LF | \$1.00 | \$0.00 | |
| SP-02547.4.1.A.1 | Small Diameter (≤18-in) Sewer Bypass Pumping | 0 | LS | \$698.00 | \$0.00 | |
| SP-02548.4.1.A.1 | Large Diameter (>18-in) Sewer Bypass Pumping | 0 | LS | \$231,375.00 | \$0.00 | |
| WCD-001 | Ammonium Persulfate Addition of Cure Water for Pipe #1 between M1-08 and M1-09 | 1 | LS | \$3,707.00 | \$3,707.00 | |
| BASE BID TOTAL | | | | | \$2,277.00 | |

NOTES:

[A] Final lateral reinstatement quantities based on J-U-B field records. Contractor's final inspection CCTV logs not provided to-date.

[B] Fiber optic temperature wire installed, but broken and unusable prior to initiating liner cure.

ANNOUNCEMENTS

OTHER BUSINESS

**CITY COUNCIL
STAFF REPORT**

DATE: June 19, 2018
FROM: Troy Tymesen, City Administrator
SUBJECT: Request for Temporary Rate Increase, Changes to the Acceptable Material List, and Modification of Contract in Regard to Collection Procedures for Northern Stake PAK, LLC, d/b/a Coeur d'Alene Garbage Service

DECISION POINT: Should the City Council amend the Solid Waste Services Contract with Northern State PAK, LLC, d/b/a Coeur d'Alene Garbage Services, due to recent and unforeseen changes in the recycling market?

HISTORY: On April 19, 2016, Council approved the Solid Waste Services Contract (hereinafter "Contract") with Northern State PAK, LLC, d/b/a Coeur d'Alene Garbage Services (hereinafter "CDA Garbage"). The Contract was effective July 1, 2016, and CDA Garbage has fully performed in accordance with terms and conditions of the Contract since then. This Contract provided for the collection of solid waste and single stream recycling materials, and included a glass reuse/recycle program. In May 2018, CDA Garbage requested an increase in compensation for single stream recycling and a modification in the type of recycling which must be accepted under the Contract.

FINANCIAL ANALYSIS: The estimated additional cost to the City would be approximately \$17,000 per month. However, due to savings experienced with respect to the current Contract, the additional cost will not require a rate increase to the customers.

PERFORMANCE ANALYSIS: It is indisputable that significant changes in the recycling industry have occurred in recent months. In late 2017, China, the world's largest consumer of recycled materials, began to limit the quantity of recycled material it purchased. Beginning on January 1, 2018, China banned twenty-four types of foreign recyclables, including mixed paper, low grade plastics, certain metals, and waste textiles. An additional thirty-two items will be banned beginning later this year and in 2019. The estimated value of the banned materials comes to at least \$400 million per year nationwide. Also in early 2018, China drastically reduced the contamination limit for recycled materials it would accept from 12-15% to 0.5%. This resulted in higher costs industrywide for separating recyclables from non-recyclables and the disposal of a higher percentage of materials collected in the recycling program into landfills as a consequence of irredeemable contamination. These are all unanticipated costs which are borne by CDA Garbage under the current Contract.

The cost to CDA Garbage to recycle materials is now over \$100 per ton, more than \$17,000 per month for recyclables collected in the City alone, representing a 1,100% increase over a year ago. Waste Management also recently informed solid waste haulers

that it may charge up to \$175 per ton to dispose of contaminated recyclables in landfills. WM estimates that about 25% of all recycling is contaminated to the extent that the only option is to send it to the landfills.

Amendments to the Contract are specifically allowed pursuant to paragraph 5.3 of the Base Contract: “No amendment shall be construed to release either party from any obligation of the Contract except as specifically provided for in such amendment. All amendments shall be in writing, signed by both parties thereto.” In addition, paragraph 5.8 of the Base Contract requires both parties “to use their best efforts and diligence in mutual good faith to promote the best interests of City.”

After considering all the evidence provided by CDA Garbage, as well as research conducted independently, staff believes that it is in the best interests of the City to continue a vigorous recycling program despite the negative pressure of economic forces. In order to accomplish this goal, an amendment to the Contract is both advisable and necessary. Staff recommends that paragraph 4.3 of the Base Contract be amended to add a paragraph stating that CDA Garbage will be responsible for the entire cost of hauling recyclables plus the first \$10 per ton charged for disposal by one of the vendors identified in paragraph 3.6 of Schedule B to the Base Contract. The City will pay the disposal costs in excess of \$10 per ton.

Staff further recommends that paragraph 3.3 of Schedule B to the Base Contract be modified to implement a more effective tagging program when a customer includes non-recyclables in the recycling bin. As part of the new program, customers will be provided a more comprehensive notice which will direct them to call the City or visit the City’s website for information on what is recyclable and what is not, and they will be provided the option to remove the non-recyclables from the bin and either call for a special pickup (at the customer’s cost) or wait for the next regular pick-up date.

In addition, due to the volatility of the recycling industry, staff recommends that the following language be added to the definition of “Recyclable Materials” in paragraph 1 of Schedule B to the Base Contract: “The list of recyclable materials is subject to change with the consent of the City based on market conditions. Customers will be promptly notified of any changes.”

The cost to the City is expected be approximately \$17,000 per month. However, due to savings experienced with respect to the current Contract, the cost will not result in any rate increase to the customers.

DECISION POINT/RECOMMENDATION: Council should authorize amendments to the Solid Waste Services Contract as described.

Coeur d Alene Garbage Service
PO Box 970
Coeur d Alene, ID 83816

June 14, 2018

Dear Mayor and Coeur d Alene City Council Members:

Please review the packet of information I have prepared for you concerning my request before you at the June 19, 2018 Council meeting. It contains 23 exhibits of evidence that supports my requests. Eleven examples of Rate Increase from all the Major Companies including Waste Management, small companies and Cities that haul their own waste and recycling. Five exhibits of problems with Contamination, six examples of Recyclables that are being Landfilled, and a letter to me from Waste Management addressing raising their rate, Landfilling contaminated loads and a reduced list of acceptable items.

Also included are my Shipping log for 2017 and 2018 which shows all of the Single Stream we shipped to the MRF along with Billing and invoices as evidence of the current extreme cost of recycling the material. Please note that I have never shipped a load to a landfill and the tonnages that we remove from the Kootenai County Waste Stream match with what has been reported to the County and are consistent with what was reported by Waste Management before I became your Contractor.

I would like to state that Coeur d Alene Garbage is not in default of our Contract with the City. We have no unresolved issues with any customer or the City. We have been told over and over again by the City Staff that we are doing an excellent job. The Contract is specific about default and notice of default and a specific schedule of days to cure any default. The Contract is also specific that Amendments are allowed and must be in writing and signed by both parties. Thus I am asking the City through the Council for an Amendment and stating my case with EVIDENCE of a completely changed market for recycling that now is the normal and was completely out of our control.

As a longtime local business (44 years in Kootenai County as Coeur d Alene Garbage Service) we value our customers and contracts. We are your partner in garbage and recycling. Thank you for the opportunity to talk to you about the current recycling crisis.

Respectfully,



Philip Damiano, Owner
Coeur d Alene Garbage Service

RATE INCREASE

| | | |
|--------|------------------------------|---|
| A - 1 | Rate Increase | Waste Management Klamath County, OR |
| A - 2 | Rate Increase Request | Washington State all 53 Haulers regulated by Washington U & Transportation |
| A - 3 | Rate Increase | Republic Waste Svcs |
| A - 4 | Landfill or Rate Increase | Ashland, OR |
| A - 5 | Rate Increase | Santa Fe, NM |
| A - 6 | Rate Increase | Republic Nampa, ID |
| A - 7 | Rate Increase | Bakersfield, CA |
| A - 8 | Steep Rate Increase | Rumpke of Ohio Columbus, OH |
| A - 9 | Rate Increase | City Provided Service Tucson, AZ |
| A - 10 | Rate Increase | Portland, OR |
| A - 11 | Rate Increase | Waste Management Spokane Valley, WA |

CONTAMINATION

- B - 1 Waste Management
16% Contamination as of 6-20-18 before Crisis

- B - 2 Waste Management
“ One contaminated cart ruins entire
load of recyclables” landfilled
Chicago, IL

- B - 3 Bellevue, WA
Republic Services
Mixed Paper landfilled

- B - 4 USA Today
Reports to NPR
25% of all Single Stream is
landfilled due to contamination.

- B - 5 Flagstaff, AZ
Reduces list of materials
Accepted, considers getting
rid of SS program altogether.

LANDFILLED

- C - 1 Oregon Dept of Environmental Quality
Tens of thousand of tons of
Recyclables being landfilled

- C-2 Seattle, WA
No market for material.
Recyclables being landfilled

- C - 3 Medford, OR
Rogue Disposal
Recyclables being landfilled

- C - 4 California
July 2017 before crisis
At least 25% of recyclables
being landfilled

- C - 5 New York Times article
Recycling being landfilled

- C _ 6 WSJ Article
China recycling ban and effects

CONTAMINATION/LANDFILLED/PRICE INCREASE
AND REDUCED MATERIALS LIST

- D - 1 Letter from WM to Haulers stating any contamination will Turn the entire load into trash to be landfilled. Increase of Rates up to \$175 per ton. Accepting only empty bottles, cans, paper and cardboard.
- E - 1 January through May amount of recycling taken to MRF. January Through May Bills from MRF.
- F - 1 Shipping Log to MRF

A-1

https://www.heraldandnews.com/news/curbside-recycling-on-chopping-block/article_f7790a8b-6f22-562e-bc25-ef2c20668a52.html

FEATURED TOP STORY

Curbside recycling on chopping block

By STEPHEN FLOYD H&N Staff Reporter Feb 15, 2018

Tired of seeing surveys on articles? If you are a subscriber, simply [log in](#) or

[Subscribe now!](#)



Waste Management District Manager Ben Hirengen
H&N file photo by Holly Dillemath

[Buy Now](#)

Curbside recycling pickup may end in Klamath Falls if customers are unwilling to pay more for the service amid rising costs to bring recyclables to market.

During a workshop meeting Wednesday, Klamath County commissioners were informed Waste Management is considering plans to raise rates on recycling pickup. Doing so requires permission from the county and city, with Waste Management planning to meet with city leaders Thursday.

If rates are not increased, the company may begin including paper, plastic and metal with other refuse they bring to the county transfer station as landfill.

The recycling market in Oregon and elsewhere has been in a state of upheaval due to new regulations in China, formerly Oregon's largest recyclables customer. As of Jan. 1, China has stricter purity standards and is no longer accepting certain paper and plastic mixes.

Waste Management options

This has led to a sharp drop in the demand for recyclables at Oregon processing facilities, so much so that the Klamath County Transfer Station stopped accepting plastic drop-offs as of Dec. 4, 2017. Curbside pickup of plastic and other recyclables has continued through Waste Management, but the company is reaching the point where it can no longer perform this service at current rates.

"The market is tightening so much," said Ben Hirengen, regional director for Waste Management.

Hirengen spoke with commissioners Wednesday and said he hopes to continue a local commercial recycling program through REACH Inc., which is able to process paper and plastic. Otherwise recyclables collected by Waste Management must be shipped to Clackamas for processing and, with a diminishing reimbursement rate, this is no longer cost effective.

Hirengen said he knows many local residents want to keep recycling — and some even want more of it. But he said landfill will be the more cost-effective solution without an increase in rates.

Community input sought

Commissioner Derrick DeGroot said, before giving a thumbs up to a rate increase, he would like to seek input from residents regarding their desire to pay more for or do away with curbside recycling.

“I’m wondering whether or not we should have, as quickly as possible, some type of forum or something,” he said.

On Wednesday afternoon, the county announced a town hall meeting will be held at 5:30 p.m. Thursday, Feb. 22 at the Klamath County Government Center, 305 Main St., for public comment on the recycling crisis.

When asked what the potential cost increase would be, Hirengen said solid estimates were not yet available. He said Waste Management hopes to make a decision about increasing rates or landfilling recyclables before the end of the month.

sfloyd@heraldandnews.com

Community input

A town hall meeting to gain community input on curbside recycling options — whether to discontinue the service through Waste Management or increase rates — will be held at 5:30 p.m. Thursday, Feb. 22 at the Klamath County government center at 305 Main St.

Stephen Floyd

A-2



Washington

Effect

Reported status of China's proposed import policies on local recycling

Minimal = Aside from the average market fluctuations, no major issues were reported.

Noticeable = Material is still moving, but with more difficulty, and local programs may be considering cuts.

Heavy = Recycling programs have been cut back, recyclable material is being disposed, or markets are shrinking.

Heavy

UPDATE: Residents in Puyallup, Sumner, Bonney Lake and nearby areas will begin paying more for recycling service as of July 1, according to the News-Tribune. Many others have already done the same or are in the process of considering it as discussions ramp up around this issue throughout the state.

What we know

Last fall, the Washington Department of Ecology said China's policies were "beginning to create a major disruption" and warned that slower processing rates could lead to disposal. The agency asked local governments to avoid permanent changes and emphasize the need for clean materials. The Washington Refuse and Recycling Association has been pushing "when in doubt, throw it out" as part of ongoing guidance.

During November and December, this began to affect smaller municipalities such as Walla Walla and College Place. Some have dropped mixed plastics from their programs, or considered raising

rates to deal with higher processing costs. In January, Yakima company Central Washington Recycling limited its drop-off service due to market issues. Waitsburg decided to discontinue drop-off recycling for everything but cardboard in February. College Place recently decided to temporarily suspend all curbside recycling service, as reported by the Union-Bulletin.

Ecology hosted its first statewide recycling market call on March 28, during which it became apparent that effects are worse than previously reported. The Washington Utilities and Transportation Commission (UTC) told Waste Dive it is now allowing companies to request rate changes more frequently than in the past and expects all 53 regulated haulers to make a request if they haven't already.

This issue gained additional prominence in King County after The Seattle Times reported that Republic Services had been asking for temporary mixed paper disposal permission. Bellevue has granted approval through April 20, with the Bellevue Reporter writing that more than half of the material is contaminated. It has since been reported that both Mercer Island and Sammamish have granted Republic similar temporary approval. Other municipalities have done the same, but so far Seattle has not. KING5 has reported that Seattle-based drop-off company The Recycling Depot will be closing a location due to commodity prices.

Officials from Washington also participated in a market development workshop hosted by the National Recycling Coalition in early April. The potential for new processing capacity at Merlin Plastics in B.C., Canada was mentioned as one sign of hope for the state's current challenges.

In mid-April, the Auburn Reporter said King County will form a special task force to address these mounting challenges. This will include representation from the county, the UTC, Recology, Republic, Waste Management and multiple local municipalities. A report with solutions is expected by October.

Most recently, northern Skagit County reported it has stopped accepting certain plastics at local transfer stations and rates could be going up for a variety of companies. Meanwhile in southern Cowlitz County, Waste Control Inc. told the Longview Daily News that its

operations hadn't been affected because of pre-existing relationships with an export market in India.

Related Stories

Washington state recycling market issues finally come into focus



Effect

Reported status of China's proposed import policies on local recycling

Minimal = Aside from the average market fluctuations, no major issues were reported.

Noticeable = Material is still moving, but with more difficulty, and local programs may be considering cuts.

Heavy = Recycling programs have been cut back, recyclable material is being disposed, or markets are shrinking.

Heavy

UPDATE: Crown Point Refuse and Recycling notified customers in Corbett and Troutdale that it will now be commingling recyclables and refuse at the curb, but will leave carts behind "in anticipation of a market recovery at which time we will resume separate collection."

The Willamette Week takes an in-depth look at how this issue has evolved throughout the state and what it means for Oregon's proud recycling culture.

What we know

Oregon is feeling the effects, and feeling them hard. Senator Ron Wyden even co-signed a letter to the Chinese ambassador requesting more dialogue in January.

Recyclers throughout the state have experienced challenges finding markets for material, with China effectively shut off as an option at the moment, and some have had to request disposal permission.

As of June 7, the Oregon Department of Environmental Quality (DEQ) had granted 22 disposal concurrences. DEQ emphasizes that these requests are only granted after "all other options are exhausted" and accounted for a very small percentage of recyclable material in the state. An estimated 10,138 tons has been disposed as of April 30.

DEQ's broader priority is to move toward a sustainable materials management system, though that doesn't help solve near-term challenges. To address the current crisis, DEQ is hosting regular stakeholder meetings on the topic.

Looking toward the future, Portland hosted the National Recycling Coalition's first market development workshop in April. As reported by the Portland Tribune, attendees said new markets for plastic had begun to open up in Southeast Asia and regional infrastructure investment was possible. That could include Chinese investment in mixed plastics processing capability, the reopening of a former paper mill or other approaches.

As this plays out, each of the state's major MRFs has experienced its share of trouble with contamination and stockpiling. In January, the Oregon Refuse & Recycling Association released a draft list of suggested materials for municipalities to include in single-stream programs based on feedback from processors. The hope is that this will help local officials have a unified message on education.

Rogue Disposal - which services numerous western communities such as Medford, Jackson County, Central Point, Jacksonville and Phoenix - is sending the majority of its material to landfills at the moment, as reported by the Mail Tribune. The company is currently running test loads to see whether residents have responded to these new guidelines and if contamination has gone down accordingly. In that same article, the DEQ identified western Oregon as one of the hardest hit areas.

The cities of Ashland and Talent aren't seeing any changes because Recology takes their material to California. Mid Oregon Recycling hasn't reported issues with stockpiling or disposal concurrences, according to the Source Weekly.

Material lists have also been limited in Marion and Jackson counties. As of mid-April, KGW8 reported that this information still hadn't been widely publicized by companies and residents were unaware of the change. Recent stories indicate changes are also underway in Lincoln and Douglas counties. Milton-Freewater's curbside program has been canceled due to market pressures and other factors. Eugene and Springfield recently adjusted to the more limited material list.

This process is still a big adjustment for many Salem residents, as shown by a recent call for reader feedback by the Statesman Journal.

Rate increases have also become common in various parts of the state such as Gresham, Klamath County for Waste Management, and the Albany area for Republic Services. Other companies are expected to seek similar increases if they haven't already. The Portland City Council recently voted to approve a collection rate increase for Republic Services that will take effect in May, and be re-evaluated in 2019.

In late April, Oregon Business reported that recyclables have been sent to landfills in Hood River, Wasco, Sherman, Gilliam and Crook counties, as well as the cities of Roseburg and Pendleton. The Register-Guard reported that residents in Lane County are having a tough time adjusting to newly limited rules and confusion abounds.

Effective June 1, Douglas County and service provider Sunrise Enterprises will no longer offer recycling for most materials. Starting in July, local company Roseburg Disposal will only accept corrugated cardboard, aluminum and tin cans, and glass bottles and jars. Southern Josephine County is considering its own program reductions, as reported by NBC5 News.

Related Stories

China ban prompts Oregon county to suspend recycling program
Recycling pressures continue in Oregon; bigger cities holding out on changes



Idaho

Effect

Reported status of China's proposed import policies on local recycling

Minimal = Aside from the average market fluctuations, no major issues were reported.

Noticeable = Material is still moving, but with more difficulty, and local programs may be considering cuts.

Heavy = Recycling programs have been cut back, recyclable material is being disposed, or markets are shrinking.

Heavy

UPDATE: Blaine County has temporarily stopped recycling mixed paper as of mid-May, according to Boise State Public Radio. The Times-News reports that businesses in the Magic Valley are looking for ways to reduce waste, while residential curbside material is often going to local landfills. The Nampa City Council recently voted to raise rates for curbside residential service in order to maintain the program as reported by the Idaho Press.

What we know

According to correspondence with Idaho's Department of Environmental Quality in November, the majority of material is currently transported out of state for further processing. Fiber and plastics have traditionally gone to the West Coast, where they may be exported.

Residents in the Twin Falls area have lost access to recycling for 3-7 plastics, following decisions by PSI Environmental and Magic Valley Recycling. The Twin Falls City Council voted March 5 to keep the

recycling program for other materials by raising rates starting in April. This included the caveat that recycling will only occur if it costs less than \$100 per ton.

Republic Services has also stopped accepting 3-7 plastics in Southwest Idaho, particularly Ada County. This includes Boise, Meridian and Garden City, among others.

Though in February, Boise was faced with a new challenge. Due to rising processing costs, the city is now paying \$100,000 per month to recycle an estimated 640 tons of mixed paper. A final decision on how to proceed there is still pending, but the issue has also come up for other local governments.

Ada County, which services households in unincorporated areas, is asking residents for feedback. Potential choices include suspending service for a rate decrease, dropping mixed paper for a small increase, or maintaining the current program for a higher increase.

Related Stories

Dow announces \$100K in Hefty EnergyBag plastics-to-fuel grants
China hits Boise, ID again — first mixed plastics, now mixed paper
Idaho city will pay to keep recycling — to a point

A-3

Albany council approves \$2 hike for recycling

- JENNIFER MOODY Albany Democrat-Herald
- Apr 9, 2018
- 1

Albany residents, including North Albany residents within the city limits, will begin paying \$2 more for their waste hauling per month as of May 1 to cover increased recycling costs.

Members of the Albany City Council voted 4-0, with Rich Kellum and Ray Kopczynski absent, to accept the proposed new rates from Republic Services. Councilors chose to take action at Monday's work session because Wednesday's regular council meeting has been canceled.

Residents in unincorporated North Albany pay Benton County prices. Those have not yet been determined, but Republic is asking all its franchises for the same \$2 increase, said Julie Jackson, municipal manager. Harrisburg has already agreed.

Republic asked for the change because prices for recycled items, which used to be sold to China and other markets for a profit, have nosedived. Fewer items are being accepted and processors are struggling to find buyers for what's left.

China in particular has said it will no longer accept most plastics, and will take paper only if it has a contamination rate of no more than 0.5 percent, which domestic processors say is an almost impossible standard to meet.

Republic estimates it has lost \$700,000 in the past eight or nine months, said Shawn Edmonds, the general manager. The proposed \$2 increase per month — which comes out to be \$4 per bill, as garbage rates are done for two-month periods — does not cover the loss, but will help, he said.

If the city did not want to agree to the \$2 per month increase, Republic was prepared to offer a \$1 increase and simply take everything to the landfill, Jackson said. That would take a waiver from the Department of Environmental Quality, something the business does not want but will apply for if necessary, she told the council.

Councilors Bill Coburn, Dick Olsen and Bessie Johnson initially said they were in favor of waiting until the full council could be present for a decision.

But Councilor Mike Sykes said he didn't believe Republic, as a for-profit industry, should have to wait on a council decision to make a change to business practices that would stem its loss of profit. And Mayor Sharon Konopa said she didn't feel any new information would be generated in the next two weeks.



| | | |
|-----------------------------|---|--------------------------|
| Injured or Disabled? | BLACK CHAPMAN PETERSEN & STEVENS ATTORNEYS | Free Consultation |
| Powerful Help. | | Proven Results. |

Home News Features Weather About News Tips

USEFUL LINKS Weather Forecast Air Quality Map Gas Prices TV Guide S.O. Close to Homeless Better Health

Home Local News Top Stories Recycling crisis causing rate increases

Recycling crisis causing rate increases

Local News Top Stories December 8, 2017 Elizabeth Ruiz
rate increase, Recycling ashland, Recycle, Recycling Crisis

39 3



Ashland, Ore. — If you pay for recycling, your bill could be going up.

China has made it clear the country will no longer be taking certain recyclable materials at the start of 2018.

That means Southern Oregon cities have to decide whether to landfill those materials or increase rates to find other markets.

Recology Ashland services the cities of Talent and Ashland.

After both city councils recently voted to increase recycling rates, Recology Ashland will be doing everything possible to make sure everything is properly recycled.

"It makes you feel good to recycle and it gives a lot of people a sense of purpose," Talent resident Joyce Feigner said.

Joyce Feigner has lived in talent for 35 years.

With a passion for recycling, she wants to make sure nothing recyclable goes into the landfill, but she's also concerned about recycling rates increasing in January for the cities of Talent and Ashland.

"When rates go up, then people are less inclined to do the right thing," Feigner said.

Due to an import ban from China starting in 2018, Recology Ashland is committing itself to finding other markets which comes at a higher cost.

Search

Walmart.com
Order by 4pm for same day pickup

Motita

NO EVERY DAY
CABELA'S MOUNTAIN TRAPPER SLEEPING BAG
SHOP NOW
Pricing based on 40" model

50th Anniversary Special!
2018 Honda HR-V LX
Choose from 6 starting at \$21,999*
*MSRP \$22,810. Sale price after all applicable rebates and Jim Sigel discount. License, title, 5% Privilege Tax and \$115 reg. processing fee extra. (Model: RUG43JEW EXC. VIN's 705525, 710055, 705071)
JIM SIGEL 50th Anniversary
JIMSIGEL.COM 541-476-0811

"Now we are having to pay to get things recycled, and so it just covers the cost of what we have to pay," Zero Waste Specialist Jamie Rosenthal said.

According to Waste Zero Specialist Jamie Rosenthal, Recology Ashland has acquired a new facility in Eureka, California.

"The facility would be able to get our material to a standard that would be accepted at other markets so that we could ensure that it gets recycled," Rosenthal said.

While the price hike isn't ideal, Rosenthal says it was made clear at the city council meetings that most would prefer to pay more in order to continue recycling.

Price increase or not, Feigner says recycling will always be a top priority for her.

"I think if we all made a concerted effort, we could help to keep our earth as beautiful as it should be," Feigner said.

After calculating how many tons were recycled for the month of November, Recology Ashland will have a better idea of how much everyone's rate will increase.

However, it's predicted that increase will be around two dollars a month for both talent and Ashland.



ELIZABETH RUIZ, NBC5 News Multimedia Journalist Elizabeth Ruiz was raised in Northern Colorado. She graduated from Colorado State University with a degree in Journalism and Media Communication. She also minored in Spanish and studied in Spain. While at Colorado State, she was an anchor and reporter for CTV Channel 11.

Elizabeth loves Zumba dancing, singing and spending time with her family.

LEAVE A COMMENT:

NOTE: BY COMMENTING BELOW YOU AGREE TO ABIDE BY THE KOB15.COM COMMENTING GUIDELINES. VIEW THE KOB15.COM COMMENT BOARD GUIDELINES »

2 Comments

Sort by Newest

Add a comment...



Michael F Ainsworth

The sad fact is humans are consumers. All we do is consume natural resources. We don't produce anything. China is no longer a third world country and doesn't want our waste. Recycling is a myth. We just pay to ship our waste to someone else's landfill. You know the dirty secret on recycling glass? It's just smashed up at the landfill and used as aggregate on the road to the landfill. The ultimate recycling is to stop buying needless crap. Also purchase used items of better made in America quality with a carbon footprint decades old.

Like · Reply · 1 · 26w



Jorja Jankowski - Independent Consultant at Jankowski Consulting Unlimited

So, most people complain about Trump, but this is one of the main thing that gets shivers up my spine! Seriously.....it's 2017! Recycling is a common practice; a good thing across USA. Is this why I can't recycle most materials in Yreka, CA? Considering that I come from a recycling family from 1980s; and was one of the coordinators of the largest recyclable materials nationwide located in Grand Rapids MI. I know what can be recycled. Quit polluting landfills.

Like · Reply · 25w

Facebook Comments Plugin

Related



Tried water call there... My want... BLY, OREGON
Bly.com



Methadone Police bookkeeper charging...
Bly.com



Dedicated investor in incentive pay bill...
Bly.com



I have a really hard time believing that...
Bly.com



Body of missing

Man arrested after

Fatal stabbing in

Double homicide

Woman's help

news

KOB1-TV NBC5 / KOTI-TV NBC2

(541) 779-5555 Follow Us

Facebook

Twitter

Instagram

comments@kobi5.com
125 South Fir Street
Medford, OR 97501

Home

About

Contact Us

Privacy Policy

Terms of Use

What's on TV?

FCC Public File Reports

KOB1-TV NBC5 / KOTI-TV NBC2 Copyright © 2018.

Copyright KOB1-TV, COBI



Rising Cost of Recycling

As China stiffens buying practices, Santa Fe must swallow price increase
Santa Fe's recyclables get trucked to Albuquerque for sorting, and officials
say now it's more important that loads are not contaminated with trash,
food, Styrofoam or other no-nos. | Justin Horwath

By Tom Ribe | March 20

On trash day, you also roll your blue recycle cart out to the curb, having done your best to sort out plastic bottles, cans and paper. This simple act, replicated thousands of times across Santa Fe and millions of times across the country, is our only contact with the vast international recycling industry that has recently been thrown into complete chaos by Chinese President Xi Jinping 6,600 miles from Santa Fe.

The change is already costing Santa Fe city and county governments real money, and the future of the recycling system as we now think we know it is up in the air.

Following the local decision to close a sorting facility on Santa Fe's west side, the majority of recyclables in the blue cart here were trucked to Albuquerque, sorted by workers, baled up and shipped to California ports where they were loaded onto container ships bound for China to be processed and made into new products.

This was how recycling was done all over the Western US until July, when Xi launched a campaign against what he calls yang laji, or "foreign garbage." New Mexico and the rest of the Western United States had become almost completely dependent on China to buy our recyclables, and adjustments hit the local market early this year.

The bales of material going to China under the near-ban contained about 5 percent contaminants, even after manual sorting by teams of workers in Albuquerque and elsewhere. Once in China, that unusable material—millions of tons, according to Xi's figures—had to be sent to Chinese landfills to combine with the waste of 1.4 billion Chinese people.

China will still buy recyclable plastic, metal and some paper from us, but now it has to be 99.5 percent pure; without food residue, plastic bags, Styrofoam or other contamination. To achieve that level of purity, recycling companies like Friedman Recycling, which processes most of New Mexico's

recycling from municipal waste streams, has had to slow down its sorting lines and add 55 new employees to its workforce. Materials that China will no longer accept are fast piling up as Friedman searches for new markets.

Where Friedman Recycling used to pay Santa Fe for recyclables, it will now charge for processing and Santa Fe will have to landfill any rejected materials. Friedman warns it might also stop accepting some materials altogether. "The old model will no longer work in the Western US; it is unsustainable," Randall Kippenbrock, executive director at the Santa Fe Solid Waste Management Agency, told the city/county joint powers board on March 15. The agency is facing a \$450,000 cost increase this year because of the closing of the Chinese markets, and will have to pay Friedman recycling \$160,000 to process materials just up until June of this year.

"Costs are currently exorbitant and we can no longer operate under our current contract," David Friedman, who co-manages the company with his brother Morris, told the board, noting some limited markets for paper and metal exist in the Southeast but trucking material is too expensive.

The board agreed the program is a high priority and amended its four-year contract to allow the business to recoup processing costs each month. "The recycling program is a loss leader," said City Councilor Michael Harris. "But a budget increase to Friedman is not a budget-buster for us."

Kippenbrock said he would next propose a rate increase for the an estimated 33,000 to help defray the increased cost of recycling. County residents don't enjoy curbside pickup provided by the government, but instead take recyclables to drop-off locations.

County Commissioner Anna Hansen urged the board to find alternatives, but Kippenbrock said there's likely no better financial outlook since Friedman is the only option. "We have to keep in mind we are a small city in a rural part of the country with great shipping distances," he said.

"Things are not recyclable if there is no market for it," said Morris Friedman. "Municipalities are going to have to focus on the quality of material being produced. We are hopeful that within a couple of years new recyclable markets will open up to replace China; in Latin America, Southeast Asia, India or in the US."

He emphasized the company is dedicated to keeping recycling systems in New Mexico functioning, but said it needs help. "We want everyone to keep recycling but to focus on keeping contaminants out of the recycling bins. ... We need to really focus on the quality of what we recycle."



Free 2-Day Shipping

COMMENTS

4 Comments

SfReporter

Login

Recommend 3

Share

Sort by Newest

Join the discussion...

LOG IN WITH

OR SIGN UP WITH DISQUS ?

Name



Danny Skinz • 3 months ago

Thanks Julie, This article further illustrates why we as citizens need to take personal responsibility for our waste and consider the implications of our purchases. At Knowaste in ABQ, we design waste reduction programs that not only eliminate contamination but also foster participation... And this article justifies the investment.



see more

Reply Share



Hallie Brennan • 3 months ago

There is a local solution :)
<https://upcyclesantafe.org/>

Reply Share

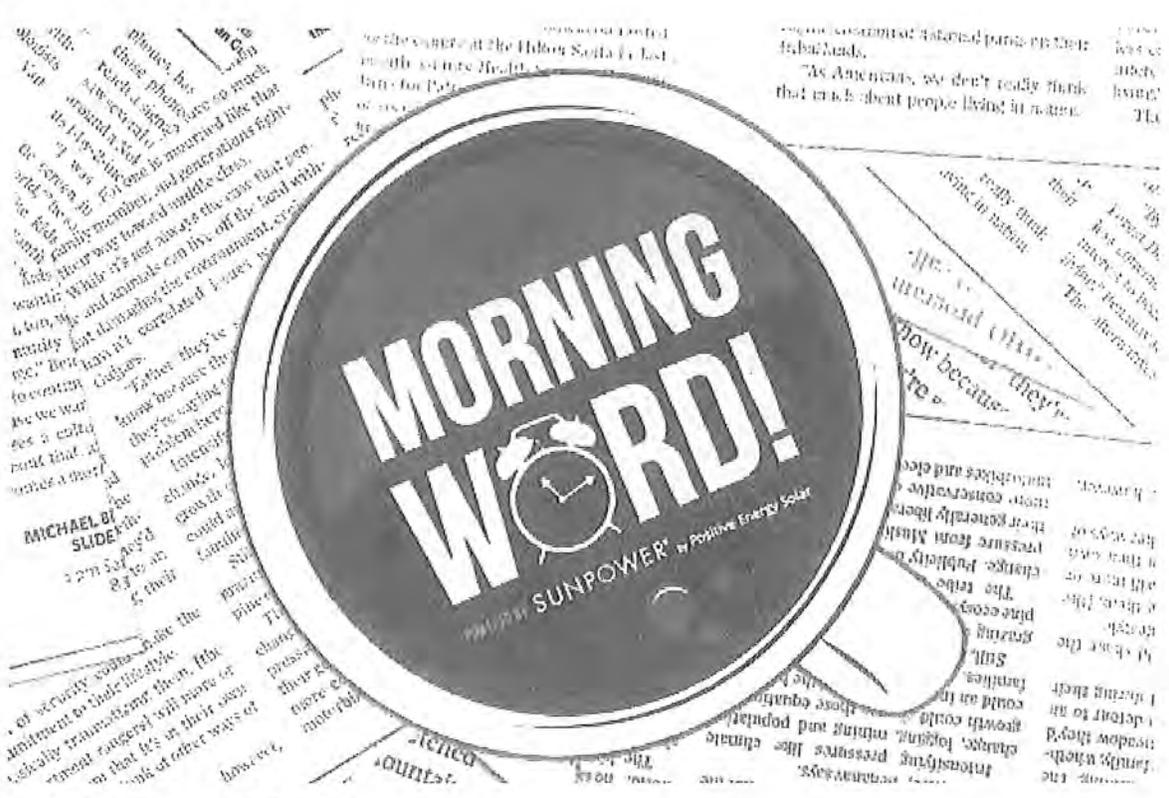


**ENTER
MAY 30-JUNE 27**

**SANTA FE REPORTER'S
2018 POLITICAL
CARTOON CONTEST**

ONE GRAND PRIZE WINNER
GETS A \$100 GIFT CERTIFICATE
TO SECOND STREET BREWERY
AND A SIGNED PRINT FROM
CARTOONIST CLAY JONES.

RELATED STORIES



Suicide Rates High in USA



Dry County



Primary Winners and Losers

LOAD MORE



ALL RIGHTS RESERVED © 2018 SANTA FE REPORTER

NEWS    

- **ABQ NEWS**
- **COLUMNS**
- **MORNING WORD**
- **COVER STORIES**
- **ELECTIONS**
- **LETTERS TO THE EDITOR**
- **THE ENTHUSIAST**
- **THE INTERFACE**
- ARTS**
- **MUSIC**
- **SFR PICKS**
- **POP CULTURE**
- **3 QUESTIONS**
- **BED HEAD**
- **ACTING OUT**
- **WEEKEND PICKS**
- SANTA FE GUIDES**



- RESTAURANT GUIDE

- BEST OF SANTA FE

- SUMMER GUIDE

- DRINKS GUIDE

- WINTER GUIDE

- SFR FUN

- BEST OF SANTA FE

- EAVESDROPPER

- 7 DAYS

- CLAYTOONZ

- SAVAGE LOVE

- CONTESTS

- FOOD

- THE FORK

- POUR VIDA

- MOVIES
- CALENDAR
- ABOUT

- CONTACT

- FIND A PAPER



◦ **ADVERTISING**

◦ **SHOP**

A-6

https://www.idahopress.com/news/local/2cscoop/nampa-increases-recycling-rate-per-month-to-keep-curbside-recycling/article_3d380347-85c9-5447-baa6-52c9855b12a6.html

Nampa increases recycling rate \$1.25 per month to keep curbside recycling program

By ERIN BAMER ebamer@idahopress.com Jun 5, 2018



Changes in the global market have prompted conversations between Republic Services — the national business that collects trash and recycling locally — and Nampa, Caldwell and Middleton.

PATTY BOWEN/IPT

NAMPA — Nampa City Council members Monday voted unanimously to keep the city's curbside recycling program, which will increase residents' recycling rate \$1.25 per month.

Curbside recycling is a service that removes household recyclables by purpose-built vehicles sent to residential properties. Rachele Klein, business development manager for Republic Services of Idaho, which provides the city's recycling services, said about 85 percent of Nampa households participate in the program.

Some of the material Republic Services collects gets shipped to China, where it is manufactured into new items. But in the last several years, Klein said, China has upped its standards on contamination of material that can't be recycled to help the environment and, because of this, Republic Services has to alter its program.

Want more news like this in your email inbox every morning?

Yes!

The City Council was presented with several options, including suspending the city's curbside recycling program, which would have decreased rates about \$1 per month, Klein said. But during a public hearing Monday night, a handful of Nampa residents who spoke voiced their support for keeping curbside recycling, saying that an additional \$1.25 a month wasn't too expensive for a program they saw as necessary.

"I would feel guilty if I didn't recycle," said resident Elizabeth Lee.

Council members and several residents also voiced their support for increasing efforts to educate the public on what materials can and can't be recycled.

Erin Bamer is the city of Nampa reporter. Contact her at 208-465-8193, or ebamer@idahopress.com.

Follow on Twitter @ErinBamer.

ErinBamer

A-7

http://www.bakersfield.com/news/city-looking-to-raise-refuse-and-recycling-rates/article_8cf90d4e-379d-11e8-b5b7-7bead4f6da82.html

City looking to raise refuse and recycling rates

BY JOSEPH LUIZ jluiz@bakersfield.com Apr 3, 2018



Bakersfield's City Hall North on Truxtun Avenue boasts a fresh-looking lawn of artificial turf.

Gregory D. Cook

Bakersfield residents could see their refuse and recycling rates go up later this year.

The City of Bakersfield is proposing to increase the rates by 3.5 percent for the 2018-19 fiscal year, which starts July 1, to combat increasing costs and revenue losses. The annual cost for single-family homes would jump from \$200 to \$207 annually.

Commercial rates would also go up 3.5 percent, as well, if the increases are approved.

Public Works Director Nick Fidler said one of the reasons why the city is pursuing an increase is that compensation for hauling contractors fluctuates annually based on the Consumer Price Index. The cost to use the contractors is expected to go up 3.5 percent later this year.

Fidler said the city collects 50 percent of Bakersfield refuse while the contractors collect the other 50 percent.

Besides the hauling prices, the city is also struggling to make a profit on some of the recyclables it collects. Historically, Fidler said the city sold plastic, paper, aluminum and other kinds of recyclables to local processors who then sold them to China.

When demand was high, the materials could net up to \$65 per ton. Over the past few years, however, global demand has dwindled as supply has stayed strong. Late last year, Fidler said China stopped buying any recyclables because they now have as much as they need for the time being. Since then, the materials have been sold to companies across the country with more stringent criteria for what they take in.

"They now have to be more sorted, cleaned and refined compared to what we gave to China," he said. "China would buy the materials regardless of condition."

With the value of recycled material now into the negatives, the city is losing money. Fidler said it can cost the city up to \$25 a ton to get rid of the materials.

Solid Waste Director Kevin Barnes said the city typically handles 12,000 tons of recycled material each year, about 1,000 per month. If the city pays \$25 a ton for the year, that would come out to a cost of \$300,000.

Barnes said the public can do its part to help the reduce some of the city's costs, such as through keeping recyclables as clean as possible.

"If people can stick to the allowed list of materials and not put other things in [the recycling can], that reduces the cost of sorting and helps the bottom line for everybody," he said.

"We don't want to raise rates unless we have to."

Although residents could be paying more for waste services later this year, Fidler said the current rate is the lowest in the state. In a study the city conducted last year of 36 cities, Bakersfield ranked the lowest. Fresno, which is the most comparable to Bakersfield, has a rate of \$396 per year.

Oakland was the most expensive city in the study with a rate of \$1,798.

"We've been able to keep our rates low because we're very efficient at what we do," Fidler said.

Notices will be mailed to property owners in April about the proposed increase, the city said. A public hearing on the matter will be held on June 6.

In related matters, the city said the 2018-19 fiscal year will be the last of a planned five-year increase in sewer rates for commercial customers whose water consumption exceeds the normal amount. Rates will be increased by 3.56 percent.

The city said there are no plans to increase the flat sewer rates for commercial or residential customers next year.

Commercial properties subject to surcharge rates made up less than half of total commercial customers, the city said.

Joseph Luiz can be reached at 395-7368 or by email at jluiz@bakersfield.com. You can also follow him on Twitter @JLuiz_TBC.

Materials list

Here is the list of materials that are allowed in the city blue recycling cart:

Cardboard, junk mail, newspaper, magazines, office paper, aluminum/steel cans, phone books, brown paper bags, plastic containers, and green, brown, clear glass.

Materials not accepted are: Garbage, oily/dirty paper, polystyrene packaging/containers, yard waste, computer parts, plastic wrap, foil drink containers, plastic hangers and packaging, plastic grocery/dry cleaning bags and hazardous waste.

A-8

Mark Hinders

From: Mark Hinders
Sent: Monday, June 11, 2018 11:01 AM
To: Mark Hinders
Subject: Columbus City Council approves 'steep price increase' in recycling costs, after sole bid - WCMH

http://www.nbc4i.com/local-news/columbus-city-council-approves-steep-price-increase-in-recycling-costs-after-sole-bid_20180321075255589/1064959659

Columbus City Council approves 'steep price increase' in recycling costs, after sole bid

Courtney Yuen

COLUMBUS (WCMH) - The cost to continue providing recycling and yard waste pick-up to Columbus residents is increasing by millions of dollars.

Columbus City Council approved a contract with Rumpke of Ohio on Monday evening.

"We are concerned that the sole bidder, Rumpke, has left us with a steep price increase," said city council member Elizabeth Brown.

In 2012, when the city first introduced the recycling program three companies bid for the contract. This year, only one stepped forward with a contract totaling \$44.9 million dollars over 5 years.

"The cost has jumped about 50% compared to when we bid 5 years ago," said director of the Department of Public Service Jennifer Gallagher. "We've had a lot of conversations with Rumpke in regards to that increase in cost and we have continued to try to work with them to bring that cost down."

She said they are currently exploring options for other cost-saving measures.

"On the yard waste, does it make sense for us to maybe break that up into smaller contracts and get some of those smaller companies that can't do recycling, the opportunity to go after

that?" said Gallagher. "Perhaps, looking at whether we do it in-house some way. There's a variety of things we're looking at."

NBC4 talked to Rumpke spokesperson Jonathan Kissell over the phone. He said the reasons for the cost jump are because of increased wages for their employees and the value of recyclables changing over the last few years.

He said Rumpke values their relationship with the city and aims to provide the best service possible to its residents.

"This is a service that the city provides for free to the taxpayers, so there will not be any increase in cost passed on to the citizens of Columbus, however we will need to find that money in other budgets in the city," said Gallagher.

Brown said city council was faced with two choices, either extend recycling services to residents or stop them.

Council chose to continue the program, which she said has saved 42 tons of trash from going into the landfill each year.

"Increasing recycling rates versus eroding them is a very important part of making sure we do that," said Brown.

She amended the ordinance, to include quarterly reports from the Dept. of Public Service on how they're addressing the cost increase and working to contain recycling costs moving forward.

"We did not have more than one bidder in order to actually measure the market and to see what competition could create," said Brown. "That's part of what we want our Dept. of Public Service to do now is to really take a look at how we can create some competition in the market and hopefully benefit our costs."

The current recycling and yard waste contract ends on March 31st. Gallagher said 80% of residents currently participate in the recycling program.

Sent from my iPhone

A-9

https://tucson.com/news/local/govt-and-politics/with-recycling-market-in-the-dumps-tucson-may-charge-new/article_e5035da5-4756-5c61-b330-bac565b164ce.html

With recycling market in the dumps, Tucson may charge new fee

By Becky Pallack Arizona Daily Star Mar 31, 2016



Sorter Belinda Shoemaker picks out undesirable pieces as a conveyor belt whips recyclables BUY NOW by her at ReCommunity.

Kelly Presnell / Arizona Daily Star

The city Environmental Services Department wants to add 45 cents a month to your trash bill to replace revenue lost when the recycling market tanked.

It costs more than \$200,000 for the city to process recyclables it picks up from the big blue bins outside homes and businesses.

Revenue from the sale of recycled items has dropped from nearly \$1.9 million five years ago to \$405,260 so far this year, with three months left to go in the fiscal year, said Environmental Services director Andy Quigley.

The city is projecting zero revenue from recycling next fiscal year.

Low petroleum prices mean it's cheaper to make new plastic than to use recycled plastic and there's lower demand for recycled materials overseas.

To cover the cost of processing recycled stuff, and to replace lost revenue that helps fund other aspects of trash service, the city wants to charge 45 cents per month — totaling \$5.40 per year — as a recycling surcharge to all residential users.

That would raise an estimated \$767,100 per year for the Environmental Services Department.

The surcharge would be evaluated monthly and adjusted quarterly if any recycling revenue comes in, Quigley said.

If recycling revenue recovers to \$750,000 a year — as it did in fiscal years 2011 through 2014 — the city would stop charging the fee, he said.

The Environmental Services Department did something similar when it charged a fuel fee when gas prices were high and then ended the fee when prices went down, he said.

Quigley said he has no idea when the recycling market could make a comeback. “The recycling surcharge is a response to a particular market condition that’s out of our control,” he said.

City residential trash fees haven’t increased since 2010.

The Tucson City Council is expected to discuss the fee proposals on Tuesday. A final version of the fee schedule would go back to the council in May for a public hearing before final approval.

BUSINESS FEES GOING UP

Under other proposals, commercial recycling customers would be charged a monthly \$10 recycling surcharge.

Additionally, the Environmental Services Department is asking for council approval for a 3 percent increase in commercial trash fees. The department raised that rate 5 percent last year.

Monthly service fees for businesses would increase from \$63 to \$64 on the low end, and from \$544 to \$560 on the high end.

The extra revenue is needed to replace containers and replace and maintain trucks, Quigley said.

MORE FEE HIKES POSSIBLE

The council will consider two other kinds of fees to help solve a \$25 million budget shortfall.

- The council could choose to move the \$180,000 storm water program out of the general fund and into the Environmental Services Department, and the department would increase the groundwater protection fee to \$1.13 per month, up from \$1.06 per month, for a typical household.
- The council also could choose to move the code enforcement and graffiti abatement programs out of the general fund, to put a \$3 million dent in the budget problem, and the department would charge a 67 cent fee per month (\$8.04 per year) for a typical household.

A-10

Portlanders Likely To See A 10 Percent Increase In Garbage Bill

by Kristian Foden-Vencil (/contributor/kristian-foden-vencil/) [Follow](#) OPB April 2, 2018 12:15 p.m. | Portland, Ore.

An emergency increase in Portland's garbage bills is expected to be approved this month because of stricter Chinese recycling requirements.

RELATED COVERAGE



(/news/article/without-chinese-buyers-northwest-recycling-becomes-trash/)

Without Chinese Buyers, Northwest Recycling Becomes Trash

(/news/article/without-chinese-buyers-northwest-recycling-becomes-trash/)

China recently required paper and plastic bales to contain no more than 0.5 percent of other garbage.

That's extremely low compared with the general market.

The result is most of the recyclables that U.S. cities produce are being stored as processors search for new markets.

Bruce Walker, with Portland's Bureau of Planning and Sustainability, said they're looking at an emergency increase of about \$3 per month for the average home. "Sorting alone is not going to get us out of this problem," he said.

"It's going to take some additional market development in identifying where else to send some of these materials."

Usually, Portland does not change its rates until the new budget year starts in July. But city staff are urging the City Council to approve higher rates to take effect in May.

As the market stands, it costs more to deal with recyclables than to put them in a landfill.

The Portland Tribune first reported that since last September, the DEQ has issued 19 rulings allowing one-time or ongoing exceptions that allow recyclables to be buried in landfills. At

RELATED COVERAGE



(/news/article/chinese-ban-

the end of February that had resulted in 8,305 tons going to the landfill, or about 5 to 6 percent of all materials collected in curbside programs taking commingled materials.

When factoring in other recyclables that are collected separately in Oregon, the DEQ says that amounts to less than 2 percent of the total recycling market.

Garbage bill increases are being considered across Oregon, the rest of the U.S. and Europe in response to the new Chinese requirements.

waste-northwest-recycling-limbo/)

Chinese Ban On Waste Imports Puts Northwest Recycling In Limbo

(/news/article/chinese-ban-waste-northwest-recycling-limbo/)

A-11



April 1, 2018

JULIA ANDRIZZI-GOLD
2919 N MAPLE RD
SPOKANE VALLEY, WA 99206-4353

35212

For Service At:
2919 N MAPLE RD
SPOKANE VALLEY, WA 99206-4353



Rate Increase Notice

Dear Julia,

Waste Management is pleased to be your solid waste services collection provider. We value your business and welcome your feedback on our services.

Because of uncontrollable market conditions, the cost to process the recyclables that we collect has risen rapidly following an announced ban by China of many recyclable materials and new unachievable quality requirements by the overseas markets. Due to the volatility and unpredictability of these impacts, rather than a permanent increase to recycling collection rates, we believe that a temporary surcharge is an appropriate mechanism for managing increased processing costs.

Accordingly, we have applied for a surcharge to our recycling collection rates, subject to the review and approval of the Washington Utilities and Transportation Commission (UTC). If approved, the surcharge would become effective May 1, 2018. The surcharge being requested will be in effect for 90 days and depending on the changes in the volatile markets, could be renewed each succeeding 90 days either higher or lower than the initial surcharge of \$0.56/mo. The company will be required to reapply to the UTC for the surcharge after one year.

The UTC has the authority to set final rates that may be lower or higher than the proposed rate reflected in this letter, depending on the outcome of its investigation. You can comment by using the "Submit a Comment" feature at the commission's web site, at comments@utc.wa.gov or by using the contact information below. Commission staff will make a recommendation to the commissioners at an open meeting in Olympia, which is scheduled for 9:30 a.m. on April 26, 2018. If you choose to do so, you will have an opportunity to comment in person at this meeting. The UTC is committed to providing reasonable accommodation to participants with disabilities. If you need reasonable accommodation, please contact the commission at (360) 664-1132 or human_resources@utc.wa.gov.

If you are unable to attend the open meeting, the commission has a bridge line which enables you to participate by telephone. Call 360-664-1234 the day before the open meeting for instructions and to sign in.

*Washington Utilities and Transportation Commission
1300 S. Evergreen Park Drive SW
Post Office Box 47250, Olympia, WA 98504-7250
Telephone: 1-888-333-WUTC (9882)*

Waste Management will continue to work diligently to mitigate the cost implications of these developments but simply put, it is more expensive to meet these stringent demands. As a valued customer, you can do your part to help us mitigate these costs by making certain that you are only recycling clean materials allowed in your recycling program that are free from contamination. "When in doubt, throw it out!"

If you have questions or need additional information about the proposal please contact us at your convenience by email pnwrsservices@wm.com, chat with a representative by visiting www.wm.com or call our customer service team at 1-877-466-4668.

Thank you for your business.

Sincerely,
Waste Management

B-1

WM leader says contamination is 'a slow ship to turn'

Dan Leff



Brent Bell, vice president of recycling operations.

The recycling chief at Waste Management recently reflected on the company's ongoing efforts to clean up the material stream. The takeaway: It's a long slog.

"It's definitely a slow ship to turn," said Brent Bell, Waste Management's vice president of recycling operations, in an interview with Resource Recycling. "We're headed in the right direction. I'm not sure if we've necessarily found one item or one piece that necessarily does a great job on our educational efforts other than using our 'Recycle Often Recycle Right' platform."

The publicly traded company's "Recycle Often" campaign was launched in late 2014 and has aimed to bring coordinated messaging on proper recycling to residents nationwide. In the early months of the effort, David Steiner, the company's former CEO, was vocal in a variety of media outlets about the problems contamination was causing the company.

The "Recycle Often" effort has distilled recycling education down to three recommendations for residents: recycle all bottles, cans and paper; keep material dry; and don't include plastic bags in the cart.

Company-wide residue rate at 16 percent

In the recent interview, Bell said that in the roughly two-and-a-half years since the campaign launched, “we’ve seen a slight improvement on residue rates.”

According to a Waste Management spokesperson, the company’s average residue rate across its nearly 100 North American recycling facilities is now 16 percent.

That means that, by weight, 16 percent of materials brought into facilities from curbside programs is not recoverable.

Waste Management has long been at the center of the industry’s battle with curbside contamination. As the country’s largest hauler and processor of recyclable materials, the firm helped reshape the complexion of U.S. materials recovery over the past decade as it pushed for single-stream collection in many communities.

The strategy helped increase collected volumes and improved on-route efficiency, but it also allowed residents to become less discerning about what they put out for recycling collection.

Heightened levels of non-recyclable material in carts has decreased the value of paper and other items that are accepted and also increased sorting costs. But Bell said worker safety has been an equally important concern for the company.

“Recently we’ve seen propane-type tanks that cause some small explosions and fires within the MRFs,” the executive said.

Glass has also been a major talking point when it comes to maintaining a clean stream in the era of single-stream. Waste Management stoked industry debate last spring when it negotiated a contract with the City of Houston that pulled glass out of the curbside mix.

Bell said that Waste Management remains open to including glass and other materials that may require extra attention to be efficiently recovered. But he added the company is also making its decisions with an eye toward economic sustainability.

“The way I’d address glass is that just as any other material in the stream,” said Bell. “We’re usually transparent with our customers on the processing cost and the local markets that may be there and the overall economic impact of having that material in the stream. We do put that decision back on the customers in regards to whether they want to include or not include those certain commodities. But I think what’s important is that whether it’s glass or any other commodity we really have to make sure there is an outbound market for these materials.”

A feature-length Q&A with Bell and Tom Carpenter, Waste Management's director of sustainability services, will be published in the July 2017 print edition of Resource Recycling. If you're not already a subscriber, you can quickly get signed up online.

B-2

The truth about what happens when you recycle the wrong stuff in Chicago

Written by Maya Dukmasova on 07.13.17 at 12:43 PM

DEPARTMENT OF STREETS AND SANITATION

- Some Blue Cart Residential Recycling Program participants will receive an "oops tag" on their cart if the contents include non-recyclables.

Here's the deal: Do not put plastic bags, food, wood, clothing, cords, hoses, propane tanks, or construction waste into your recycling cart. And this warning goes out to my neighbors: Don't put cat litter in there either!

In an attempt to address confusion about what can and can't be recycled, Chicago's Department of Streets and Sanitation is testing a new, more streamlined public information campaign in hopes of boosting the city's dismal recycling rate; less than 10 percent of Chicago's waste is currently diverted from landfills. In a pilot program rolled out along several routes on the south and southwest sides, which have some of the lowest recycling rates in the city, Blue Cart Residential Recycling Program participants are receiving mailers with instructions on proper recycling and "oops tags" on their carts if items that can't be recycled are discovered by haulers. The contents of the contaminated cart will be picked up by garbage collectors and sent to the landfill instead of one of the area's three recycling facilities.

Last year, some of the 600,000 residents participating in the Blue Cart program (single-family homes and buildings with four or fewer units) began to see stickers on their carts notifying them of the presence of non-recyclable contaminants. The most common offenders were plastic bags, which cannot be recycled because they tangle and clog sorting plant machinery and can injure recycling facility workers who spend 12.5-hour shifts handling refuse on fast-moving conveyor belts. But the messaging on the stickers has been confusing and their use inconsistent.

A third of the city's blue carts are hauled off by municipal workers. The other two-thirds of the routes are split between the private haulers Waste Management and Sims Recycling Solutions. While the city workers used orange stickers, Waste Management sometimes opted for white and green stickers, which claimed, "One contaminated cart can ruin an entire truckload of recyclables, which may wind up in the landfill instead of being recycled."

After seeing DNAInfo's story on the new stickers rolled out to enforce the city's change in January 2016 from bagged to bagless recycling, and the detailed list of the stuff that turns out can't be recycled (paper coffee cups? pizza boxes?) my mind flooded with questions and hypotheticals: What if the plastic bag is so low down in the cart that the haulers don't notice and dump it in the recycling truck? Would that truck wind up at the landfill? How is it be possible to check every truck to make sure they're all free of the presence of even a single Styrofoam cup?

Despite my neighbors' persistent disposal of plastic bags, Styrofoam, and, yes, cat litter into the building's blue carts, the recycling has continued to be collected and we've never received a violation sticker. That means our contaminated recyclables have been sorted at the facility, despite the inconvenience, cost, and potential danger to the workers—right? And what if the sticker appears? Does that mean we'd have to sort through the blue cart and get rid of the contaminants ourselves before the contents are recycled? It was never clear what Streets and San meant when it said the entire cart would be landfill-bound garbage if contaminants were discovered.

It turns out that when you get a dreaded sticker or tag, your blue cart will be picked up by the garbage collectors—not the recycling haulers—on the next collection day. So removing contaminants in a blue cart that's been stickered won't reverse the fate of those recyclables. Once the haulers remove the tag from the blue cart, you can try to do better with the next load. The same is true on the routes on which the "oops tag" pilot program is active—the city's just trying to convey a clearer message with a friendlier tone, relying on a picture of a little girl face-palming and illustrations of non-recyclables beside check boxes so drivers can let residents know what they did wrong. There's even a thank-you message on the back of the tag.

"We're not punitive right now, in fact we're trying to be encouraging," says Sara McGann, director of public affairs for Streets and San. "We want to reinforce the basics and what people need to do to recycle properly."

If you don't get a sticker or an oops tag, you can assume your blue cart contents are getting to the recycling sorting plant, even if there's a contaminant in there. Waste Management's claims about entire truckloads of recyclables ending up in the landfill turned out to be more of a scare tactic. "I can't verify if any [truckload] was ever diverted for contamination," says Lisa Disbrow, a spokesperson for the company.

"This is all about trying to educate the residents and get them to stop and think before they put it in their cart."

To that end, *here's a handy guide* for what can and can't be recycled in Chicago. And *an explainer* on how clean your containers need to be.

Stricter Chinese regulations to affect where Republic Services sends recycling from Eastside cities

Kenmore does not regulate Republic Services, so the company does not need permission to landfill paper.

- by Aaron Kunkler
- Tuesday, April 10, 2018 11:31am

-
-
-
-
-
-
-
-

Stricter regulations for importing recyclables to China has caught up to one of Puget Sound's largest waste management companies.

Republic Services collects waste or recycling for Eastside communities that include Bellevue, Kenmore, Mercer Island, North Bend and Sammamish.

While the company's request to the city of Bellevue to send mixed paper collected through April 20 to the landfill was approved, Kenmore city manager Rob Karlinsey said the Kenmore does not regulate Republic Services and would not need to grant permission to landfill paper. More than half of the 1,000 tons of mixed paper collected in Bellevue cannot be sent to China due to contamination.

This decision stems from regulations recently imposed by China, which implemented a 0.5 percent contamination limit on mixed paper. This has led to mixed paper accumulating at Republic Services' collection facility and creating a potential public health hazard. Sammamish has also granted Republic Services a similar waiver.

Bellevue Utilities spokesperson Michael May said the city's decision was a recognition that the Chinese recycling market had essentially been closed. As a condition of allowing the waste management service to landfill mixed paper, which includes items like magazines, letters and other paper products, Republic Services must seek out an alternative buyer for recycled goods. Republic Services is also changing how it sorts recycled materials by slowing processing lines, adding employees and improving optical sorting equipment with the goal of hitting the 0.5 percent contamination mark. May said the new regulations have been effecting not only Bellevue, but the whole West Coast recycling industry.

Contamination comes in many forms, ranging from uncleaned spaghetti cans to water damage. If recycling material is rained on, it is considered contaminated as well.

May stressed the importance of properly recycling materials, namely cleaning, emptying and drying recyclables.

"Just recycle right, if in doubt throw it out," he said. "Don't just put anything in there and I think that's a lot of it, people can do more harm in their recycling."

China has historically been one of the largest importers of recycled material, but announced it would be severely restricting imports of recycled material last summer. This has sent the world's recycling industry scrambling as it seeks out alternative ways to unload the materials.

Republic Services has found other markets for recyclables such as cardboard, tin, glass and aluminum, according to Bellevue's website. Food scraps and yard debris are processed into compost and sold locally.

Residents should continue to place mixed paper into recycling bins but make sure to sort it.

B-4

Why optimistic recycling is a problem

Single-stream recycling may be convenient, but it has a few pitfalls. And what consumers don't know can hurt the recycling process.

A contaminated process

Have you ever been unsure about whether something was recyclable and tossed it into the bin anyway? Maybe it was a ~~wire hanger~~ or a plastic grocery bag. Well, those particular items (and lots more) aren't recyclable through curbside recycling. When they get mixed in with the regular recycling and start moving through a waste management facility, they can tangle up the equipment, causing processing lines to stop and requiring someone to physically remove the object from the machine before it can be restarted.

A representative of one such facility recently ~~with USA Today~~ that "contamination" changes with the season:

Since it's spring, the facility is getting a lot of garden hoses. Around the holidays, they get broken strands of Christmas lights, another choking hazard for the sorting line. And all day every day there are plastic shopping bags (recyclable at a grocery store but not from a household), chunks of styrofoam, diapers, syringes, food-contaminated containers ... a nearly endless litany of things that residents throw into their curbside recycling carts figuring they are or ought to be recyclable.

25/10
It's a little-known secret that ~~glass recyclables~~ are a major contaminant. When they shatter and break, they make the entire load of recyclables unrecyclable. Susan Collins of the nonprofit ~~Container Recycling Institute (CRI)~~ explained to NPR that a quarter of single-stream recycling is hauled to the dump due to cross-contamination. So while consumers think that most, if not all, of what we put in our recycling bins stays out of landfills, that's not completely true; it may be heading there after all.

Paper can be a contaminant, too, according to Clean Water Action, an environmental advocacy group, which points out in a ~~report published by CRI~~ that contamination works both ways.

"Single stream materials are collected by trucks that compact the paper and containers. Paper comingled with containers becomes contaminated by broken

glass; the metal, plastic, and glass are contaminated by paper," the group writes. And that's bad for multiple reasons. Aside from the recyclable material heading for the dump, "contamination poses expensive problems for the processors and end-users, including wear and tear on equipment and increased costs of disposal," the report continues. When paper gets mixed in with glass recyclables, the glass must go to "low-value uses," and the paper, which should be recycled, is sent to a disposal facility instead, according to Clean Water Action.

One such facility in Massachusetts — Strategic Materials, a processor of glass and plastic for bottle manufacturers — discards about 12 percent of single-stream material each year. As the NPR story says, there are machines designed to help with contaminants, such as a machine with air jets that blasts certain types of plastic containers off the conveyor belt, or another machine with a magnet belt that grabs steel items. But these (and other machines that can pick out broken glass) are extremely expensive.

Is multi-stream recycling better?

The answer to that question depends on how you define recycling success. If you're measuring by amount of material recycled, then yes, it might be. But it's not without its limitations.

The aforementioned Canadian study of single-stream vs. multi-stream recycling systems busted a common myth about multi-stream recycling: It's not monumentally more expensive to municipalities than single-stream recycling. The study, which looked through 10 years of data, found that costs increased by just over \$5,000 for multi-stream recycling:

Municipalities who implement single-stream recycling face higher material management costs when compared to those who opt for multi-stream systems. This is contrary to our expectation that single-stream recycling is cheaper than multi-stream systems. While collection costs for single stream collection are lower when compared to multi-stream municipalities, this savings is offset by significantly higher processing costs (48.7 percent higher) and lower realized revenue from sale of recyclable material (9.6 percent lower).

Clean Water Action notes that studies have shown it's the larger collection bins of single-stream recycling and not the convenience of the concept that increased participation rates. So maybe we just need larger curbside multi-stream recycling bins?

Let's hope all the old small ones are recyclable...

From: Mark Hinders
Sent: Monday, June 11, 2018 10:56 AM
To: Mark Hinders
Subject: Flagstaff Feels Ripple Effects of China's Recycling Ban | KNAU Arizona Public Radio

<http://knau.org/post/flagstaff-feels-ripple-effects-china-s-recycling-ban>

Flagstaff Feels Ripple Effects of China's Recycling Ban

By [Melissa Sevigny](#) • 5 hours ago

China is cracking down on what kind of recycling it buys from the rest of the world. That has ripple effects all the way to Flagstaff. KNAU's Melissa Sevigny reports, a lot of the stuff you think *should* be recycled actually ends up in a landfill.

Todd Hanson, waste manager at the Cinder Lake city landfill, says people try to recycle all kinds of strange things: "Bowling balls. And you'd be surprised how many diapers come through. That's one I don't get. A diaper?"

Once he found a mortar shell on the recycling line. "It was a dud, but it sure caused a little bit of excitement," he remembers.

This behavior is called "wish-cycling"—tossing stuff in the recycle bin and *hoping* something good will happen to it. But Hanson says it just ends up here, at the landfill. Recycling mills only want to buy clean bundles of paper, metal, and certain plastics, because there's a market for that.

Flagstaff's recycling is sold to mills in Phoenix, California and New Mexico, and from there to global markets. Half of the world's exported recycling used to end up in China. But this year China banned 24 types of scrap. Materials it WILL take, like cardboard, can't be contaminated by more than half a percent. Hanson says, "They stopped wanting to be the world's garbage dump of all this stuff. They wanted to clean up their own environment and do what's right for their own country."

The ban forced some American cities to take drastic actions, raising rates or ending recycling programs entirely. In Flagstaff, residents can no longer recycle plastics 3 through 7.

Carrie Tupper is a spokesperson for Norton Environmental, which runs Flagstaff's recycling facility. She says, "Unfortunately there is nothing we can do with those plastics, so to continue to bring them here, it's just creating very expensive trash."

Even before China's ban, flimsy plastics like raspberry containers and one-use cups didn't have much of a market. Tupper says, "We do have to be able to sell this to someone, to pay the overhead, for the equipment, and the associates. And it's very tight right now."

Domestic mills are flooded with material that used to go to China. So buyers can pick and choose the best bundles of recyclables, stuff that isn't contaminated by "wish-cycling." At Flagstaff's recycling facility, 25% percent of the material brought in is actually trash, and has to be picked out by hand.

Moran Henn of the Willow Bend Environmental Education Center gives a tour of the facility. She points out a bundle of fabric a on the tipping floor, where unsorted recycling is dumped: "I was gonna say, there's always some type of bedding material." The rules for recycling are complicated, and they change all the time in response to global markets.

Henn says it's still the right choice, "but definitely we should shift to reusing by design, reducing materials, sharing—not in a 'kumbaya', but really as an effective way to move forward as a society."

Mary Newstead joined the tour to learn about the new rules for plastic. She serves on the board of the Aspen Valley Golf Course, which wants to get rid of its Styrofoam cups. She says, "We're going to be grappling with what we replace our Styrofoam cups with, because no longer do the small plastic cups meet the recycling requirements," nor do paper cups with waxy linings.

Newstead says she'll keep looking for a better option. "It's part of being part of the planet. It's sad the global markets are dictating that so many of these things aren't recyclable."

For now, Flagstaff still has a market for its recyclables. But more changes could be coming. China plans to ban more items by 2020, including additional plastics and stainless steel.

To learn more, check out this [household guide](#) to recycling in Flagstaff, or [tour the recycling center](#) on the first Friday of the month with the Willow Bend Environmental Education Center.

Sent from my iPhone

February 27, 2018

U.S. Recycling Woes Pile Up as China Escalates Ban

-
-
-
-

FREE TRIAL

From *Environment & Energy Report*

Turn to the nation's most objective and informative daily environmental news resource to learn how the United States and key players around the world are responding to the environmental...

By Adam Allington

Tens of thousands of tons of recyclables have been diverted to U.S. landfills in recent months as the reality of China's new ban on certain types of imported waste takes hold.

The ban, which went into effect Jan. 1, covers imports of 24 types of solid waste, including unsorted paper and the difficult-to-recycle types of plastic, including polyethylene terephthalate (PET), commonly used in plastic bottles.

And China's import restrictions become even tighter March 1, increasing the sense of urgency U.S. recyclers feel to find new outlets for their products. At the same time, some industry officials say the situation could be a blessing in disguise if it eventually prods the U.S. toward processing more of its own recycling.

"What we're seeing now is really unprecedented," said Julie Miller, a spokeswoman for the Oregon Department of Environmental Quality (DEQ).

China has been by far the largest market for U.S. scrap exports—in many cases the recyclable materials Americans put in curbside containers. China's crackdown, now three months old, has both U.S. and global waste collectors scrambling to find new markets for their recyclables to avoid disrupting curbside collection services.

Landfill Waivers

Starting last September, Oregon's (DEQ) established a short-term waiver process to help alleviate the anticipated backup of materials at recycling separating centers, known in the industry as material recovery facilities, or MRFs. Since then, Oregon DEQ has approved separate waivers to dump 6,107 tons of erstwhile recycling into landfills, with more waivers yet to come, Miller told Bloomberg Environment.

"The amount of materials coming into the MRFs have not slowed down," said Miller. "This is going to lead to changes in programs in some cities about what you can and can't recycle."

Massachusetts has also approved more than 40 landfill waivers since November.

Likewise, public works officials in Boise, Idaho, recently suggested the city stop accepting mixed paper recycling for a year, until better options open up. If that happens, the city estimates about 640 tons of paper would end up in landfills every month.

Other Shoe Drops March 1

China is also severely tightening standards for the imports it will continue to take. Previously, China would accept bales of mixed paper containing up to 2 percent impurities—which could be everything from bits of garden hose, to diapers to propane tanks. But starting March 1, the impurity threshold falls to 0.5 percent for both mixed paper and plastic bales.

Once recyclables have been collected, they are brought to a MRF to be separated, decontaminated and compressed into bales for shipment to mills that can make them into new products.

Some recycling centers say China's stricter standard will prove virtually impossible for U.S. facilities to meet over the short term.

"I think there is going to be a tremendous amount of paper going to landfills," said Nina Bellucci Butler, CEO of More Recycling, a recycling consulting firm based in Sonoma, Calif. "The 0.5 standard is just unworkable."

Bellucci Butler says MRFs are doing everything they can to increase the purity of their bales by slowing down sorting lines, which decreases volumes and increases costs. Those costs will ultimately have to be passed on to customers when new contracts are negotiated.

In some cases recyclers are stockpiling inventory, hoping that new domestic and international markets can open up, a move that Bellucci Butler says is a short-term solution at best.

"MRFs are chasing this idea of a perfectly clean paper bale, but that is nearly impossible to achieve," she said, "and building new capacity to process recycled paper doesn't happen overnight."

India, Malaysia Fill Some of Void

China is the largest market for U.S. recycling exports, accounting for more than 40 percent of all recycled commodities in 2016, according to the Institute of Scrap Recycling Industries.

As China closes its doors to recovered materials as part of that country's broad campaign against "yang laji," or "foreign garbage," new markets in Southeast Asia are absorbing some of those materials.

"As China started to drop off, we've really ramped up volumes of mixed paper going to India," Brent Bell, president of recycling for Waste Management, the largest U.S. landfill and recycling company, told Bloomberg Environment.

According to Bell, of the nearly 2 million tons of recycling Waste Management processed in the fourth quarter of 2018, only 800 tons was diverted to a landfill, all in Massachusetts.

"In general the global economy hasn't gone down, which means the demand for recycled feedstocks is still there," he said, "We're seeing these alternative markets really stepping up."

Malaysia nearly quadrupled its U.S.-sourced imports of mixed plastics last year, jumping from about 9,600 metric tons in 2016 to nearly 38,000 metric tons, according to the Institute of Scrap Recycling Industries. Malaysia also imported substantially more recycled polyethylene, as did Thailand and Vietnam.

But others caution that the ability of emerging markets to fill China's shoes may be limited, because shipping costs will likely be much higher than they were in sending goods to China.

Sending recyclables to China is cheaper because it travels on ships that would "otherwise be empty" when they return from delivering consumer goods in the U.S. and European Union, said Brad Lovaas, executive director of the Washington Refuse and Recycling Association. "It's been a circular economy that we've relied on for decades."

A Blessing in Disguise?

While more paper and plastic ending up in landfills is not desirable, industry officials said it could ultimately drive the U.S. to process more of its own recycling.

"We need to take an active role in creating more demand for the materials our members are processing," said David Biderman, executive director and CEO of the Solid Waste Association of North America, which represents more than 9,500 public- and private-sector professionals in solid waste management.

The association has created a recycling task force to assist U.S. and Canadian companies, as well as local governments, concerned about the future of their recycling programs.

"Now that China's waste import restrictions have taken effect, reducing contamination will be an obvious focus," Biderman told Bloomberg Environment. "However, the task force will also

evaluate strategies for increasing demand, such as mandates for recycled content, and federal and state funding for recycling.”

Oregon recently approved \$500,000 in materials management grants to promote the prevention, reuse or recovery of solid wastes.

Neighboring Washington recently expanded a campaign to grow the market for 100 percent recycled containers. Participants including Coca-Cola Co., Campbell Soup Co., and Keurig Green Mountain Inc. have signed commitments to identify and utilize products with 100 percent recycled containers in their facilities.

Contamination Starts in the Bin

Many recyclers point to a conflict between “single-stream” recycling, which allows unsorted recyclables to be placed in one receptacle, and the recent push to limit bale contamination.

“The public tends to drop a lot of things off that we can’t take. And it’s not cost-effective for us to spend a lot of time sorting it out,” said Mike Wolf, the office manager at Pacific Steel & Recycling in Missoula, Mont.

Recyclers point to the need to better communicate which products don’t belong in single-stream. First on the list is plastic bags, which when tossed in with the rest of the recycling routinely jam the machines at recycling plants. City officials in Phoenix estimate they lose about \$1 million a year because of improper recycling, mostly because of flimsy plastic bags.

“Plastic bags and the switch to lighter shipping materials,” like the inflatable air pillow film used in some packaging, “are wreaking havoc in traditional recycling facilities,” said Bellucci Butler.

A growing number of grocery stores, including national chains like Target Corp., allow customers to recycle plastic bags at their retail locations. So far, California is the only state with a ban on single-use plastic bags.

Bellucci Butler said another potential solution to the contamination question is “secondary MRFs,” such as those being used in Los Angeles, which are optimized to dig deeper into bales after they’ve gone through conventional sorting.

She worries about recent talk by some cities about eliminating certain kinds of paper or plastic recycling.

“If we start telling the public to throw things away instead of recycling, we’re never going to get that material collected later,” she said. “In order to keep it out of landfills and develop new markets, we need to maintain a steady supply.”

2-2
Mark Hinders

From: Mark Hinders
Sent: Monday, June 11, 2018 11:24 AM
To: Mark Hinders
Subject: Recyclables in Seattle are Being Landfilled Due to China Restrictions

<http://www.waste360.com/recycling/recyclables-seattle-are-being-landfilled-due-china-s-restrictions>

Recyclables in Seattle are Being Landfilled Due to China's Restrictions

Recyclers are scrambling to find new destinations for mixed paper recyclables.

Waste360 Staff | Mar 30, 2018

Hundreds of tons of mixed paper recyclables in the greater Seattle area are being sent to landfills in the face of China's National Sword policy. Republic Services, which processes the recyclables from Seattle and other surrounding cities, is seeking permission to send even more.

Falling commodity prices and a lack of current alternatives have led to the paper being landfilled while companies like Republic work to find new markets for the paper or install equipment that can decrease contamination.

In response, recyclers are encouraging their customers to place a greater emphasis on avoiding contamination when recycling and refraining from placing non-recyclables in the bin.

The Seattle Times has more information:

"Regardless of price point, we haven't been able to move material on a daily basis," said Pete Keller, Republic's vice president for recycling and sustainability.

Even as Republic finds new markets and installs equipment to meet new quality standards, the company has sent "hundreds of tons" of mixed paper to landfills, including its own outside of Roosevelt, Klickitat County, over the last couple of weeks, Keller said.

That's a relatively small amount in the bigger picture of the region's standout recycling system, but it's the most visible local repercussion so far from China's new National Sword policy, which was announced last summer and took effect Jan. 1. China instituted outright bans on some recyclables, including mixed paper, and heightened quality standards that the Washington Refuse and Recycling Association describes as "all but unachievable with current equipment and system costs."

[Read the full story here.](#)

Sent from my iPhone

C-3

When RECYCLING really ISN'T

BY DAMIAN MANN | ...

VIEW GALLERY ([HTTP://MAILTRIBUNE.COM/NEWS/TOP-STORIES/GALLERY/WHEN-RECYCLING-REALY-ISN-AMP-X2019-T](http://mailtribune.com/news/top-stories/gallery/when-recycling-really-isn-amp-x2019-t))



[HTTP://MAILTRIBUNE.COM/NEWS/TOP-STORIES/GALLERY/WHEN-RECYCLING-REALY-ISN-AMP-X2019-T](http://mailtribune.com/news/top-stories/gallery/when-recycling-really-isn-amp-x2019-t)

Cardboard, plastic milk jugs, newspapers and cans that customers place in Rogue Disposal's curbside-recycling bins are being dumped in the landfill, contrary to statements made on the company's website and in fliers.

"Most go to the landfill," confirmed Garry Penning, spokesman for Rogue Disposal. Just a small number of "test" loads are currently being sent to recycling processing centers to assess how well local residents keep contamination such as Styrofoam or plastic garden hoses out of their bins.

Unless you live in Talent or Ashland, which are serviced by Recology Ashland, what you curbside-recycle in Medford, Jackson County, Central Point, Jacksonville and Phoenix heads directly to the Dry Creek Landfill.

From November through February, Rogue Disposal dumped 2,700 tons of recyclables in the landfill under a six-month waiver granted by the state. Southern Oregon Sanitation, which serves other cities and areas in Jackson and Josephine counties, also has a state waiver.

Shake-ups in worldwide recycling markets have sent shock waves through the valley, leaving many customers confused as to what's really being recycled.

On Rogue Disposal's website, it states the company is "refocusing our program on what we know can be recycled rather than landfilled." It then displays a list of what you can deposit in the company's red-topped bins. The website doesn't say that the vast majority of the red-bin recyclables end up being hauled to the landfill. Instead it states, "Here's what you can recycle at the curb."

A large postal card sent to customers about the newly pared-down list of recyclables in March states, "Global markets for a number of items we used to accept at the curb are gone, so we are refocusing our program on materials we know CAN be recycled" In fact, for the most part, those materials aren't being recycled at all.

"We currently have sent a test load to a processing facility, and we are awaiting the results back from their analysis of that material to see how much contamination is present," Penning explained in an email sent Thursday. If the test is successful, Rogue Disposal in the future might be able to sell those recyclables, which are still a commodity in domestic markets.

With that hope in mind, Rogue Disposal encourages customers to continue placing corrugated cardboard, newspapers, capless milk jugs and lid-free tin and aluminum cans in their red bins, and to be aware that the company does not allow those bins to be used for garbage.

Rogue Disposal will continue education efforts and conduct audits to ensure the materials placed in customers' red bins aren't being contaminated, Penning said. Contamination can include materials that aren't accepted, such as plastic bags and Styrofoam; accepted materials that haven't been rinsed properly; and jugs with caps or cans with lids, for example. Some processing facilities have reported problems with items like garden hoses that can gum up the machinery.

Rogue Disposal customers have had a high rate of contamination in the past, Penning said. Recycling processors have complained to Rogue Disposal that they are seeing contamination rates of 24 to 40 percent, he said.

Out of the 19 disposal companies in Oregon that sought waivers last October from the Oregon Department of Environmental Quality to dump recyclables in a landfill, Rogue Disposal is the largest. Others on the waiver list locally service

Eagle Point, Rogue River, Gold Hill, Shady Cove, Butte Falls, Grants Pass and Jackson and Josephine counties' rural residents. Elsewhere, Baker City, La Grande, Pendleton and Roseburg are on the list, along with Klamath, Crook and Umatilla counties.

Of the 19 on the list, 12 haulers have ongoing waivers and the remainder asked for a one-time waiver for a short duration. There are 165 garbage haulers in the state, the DEQ says.

Even if Rogue Disposal could send its recyclables to the processors, Penning said there is no guarantee that the items would end up being recycled because of unpredictable market conditions. The commodity market for recyclables doesn't look good for the foreseeable future, with the price paid for cardboard dropping almost in half since last year.

"The market situation has not gotten any better," Penning said.

Recology customers in Ashland and Talent are paying more to ensure their recycled materials are actually being recycled, but Penning said his company doesn't have any plans to ask for rate increases to help recycle more items.

"We don't want to raise our rates and charge for recycling that may not be recycled," he said.

Beginning in January, the price for an average curbside pickup for Recology increased \$1.90, to \$22.82. In the quarter beginning April 1, the price will go up another penny. By contrast, Rogue Disposal charges \$19.44 for an average monthly service, though some customers are opting for larger trash bins because fewer items are eligible to be placed in the red bins.

Recology has a long list of items that can be recycled curbside, including magazines, rigid plastic butter-type tubs, cereal and cracker boxes, junk mail, office paper and paper bags.

"A lot of people are confused right now," said Jamie Rosenthal, waste zero specialist at Recology.

Previously, Rogue Disposal collected recycling materials that were sent to other places, including China. But on Jan. 1, China imposed a new ban on 24 types of solid waste, including unsorted paper and certain kinds of plastic, including plastic bottles. On March 1, the restrictions became tighter, with China imposing a 0.5 percent maximum contamination rate for mixed paper and plastic.

Recology not only picks up recycling but has the facilities to process it for sale on the commodity market. Rogue Disposal doesn't have a processing facility.

The materials from Recology could end up being bought domestically or in overseas markets that include India, Korea, Thailand, Indonesia and Vietnam.

Last year, Recology was sending 60 percent of its mixed paper to China. This year, it has sent almost none of its mixed paper to China.

"They've been kind of warning us," Rosenthal said. "They've just really put their foot down and we've adjusted accordingly."

While the local Recology is dwarfed in size compared to Rogue Disposal, it is part of a larger company that services big cities such as San Francisco and Seattle. Ashland and Talent represent 2 percent of the 700,000-customer market of Recology.

As a bigger company, Recology has been preparing for the downturn in demand for recyclables and recently bought a processing facility in Samoa, California, sending materials there beginning in January.

To pay for this new recycling program, Recology has received approvals from both Ashland and Talent to potentially increase prices a total of \$3.50 a month, depending on market conditions.

"We told them we're paying hand-over-fist, so we either can put the material into the landfill or apply a recycling surcharge," Rosenthal said. "They said 'yes' (to the surcharge)."

If Recology needs more than \$3.50, it will have to take the request to the city councils in both those cities.

Rogue Disposal couldn't access the same Samoa processing plant, even though Recology has an agreement with Rogue Disposal to use the Dry Creek Landfill.

"That particular facility (Samoa), we're putting an extra burden on them," Rosenthal said. "They're at their maximum for taking on more material."

She said her company is also in discussions to develop a program that might allow recycling of plastic bags, which are currently not accepted. Trex, the company that makes plastic decking materials, is interested in using the recycled bags in its products.

With Recology still accepting recycling, it has faced a new problem.

"Our resources are already being overwhelmed with people coming to Ashland to recycle," Rosenthal said.

If people from other towns continue to bring recyclables to Ashland, Recology may have to institute some kind of identification check, she said.

"We wish we could take in other people's recycling, but we can't," she said.

While Recology explores new avenues for recycling, Rogue Disposal doesn't have the same flexibility because it is a smaller company.

Penning said Rogue Disposal has looked at building a processing facility in the past but to make it economical, it would have to bring in 10 times the volume of recyclables.

He said the facilities are expensive, using optical scanners and robotics to sort through materials.

Rogue Disposal's waiver from the state expires on May 1, but it will likely get another three-month waiver after that.

DEQ has been following the Chinese restrictions of plastics and unsorted paper closely while trying to work with many rural haulers such as Rogue Disposal that are now in a bind.

"I would say you are one of the hardest hit areas in the state," said Brian Fuller, program manager for DEQ's western region materials.

Costs to dispose in a landfill are averaging about \$50 a ton, but the cost to recycle material is \$100 to \$140, he said.

Many rural disposal companies are located a considerable distance from the recycling processing plants.

"We're seeing it in the more rural parts of the state, where disposal costs are cheap and trucking recyclables to Portland is expensive," Fuller said.

Because of the increased costs, the DEQ is agreeing with haulers that it isn't cost effective for them to recycle, though the agency expects Rogue Disposal and other haulers to create a plan going forward.

Despite the problem, Oregon as a whole is still a big recycling state.

In 2016, 1.4 million tons were recycled, but since the waivers were granted last October, the haulers have dumped 8,305 tons of recyclables in landfills.

"Of those haulers, Rogue Disposal is currently the largest one volume wise," Fuller said.

Removing contamination from the recycling stream will become more important going forward with a tight commodity market.

Fuller said he expects Rogue Disposal will develop a plan that will greatly reduce the contamination in its recyclables and find processing facilities that will take the materials.

"We'd like to see them move to that market as soon as they can," he said.

Medford Councilor Mike Zarosinski said the City Council would like to see the recycling effort continue, while understanding the global market is forcing Rogue Disposal to change the way it does business.

"Over the next few months, we'll evaluate what their response is," he said.

— Reach reporter Damian Mann at 541-776-4476 or dmann@rosebudmedia.com (). Follow him on www.twitter.com/reporterdm ().

C-4

Why so much stuff placed in California recycling bins ends up in the landfill

By Rachel Uranga, Southern California News Group |
PUBLISHED: July 10, 2017 at 12:08 pm | UPDATED: July 11, 2017 at 3:38 am

25%

Don't assume just because you tossed that empty container into the blue bin that it actually got reborn into a carpet, a T-shirt or another container.

In fact, about a quarter of material placed in those containers around the state won't be recycled at all.

While much from those containers gets remade – much is shipped to China for processing – the amount that doesn't could be rising even as enthusiasm for recycling and living greener soars, according to the Container Recycling Institute.

"The public is doing wishful recycling," said Mark Murray, executive director of Californians Against Waste.

Many consumers see the big colored, rolling receptacles that have become staples of suburban streets as catch-all bins. They toss into those bins tons of material that can't be reused – everything from split garden hoses to soiled diapers.

It's a big problem amid many other woes for the state's misfiring recycling circle.

Gnarly PVC parts, unwanted vinyl products and other misplaced goods can jam up sorting machines, slow production and, in the end, offer little recycling value, said Eloisa Orozco, a spokeswoman for garbage company Waste Management.

And that off-target waste often ends up in already jampacked landfills after the cumbersome, costly process of weeding them from the real recyclables.

Gov. Jerry Brown and the Legislature set an ambitious goal of 75 percent recycling, ~~comparing or reduction of~~ solid waste by 2020. Right now, the state recycles less than half its waste, even though it has some of the highest recycling rates among U.S. states.

The system already faces mammoth challenges. Hundreds of recycling centers across the state have shuttered since last year, stung by plummeting scrap rates on the global market. And that's despite a state subsidy program intended to help them weather market fluctuations.

Plucking nonrecyclable items from processing has driven up costs for trash collectors and the municipalities that pay them. Meanwhile, the state and local governments are demanding more efficiency.

While the state weighs options for fixing its recycling circle, processors are coming up with their own options.

Officials at Waste Management, one of the largest garbage collectors in Southern California, say they are confronting the problem by trying to get their customers to “go back to basics.”

The company has adopted the mantra: recycle often, recycle right.

Curbside bin blues

The issue of sorting wasn't always a problem. Blame it on the popularity of the curbside bin and the continuing evolution of how Americans consume.

The suburban recycling program began to flourish in California in the 1990s. While trash dumps filled to overflowing at alarming rates, the state Legislature demanded local jurisdictions cut waste to landfills by a quarter.

In response, curbside pickup programs popped over all over. Some programs introduced an array of different-colored bins for varied kinds of recyclable materials.

Residents separated out newspapers and bottles from their regular trash and placed them in the appropriate bin.

Though laborious, the process ensured that each of the materials were uncontaminated. In recycle-biz parlance, that means cardboard boxes weren't crusted in old linguini, newspapers weren't soaked in Fresca and materials were generally in good enough shape to reuse.

But the multiboxes didn't sit well with garbage collectors.

The process was cumbersome and time-consuming for haulers, who had to pick up and empty each of the bins individually. Climbing in and out of the truck cabs meant the cost rose to insure the workers, too.

One bin for all

From nagging concerns about those multiple bins arose single-stream recycling, the system your local collector likely uses.

Everything that looks like it should be recycled goes in one bin. Trash haulers take the mixed materials to a facility where it's sorted by an array of machines and humans.

More and more cities adopted the concept.

But it hasn't been cheap. Sorting the bins' contents costs more than having consumers organize their own garbage.

And as more nonrecycled material landed into those bins, costs rose even more. Processors passed their costs on to local government.

Other financial pressures have squeezed the industry, too, including collapsing prices overseas for recyclables and society's shift away from newsprint as more information is consumed electronically.

People who skip the blue bin and take their bottles and cans to recycling centers themselves are finding that hundreds of recycling centers across the state have shuttered since last year, as scrap rates on the global market dived.

The state's recycling fund is so precarious that the California Department of Resources Recycling and Recovery projected it wouldn't have sufficient cash to make its payments off and on over the next two fiscal years.

Categorizing clutter

A mountain of plastic jugs, crumpled cardboard boxes, gift-wrapping paper and other discarded packaging tower over Adam Holt, Baldwin Park-based Allan Co.'s vice president.

Above him stands a massive conveyor belt where the trash rolls toward a line of men in hard hats and gloves.

The crew snags cups, paper and other items and tosses them down square chutes that lead to giant caged piles of glass, aluminum and other materials.

This is not a job for the fragile. The days can be grueling, picking through the unending procession of waste. And it smells icky.

Eventually, the tangle of plastic bags, boxes and bottles turns into neatly packed bales, each about 1,200 pounds of colorful stuff, categorized by plastic, paper and metal. Those bales are sold off to manufacturers who'll turn them into new products.

"I love seeing a pile that looks like trash turn into something," Holt said, watching a forklift move stacks of cubed aluminium cans and paper.

Your trash is changing

About five years ago, the piles inside the warehouse looked very different.

The huge room was jammed with mountains of magazines and newspapers. They commanded healthy resale rates. There was lots of product – papers were still hitting plenty of porches, and magazine racks were still popular places to peruse the news.

And there was still a voracious demand for second-time-around paper. But that need had started to wane.

Blame Steve Jobs.

Consumers switched from the morning paper and monthly magazines to the supersharp screens of their iPhones and tablets made by Jobs' trend-bending Apple Inc. – and other companies that reshaped how we consume information.

Blame Jeff Bezos, founder of Amazon, too.

His internet-retail juggernaut made next-day and same-day home delivery the expectation of more and more consumers. That also radically impacted the waste industry.

A demand for printed products overseas buoyed the market for a while, but then evaporated, too.

As newsprint receded, the gap in the waste bin was backfilled by more lightweight plastics and cardboard boxes used to deliver shoes, books and other consumer products.

“That hurt the recycling industry a lot,” said Mike Centers, president of Titus MRF Services.

The processing puzzle

The math is simple: Lighter materials cost more to process.

“Newsprint was a heavier commodity than plastic,” said Centers, “and at one point it was 65 percent of the single stream. It was replaced by lighter material that costs more to sort.”

Leftovers discarded by workers go to companies like Centers', which further sorts and sells the materials.

Some of it is marginally recyclable. Translation: It can be processed, but it costs more and takes longer.

Some of it, though, is not recyclable at all.

Research and development teams find new ways to reuse such material each year. But the changes aren't arriving fast enough to keep tons of such stuff out of the landfill.

"The innovation in our world is giving us more different types of things," said Susan Collins, who heads the Culver City-based Container Recycling Institute that studied the state's recycling rate.

Meanwhile, that container you assumed was recyclable costs processors and, in turn, the taxpayer as it makes its way from your blue bin to the county dump.

"Recycling is constantly battling against that challenge of taking the diversity of material," Collins said, "and trying to create concentrations of commodities suitable for manufacturing.

"It's possible to do it, but it's a real challenge given the economic realities," she said.

Know your trash

Among the solutions: Getting to know your garbage.

"It becomes the bin of last resort," Murray said. "Folks are throwing almost anything in there."

California doesn't keep records about how much of what's placed in the blue bin actually gets recycled. But experts say that it can vary by area, from as much as 93 percent to only 60 percent depending on the city.

One way to change the tide is to educate consumers.

"Put big stickers on the inside of bins," Collins said. "We have to make public education and information really accessible."

Orozco of Waste Management said people need "to pay close attention to what they are putting in the bin."

Alas, there is not a simple list of "recycle this/not that" rules. Waste haulers can differ wildly in what they accept as recyclable.

Some accept plastic grocery bags, while other do not, because the value is so low it's not worth it for them.

So, before you drop that milk carton in the recycle bin, make sure your curbside hauler is actually recycling them.

Some companies like Allan Co. are trying to capture more items that were once discarded.

“We are getting better,” said Stephen Young, the head of Allan Co. “If we pick it out, it’s going to get used.”

But there remain growing pains inside an evolving industry that many see as an environmental defender.

“There have been substantially higher volumes (in recycling),” Murray said, “but we have paid a price for it.”

25
The New York Times

Your Recycling Gets Recycled, Right? Maybe, or Maybe Not

Plastics and papers from dozens of American cities and towns are being dumped in landfills after China stopped recycling most “foreign garbage.”

By Livia Albeck-Ripka

May 29, 2018

Oregon is serious about recycling. Its residents are accustomed to dutifully separating milk cartons, yogurt containers, cereal boxes and kombucha bottles from their trash to divert them from the landfill. But this year, because of a far-reaching rule change in China, some of the recyclables are ending up in the local dump anyway.

In recent months, in fact, thousands of tons of material left curbside for recycling in dozens of American cities and towns — including several in Oregon — have gone to landfills.

In the past, the municipalities would have shipped much of their used paper, plastics and other scrap materials to China for processing. But as part of a broad antipollution campaign, China announced last summer that it no longer wanted to import

“foreign garbage.” Since Jan. 1 it has banned imports of various types of plastic and paper, and tightened standards for materials it does accept.

While some waste managers already send their recyclable materials to be processed domestically, or are shipping more to other countries, others have been unable to find a substitute for the Chinese market. “All of a sudden, material being collected on the street doesn’t have a place to go,” said Pete Keller, vice president of recycling and sustainability at Republic Services, one of the largest waste managers in the country.

China’s stricter requirements also mean that loads of recycling are more likely to be considered contaminated if they contain materials that are not recyclable. That has compounded a problem that waste managers call wishful or aspirational recycling: people setting aside items for recycling because they believe or hope they are recyclable, even when they aren’t.

[Here’s a guide to avoiding “aspirational recycling.” First lesson: Don’t recycle greasy pizza boxes.]

You have 3 free articles remaining.
Subscribe to The Times

In the Pacific Northwest, Republic has diverted more than 2,000 tons of paper to landfills since the Chinese ban came into effect, Mr. Keller said. The company has been unable to move that material to a market “at any price or cost,” he said. Though Republic is dumping only a small portion of its total inventory so far — the company handles over five million tons of recyclables nationwide each year — it sent little to no paper to landfills last year.

But for smaller companies, like Rogue Disposal and Recycling, which serves much of Oregon, the Chinese ban has upended operations. Rogue sent all its recycling to landfills for the first few months of the year, said Garry Penning, a spokesman.



Wiqan Ang for The New York Times

Western states, which have relied the most on Chinese recycling plants, have been hit especially hard. In some areas — like Eugene, Ore., and parts of Idaho, Washington, Alaska and Hawaii — local officials and garbage haulers will no longer accept certain items for recycling, in some cases refusing most plastics, glass and certain types of paper. Instead, they say, customers should throw these items in the trash.

Theresa Byrne, who lives in Salem, Ore., said the city took too long to inform residents that most plastics and egg and milk cartons were now considered garbage. “I was angry,” she said. “I believe in recycling.”

Other communities, like Grants Pass, Ore., home to about 37,000 people, are continuing to encourage their residents to recycle as usual, but the materials are winding up in landfills anyway. Local waste managers said they were concerned that if they told residents to stop recycling, it could be hard to get them to start again.

It is “difficult with the public to turn the spigot on and off,” said Brian Fuller, a waste manager with the Oregon Department of Environmental Quality.

The fallout has spread beyond the West Coast. Ben Harvey, the president of E.L. Harvey & Sons, a recycling company based in Westborough, Mass., said that he had around 6,000 tons of paper and cardboard piling up, when he would normally have a couple hundred tons stockpiled. The bales are filling almost half of his 80,000-square-foot facility.

“It’s really impacted our day-to-day operations,” Mr. Harvey said. “It’s stifling me.”

Recyclers in Canada, Australia, Britain, Germany and other parts of Europe have also scrambled to find alternatives.

Still, across much of the United States, including most major cities, recycling is continuing as usual. Countries like India, Vietnam and Indonesia are importing more of the materials that are not processed domestically. And some waste companies have responded to China’s ban by stockpiling material while looking for new processors, or hoping that China reconsiders its policy.

Republic Services collecting recycled materials in Kent, Wash.
Wiqan Ang for The New York Times

Americans recycle roughly 66 million tons of material each year, according to the most recent figures from the Environmental Protection Agency, about one-third of which is exported. The majority of those exports once went to China, said David Biderman, the executive director of the Solid Waste Association of North America, a research and advocacy group.

But American scrap exports to China fell by about 35 percent in the first two months of this year, after the ban was implemented, said Joseph Pickard, chief economist for the Institute of Scrap Recycling Industries, a trade group.

“It’s a huge concern, because China has just been such a dominant overseas market for us,” Mr. Pickard said.

In particular, exports of scrap plastic to China, valued at more than \$300 million in 2015, totaled just \$7.6 million in the first quarter of this year, down 90 percent from a year earlier, Mr.

Pickard said. Other countries have stepped in to accept more plastics, but total scrap plastic exports are still down by 40 percent this year, he said.

“There is a significant disruption occurring to U.S. recycling programs,” Mr. Biderman said. “The concern is if this is the new normal.”

Curbside recycling is typically hauled by a private company to a sorting plant, where marketable goods are separated out. Companies or local governments then sell the goods to domestic or overseas processors. Some states and cities prohibit these companies from dumping plastic, paper and cardboard, but some local officials — including in Oregon, Massachusetts and various municipalities in Washington State — have granted waivers so that unmarketable materials can be sent to the landfill.

Recycling companies “used to get paid” by selling off recyclable materials, said Peter Spendelow, a policy analyst for the Department of Environmental Quality in Oregon. “Now they’re paying to have someone take it away.”

In some places, including parts of Idaho, Maine and Pennsylvania, waste managers are continuing to recycle but are passing higher costs on to customers, or are considering doing so.

“There are some states and some markets where mixed paper is at a negative value,” said Brent Bell, vice president of recycling at Waste Management, which handles 10 million tons of recycling per year. “We’ll let our customers make that decision, if they’d like to pay more and continue to recycle or to pay less and have it go to landfill.”

Wiqan Ang for The New York Times

Mr. Spendelow said companies in rural areas, which tend to have higher expenses to get their materials to market, were being hit particularly hard. “They’re literally taking trucks straight to the landfill,” he said.

Will Posegate, the chief operations officer for Garten Services, which processes recycling for a number of counties in Oregon, said his company had tried to stockpile recyclables but eventually used a waiver to dump roughly 900 tons. “The warehouse builds up so much that it’s unsafe,” he said.

In California, officials are concerned that improperly stored bales of paper could become hazards during wildfire season, said Zoe Heller, the policy director for the state’s recycling department.

While China has entirely banned 24 materials, including post-consumer plastic and mixed paper, it has also demanded that other materials, such as cardboard and scrap metal, be only 0.5 percent impure. Even a small amount of food scraps or other rubbish, if undetected, can ruin a batch of recycling.

Some waste managers say that China’s new contamination standards are impossible to meet, while others are trying to clean up their recycling streams by slowing down their processing facilities, limiting the types of materials they accept or trying to better educate customers on what belongs in the recycling bin.

Waste traveling along a conveyor belt to be sorted.

Wiqan Ang for The New York Times

Mr. Bell, the Waste Management executive, said he had seen everything from Christmas lights to animal carcasses to artillery shells come through the company's recycling facilities. "Most of our facilities get a bowling ball every day or two," he said.

Some materials can ruin a load, he said, while others pose fire or health hazards and can force facilities to slow their operations and in some cases temporarily shut down. (And a bowling ball could do serious damage to the equipment.) Approximately 25 percent of all recycling picked up by Waste Management is contaminated to the point that it is sent to landfills, Mr. Bell said.

Recyclers have always disposed of some of their materials. But the percentage has climbed as China and other buyers of recyclable material have ratcheted up quality standards.

Most contamination, Mr. Bell said, happens when people try to recycle materials they shouldn't. Disposable coffee cups — which are usually lined with a thin film that makes them liquid-proof but challenging and expensive to reprocess — are an example.

Unwashed plastics can also cause contamination.

“If we don't get it clean, we're not going to be able to market it, and if we can't market it unfortunately it's going to go to the landfill,” said Mr. Penning, the Rogue spokesman. In March, Rogue told customers to put everything in the trash except for corrugated cardboard, milk jugs, newspapers and tin and aluminum cans, which the company is finding domestic markets for, Mr. Penning said.

Rogue customers who make mistakes might see an “Oops” sticker the next time they check their recycling bin, he said.

In Eugene, similar restrictions have been imposed by the waste company Sanipac. These have not sat well with some residents. “Eugene is a very green city and people love their recycling here,” said Diane Peterson, a resident. “There are a lot of things like yogurt containers that we get all the time, and now we can't recycle them.”

Leah Geocaris, another Eugene resident, said the change had prompted her to try to consume less overall. “On the one hand, I hate it, because I don’t want stuff to end up in landfill,” she said. “On the other hand, it’s a wake-up call.”

“Recycling is the third R,” she said. “You have to reduce and reuse first.”

Here’s how to recycle smarter



6 Things You’re Recycling Wrong

Can you recycle coffee cups or greasy pizza boxes? If you’re tossing things in the recycling bin out of sheer hope, you might be an “aspirational recycler.”

May 29, 2018

Livia Albeck-Ripka, a former James Reston reporting fellow at The Times, is a freelance journalist covering the environment. @livia_ar

A version of this article appears in print on May 30, 2018, on Page B1 of the New York edition with the headline: Your Recyclables Get Recycled, Right?

From: Mark Hinders <Mark@cdagarbage.com>
To: Sherman Alexander <Sherman@cdagarbage.com>; pldamiano84 <pldamiano84@aol.com>
Subject: Fwd: WSJ- Recycling Article
Date: Tue, May 15, 2018 2:58 pm
Attachments: image001.png (12K), image002.jpg (110K), image003.jpg (87K)

Sent from my iPhone

C-6

Begin forwarded message:

From: Tom Baranowski <tom@seaport-intl.com>
Date: May 15, 2018 at 2:49:45 PM PDT
To: "mark@cdagarbage.com" <mark@cdagarbage.com>
Subject: FW: WSJ- Recycling Article

Tom Baranowski
Seaport International
PO Box 1180
Issaquah, WA 98027
(509) 979 6465 cell
(425) 837 8090 office
(425) 837 8091 fax
<mailto:tom@seaport-intl.com>

From: Benoni Jasbon [<mailto:BenoniJasbon@acni.net>]
Sent: Tuesday, May 15, 2018 2:27 PM
To: Tom Baranowski
Subject: WSJ- Recycling Article

Recycling, Once Embraced by Businesses and Environmentalists, Now Under Siege

Local officials raise fees and send recyclables to landfills as economics erode

By

Bob Tita

May 13, 2018 7:00 a.m. ET

[458 COMMENTS](#)

The U.S. recycling industry is breaking down.

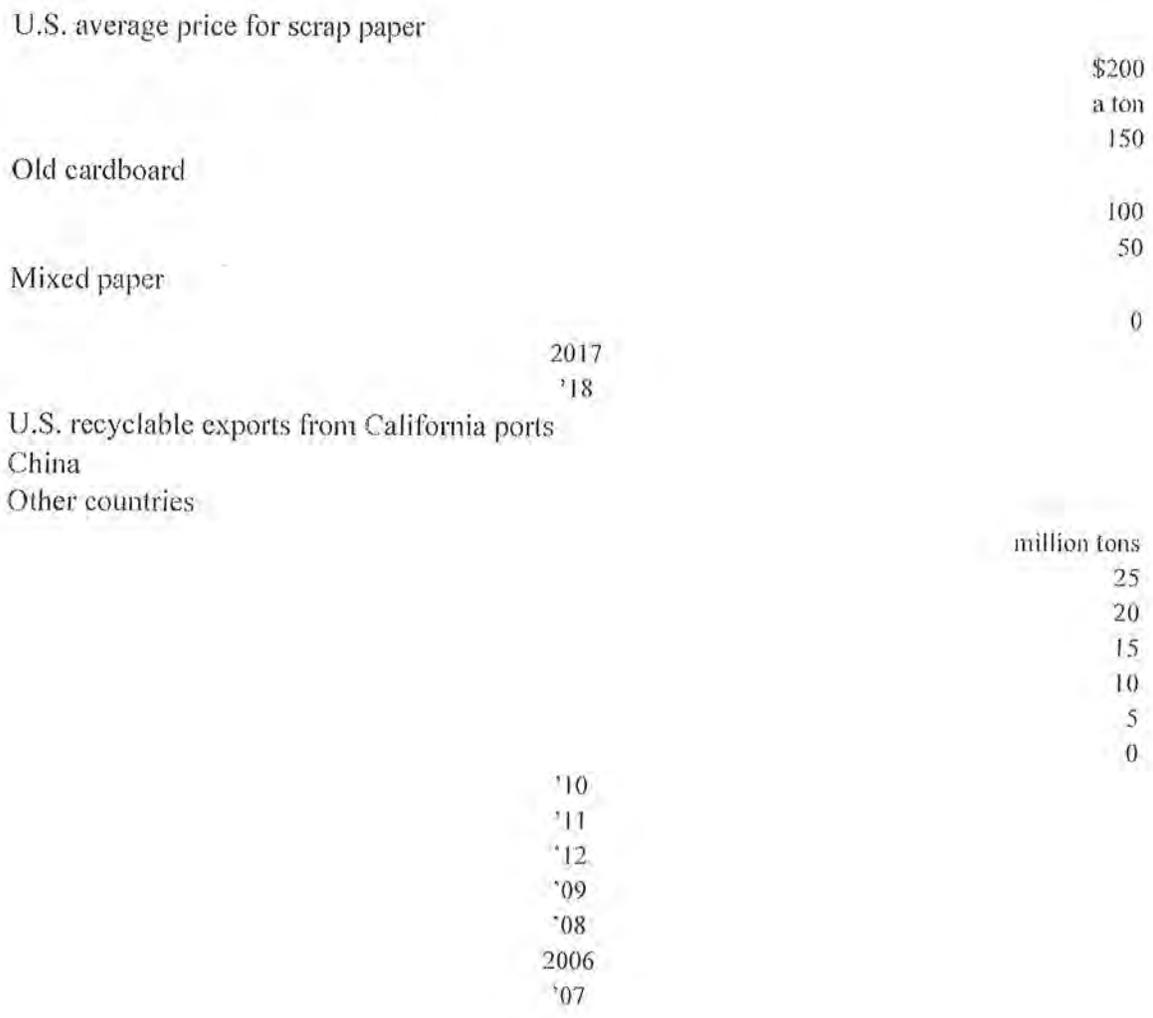
Prices for scrap paper and plastic have collapsed, leading local officials across the country to charge residents more to collect recyclables and send some to landfills. Used newspapers, cardboard boxes and plastic bottles are piling up at plants that can't make a profit processing them for export or domestic markets.

"Recycling as we know it isn't working," said James Warner, chief executive of the Solid Waste Management Authority in Lancaster County, Pa. "There's always been ups and downs in the market, but this is the biggest disruption that I can recall."

Paper Loss

Prices for scrap paper and cardboard have plunged as China buys less recyclables from the U.S.

https://si.wsj.net/public/resources/images/B3-AJ680_backgr_4U_20180511132112.png



'13

'14

'15

'16

'17

Sources: Paper Stock Report (scrap); Cal Waste (recyclables)

U.S. recycling programs took off in the 1990s as calls to bury less trash in landfills coincided with China's demand for materials such as corrugated cardboard to feed its economic boom. Shipping lines eagerly filled containers that had brought manufactured goods to the U.S. with paper, scrap metal and plastic bottles for the return trip to China.

As cities aggressively expanded recycling programs to keep more discarded household items out of landfills, the purity of U.S. scrap deteriorated as more trash infiltrated the recyclables. Discarded food, liquid-soaked paper and other contaminants recently accounted for as much as 20% of the material shipped to China, according to Waste Management Inc.'s estimates, double from five years ago.

The tedious and sometimes dangerous work of separating out that detritus at processing plants in China prompted officials there to slash the contaminants limit this year to 0.5%. China early this month suspended all imports of U.S. recycled materials until June 4, regardless of the quality. The recycling industry interpreted the move as part of the growing rift between the U.S. and China over trade policies and tariffs.

The changes have effectively cut off exports from the U.S., the world's largest generator of scrap paper and plastic. Collectors, processors and the municipal governments that hire them are reconsidering what they will accept to recycle and how much homeowners will pay for that service. Many trash haulers and city agencies that paid for curbside collection by selling scrap said they are now losing money on almost every ton they handle.

The upended economics are likely to permanently change the U.S. recycling business, said William Moore, president of Moore & Associates, a recycled-paper consultancy in Atlanta.

Cal-Waste Recovery Systems plans to invest more than \$6 million on new sorting equipment to produce cleaner bales of recyclables.

Cal-Waste Recovery Systems plans to invest more than \$6 million on new sorting equipment to produce cleaner bales of recyclables. PHOTO: MAX WHITTAKER FOR THE WALL STREET JOURNAL.

“It’s going to take domestic demand to replace what China was buying,” he said.
“It’s not going to be a quick turnaround. It’s going to be a long-term issue.”

The waste-management authority in Lancaster County this spring more than doubled the charge per ton that residential trash collectors must pay to deposit recyclables at its transfer station, starting June 1. The higher cost is expected to be passed on to residents though a 3% increase in the fees that haulers charge households for trash collection and disposal.

The additional transfer-station proceeds will help offset a \$40-a-ton fee that the authority will start paying this summer to a company to process the county’s recyclables. Before China raised its quality standards at the beginning of this year, that company was paying Lancaster County \$4 for every ton of recyclables.

Mr. Warner may limit the recyclable items collected from Lancaster County's 500,000 residents to those that have retained some value, such as cans and corrugated cardboard. He said mixed plastic isn't worth processing.

RELATED

- [New York City's Sewage Shipment Runs Afoul in Rural South](#)
- [Amid Trade Feud, Recycling Is in Danger of Landing on Trash Pile](#)

"You might as well put it in the trash from the get-go," he said.

Environmentalists are hoping landfills are only a stopgap fix for the glut of recyclables while the industry finds new markets and reduces contaminants.

"Stuff is definitely getting thrown away in landfills. Nobody is happy about it," said Dylan de Thomas, vice president of industry collaboration for the Recycling Partnership in Virginia. "There are very few landfill owners that don't operate recycling facilities, too. They'd much rather be paid for those materials."

Pacific Rim Recycling in Benicia, Calif., slowed operations at its plant early this year to meet China's new standard. But company President Steve Moore said the more intensive sorting process takes too long to process scrap profitably. Pacific Rim idled its processing plant in February and furloughed 40 of its 45 employees.

"The cost is impossible. We can't make money at it," Steve Moore said. "We quit accepting stuff."

China stopped taking shipments of U.S. mixed paper and mixed plastic in January. Steve Moore said mixed-paper shipments to other Asian countries now fetch \$5 a ton, down from as much as \$150 last year. Other buyers such as Vietnam and India have been flooded with scrap paper and plastic that would have been sold to China in years past.

Dave Vaccarezza, president of Cal-Waste Recovery Systems near Sacramento, Calif., intends to invest more than \$6 million in new sorting equipment to produce cleaner bales of recyclables.

“It’s going to cost the rate payer to recycle,” he said. “They’re going to demand we make our best effort to use those cans and bottles they put out.”

China stopped taking shipments of U.S. mixed paper and mixed plastic in January. Cal-Waste Recovery Systems workers sift through recycled trash.

China stopped taking shipments of U.S. mixed paper and mixed plastic in January. Cal-Waste Recovery Systems workers sift through recycled trash. PHOTO: MAX WHITTAKER FOR THE WALL STREET JOURNAL

Sacramento County, which collects trash and recyclables from 151,000 homes, used to earn \$1.2 million a year selling the scrap to Waste Management and another processor from scrap. Now, the county is paying what will amount to about \$1 million a year, or roughly \$35 a ton, to defray the processors’ costs. Waste Management paid the county \$250,000 to break the revenue-sharing contract and negotiate those terms.

County waste management director Doug Sloan expects those costs to keep climbing. “We’ve been put on notice that we need to do our part,” he said. The county hasn’t yet raised residential fees.

‘There’s always been ups and downs in the market, but this is biggest disruption that I can recall.’

—James Warner, chief executive of the Solid Waste Management Authority

Some recyclers said residents and municipalities need to give up the “single-stream” approach of lumping used paper and cardboard together with glass, cans and plastic in one collection truck. Single-stream collections took hold in the waste-hauling industry about 20 years ago and continue to be widely used. Collecting paper separately would make curbside recycling service more expensive but cut down on contamination.

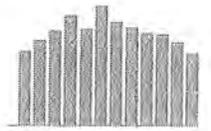
“We’re our own worst enemies,” said Michael Barry, president of Mid America Recycling, a processing-plant operator in Des Moines, Iowa, of single-stream recycling. “It’s almost impossible to get the paper away from the containers.”

Even relatively pure loads of paper have become tough to sell, Mr. Barry said, noting the domestic market for paper is saturated as well. He stockpiled paper bales at Mid America’s warehouse, hoping prices would improve. They didn’t. He has trucked 1,000 tons of paper to a landfill in recent weeks.

“We had to purge,” he said. “There’s no demand for it.”

Write to Bob Tita at robert.tita@wsj.com

3 Attached Images



D-1

T21 P1 5804 *****AUTO**MIXED AADC 75197
Cda Garbage/Pf Sanitation
PO Box 3010
Post Falls, ID 83877-3010

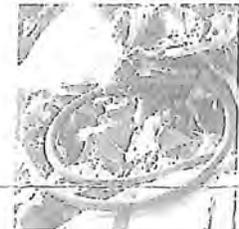


Dear Cda Garbage/Pf Sanitation
Important notice - Waste Management's Inbound Recycling Quality Policy

The recycling industry including Waste Management is experiencing high levels of contamination which is trash in the recycling. This is coming at a time when the requirements for quality (clean recycling) are increasing due to new policies in China. These policies have banned twenty-four types of materials and include strict quality standards.

In 2017, China began to limit the quantity of material it accepts for recycling and in 2018 added specific contamination limits set at 0.5%. These significant changes are affecting the recycling industry world-wide. As a result, our focus on quality is higher than ever, as we work to ensure the long-term sustainability of our recycling programs.

When non-recyclable items (contamination) end up in your recycling loads, they have the potential to turn the entire load into trash and increase processing costs resulting in contamination and/or additional service charges.



IMPORTANT: Moving forward you may be assessed contamination charges of up to \$175 per ton and/or increased processing fees for excess contamination found in your loads.*

Please join us in the battle against contamination and make sure when your recycling loads are delivered to one of Waste Management's transfer stations or a Material Recovery Facility (MRF) they are free of contaminants and follow the recycling do's and don'ts.



| Recycling Do's | Recycling Don'ts |
|--|---|
| Do recycle all empty bottles, cans, paper and cardboard. | Don't bag your recyclables. Plastic bags and film get tangled in the machinery. |
| Do keep foods and liquids out of recycling. | Don't include food-soiled items - they can turn an entire load of recycling into trash. |
| Do keep plastic bags out of recycling. | Don't add sharp or dangerous materials like needles and electronics - they can cause injury to our workers. |
| | Don't toss in "tangles" like rubber hoses and wires - they can shut down an entire recycling center! |
| | Don't include bulky items like propane tanks or construction debris. |

For additional tools on recycling right and the do's and don'ts of recycling, visit www.recycleoftenrecyclelight.com.

* Charges and fees will be assessed in accordance with contract terms and conditions where applicable.

Shipping Log

P-1

| Date: | Carrier | Trailer # | Broker | Van Dry Weight | Product Type | # Bales | Van Full Weight | Product Weight | Bill of Lading # |
|------------|--------------------|-----------|-------------------|----------------|---------------|---------|-----------------|----------------|------------------|
| 12/21/2016 | Five Star Trucking | | Recology | 34820 | Single Stream | 27 | 75840 | 41020 | 2017-0 |
| 1/13/2017 | Swift | 453064 | SEAPORT/PIONEER | 18900 | Single Stream | 44 | 76680 | 57780 | 2017-2 |
| 1/13/2017 | Swift | 453170 | SEAPORT/PIONEER | 18280 | Single Stream | 44 | 77080 | 58800 | 2017-4 |
| 1/13/2017 | Swift | 453139 | SEAPORT/PIONEER | 17820 | Single Stream | 44 | 78500 | 60680 | 2017-5 |
| 1/16/2017 | Swift | 453150 | SEAPORT/PIONEER | 16500 | Single Stream | 41 | 79100 | 57820 | 2017-6 |
| 1/18/2017 | Swift | 453044 | SEAPORT/PIONEER | 18400 | Single Stream | 41 | 77900 | 59500 | 2017-7 |
| 1/23/2017 | Swift | 455034 | SEAPORT/PIONEER | 18100 | Single Stream | 41 | 77600 | 59500 | 2017-8 |
| 1/24/2017 | Swift | 453166 | SEAPORT/PIONEER | 18300 | Single Stream | 41 | 75280 | 56980 | 2017-9 |
| 1/26/2017 | Swift | 453123 | SEAPORT/PIONEER | 17620 | Single Stream | 43 | 76160 | 58540 | 2017-10 |
| 1/27/2017 | Swift | 453084 | SEAPORT/PIONEER | 17500 | Single Stream | 41 | 75960 | 58460 | 2017-12 |
| 1/30/2017 | Swift | 453159 | SEAPORT/PIONEER | 17620 | Single Stream | 41 | 72400 | 54780 | 2017-13 |
| 1/31/2017 | Swift | 453117 | SEAPORT/PIONEER | 17580 | Single Stream | 43 | 74000 | 56420 | 2017-14 |
| 2/2/2017 | Swift | 453084 | SEAPORT/PIONEER | 17380 | Single Stream | 44 | 75280 | 57900 | 2017-15 |
| 2/6/2017 | Swift | 453104 | SEAPORT/PIONEER | 17780 | Single Stream | 44 | 74840 | 57060 | 2017-16 |
| 2/8/2017 | Circle 8 | 5342 | Westrock/pioneer | 34960 | Single Stream | 32 | 78820 | 43860 | 2017-17 |
| 2/9/2017 | Swift | 453130 | SEAPORT/PIONEER | 19220 | Single Stream | 44 | 78780 | 59560 | 2017-18 |
| 2/13/2017 | Circle 8 | T1 | Westrock/pioneer | 33120 | Single Stream | 30 | 78100 | 44980 | 2017-19 |
| 2/14/2017 | Swift | 453185 | SEAPORT/PIONEER | 18180 | Single Stream | 43 | 77200 | 59020 | 2017-20 |
| 2/16/2016 | Swift | 453114 | SEAPORT/PIONEER | 17660 | Single Stream | 42 | 76640 | 58980 | 2017-21 |
| 2/20/2017 | Knight | 82386 | SEAPORT/PIONEER | 33200 | Single Stream | 31 | 77480 | 44280 | 2017-23 |
| 2/21/2017 | Swift | 453052 | SEAPORT/PIONEER | 18300 | Single Stream | 42 | 76200 | 57900 | 2017-24 |
| 2/24/2017 | Swift | 453061 | SEAPORT/PIONEER | 17380 | Single Stream | 41 | 75840 | 58460 | 2017-25 |
| 2/28/2017 | GHOLIA | 5512 | Westrock/pioneer | 35660 | Single Stream | 31 | 78740 | 43080 | 2017-26 |
| 3/3/2017 | Swift | 453116 | SEAPORT/PIONEER | 18320 | Single Stream | 41 | 77160 | 58840 | 2017-27 |
| 3/6/2017 | Interstat | 990064 | SEAPORT/PIONEER | 32920 | Single Stream | 33 | 78680 | 45760 | 2017-29 |
| 3/7/2017 | Swift | 453123 | SEAPORT/PIONEER | 17760 | Single Stream | 41 | 74740 | 56980 | 2017-30 |
| 3/10/2017 | Interstat | 53p0846 | Westrock/pioneer | 33640 | Single Stream | 31 | 77560 | 43920 | 2017-31 |
| 3/14/2017 | Swift | 453103 | SEAPORT/PIONEER | 18000 | Single Stream | 41 | 76080 | 58080 | 2017-32 |
| 3/15/2017 | Interstat | 53P0144 | Westrock/pioneer | 33120 | Single Stream | 31 | 76960 | 43840 | 2017-34 |
| 3/17/2017 | Swift | 453071 | SEAPORT/PIONEER | 18460 | Single Stream | 41 | 77380 | 58920 | 2017-35 |
| 3/17/2017 | Swift | 453156 | SEAPORT/PIONEER | 17400 | Single Stream | 41 | 76540 | 59140 | 2017-36 |
| 3/22/2017 | Swift | 453001 | SEAPORT/PIONEER | 20720 | Single Stream | 41 | 78160 | 57440 | 2017-37 |
| 3/21/2017 | CTS Tran | 5312 | Westrock | 33400 | Single Stream | 31 | 76480 | 43080 | 2017-38 |
| 3/24/2017 | Swift | 453160 | SEAPORT/PIONEER | 20360 | Single Stream | 41 | 75480 | 55120 | 2017-39 |
| 3/27/2017 | Swift | 455056 | SEAPORT/PIONEER | 17980 | Single Stream | 41 | 73400 | 55420 | 2017-40 |
| 3/28/2017 | Americal | 53001 | West Rock | 34240 | Single Stream | 31 | 77980 | 43740 | 2017-41 |
| 3/31/2017 | Swift | 453027 | SEAPORT/PIONEER | 17560 | Single Stream | 42 | 74260 | 56700 | 2017-42 |
| 4/3/2017 | Swift | 453032 | SEAPORT/PIONEER | 17640 | Single Stream | 42 | 73420 | 55780 | 2017-43 |
| 4/4/2017 | RBM | 39 | WestRock/Recology | 33500 | Single Stream | 31 | 74560 | 41060 | 2017-44 |
| 4/5/2017 | Swift | 453056 | SEAPORT/PIONEER | 17560 | Single Stream | 42 | 73020 | 55460 | 2017-46 |
| 4/7/2017 | Swift | 453090 | SEAPORT/PIONEER | 17700 | Single Stream | 42 | 72880 | 55180 | 2017-47 |

| | | | | | | | | | |
|-----------|-------|--------|-----------------|-------|---------------|----|-------|-------|---------|
| 4/10/2017 | Swift | 453128 | SEAPORT/PIONEER | 17620 | Single Stream | 42 | 74140 | 56520 | 2017-48 |
| 4/13/2017 | Swift | 453062 | SEAPORT/PIONEER | 17780 | Single Stream | 42 | 72540 | 54760 | 2017-49 |
| 4/14/2017 | Swift | 453054 | SEAPORT/PIONEER | 17620 | Single Stream | 42 | 72960 | 55340 | 2017-50 |
| 4/17/2017 | Swift | 455007 | SEAPORT/PIONEER | 17920 | Single Stream | 42 | 72720 | 54800 | 2017-51 |
| 4/18/2017 | Swift | 453067 | SEAPORT/PIONEER | 17680 | Single Stream | 42 | 73460 | 55780 | 2017-52 |
| 4/19/2017 | Swift | 453068 | SEAPORT/PIONEER | 17700 | Single Stream | 42 | 74480 | 56780 | 2017-53 |
| 4/20/2017 | Swift | 455025 | SEAPORT/PIONEER | 17980 | Single Stream | 42 | 72620 | 54640 | 2017-55 |
| 4/24/2017 | Swift | 455053 | SEAPORT/PIONEER | 19420 | Single Stream | 43 | 75340 | 55920 | 2017-57 |
| 4/26/2017 | Swift | 453036 | SEAPORT/PIONEER | 19140 | Single Stream | 43 | 74460 | 55320 | 2017-58 |
| 4/28/2017 | Swift | 453065 | SEAPORT/PIONEER | 19440 | Single Stream | 43 | 75680 | 56240 | 2017-59 |
| 5/1/2017 | Swift | 453049 | SEAPORT/PIONEER | 19060 | Single Stream | 43 | 75500 | 56440 | 2017-60 |
| 5/3/2017 | Swift | 453102 | SEAPORT/PIONEER | 19020 | Single Stream | 43 | 74560 | 55540 | 2017-61 |
| 5/4/2017 | Swift | 453069 | SEAPORT/PIONEER | 19020 | Single Stream | 43 | 74640 | 55620 | 2017-62 |
| 5/5/2017 | Swift | 453139 | SEAPORT/PIONEER | 17820 | Single Stream | 43 | 75220 | 57400 | 2017-63 |
| 5/9/2017 | Swift | 453046 | SEAPORT/PIONEER | 18920 | Single Stream | 43 | 74280 | 55360 | 2017-64 |
| 5/11/2017 | Swift | 453185 | SEAPORT/PIONEER | 19660 | Single Stream | 43 | 74240 | 54580 | 2017-66 |
| 5/15/2017 | Swift | 453052 | SEAPORT/PIONEER | 19400 | Single Stream | 43 | 75660 | 56260 | 2017-67 |
| 5/17/2017 | Swift | 453089 | SEAPORT/PIONEER | 19120 | Single Stream | 43 | 76740 | 57620 | 2017-68 |
| 5/19/2017 | Swift | 453112 | SEAPORT/PIONEER | 18920 | Single Stream | 43 | 75820 | 56900 | 2017-69 |
| 5/23/2017 | Swift | 453135 | SEAPORT/PIONEER | 18940 | Single Stream | 43 | 74520 | 55580 | 2017-70 |
| 5/25/2017 | Swift | 453159 | SEAPORT/PIONEER | 18880 | Single Stream | 43 | 72820 | 53940 | 2017-72 |
| 5/26/2017 | Swift | 453024 | SEAPORT/PIONEER | 19020 | Single Stream | 43 | 73120 | 54100 | 2017-73 |
| 5/30/2017 | Swift | 453049 | SEAPORT/PIONEER | 18860 | Single Stream | 43 | 73800 | 54940 | 2017-74 |
| 5/31/2017 | Swift | 453054 | SEAPORT/PIONEER | 18840 | Single Stream | 43 | 74660 | 55820 | 2017-75 |
| 6/2/2017 | Swift | 455057 | SEAPORT/PIONEER | 19560 | Single Stream | 43 | 74460 | 54900 | 2017-76 |
| 6/5/2017 | Swift | 453089 | SEAPORT/PIONEER | 18980 | Single Stream | 43 | 73540 | 54560 | 2017-77 |
| 6/6/2017 | Swift | 453055 | SEAPORT/PIONEER | 18740 | Single Stream | 43 | 72900 | 54160 | 2017-79 |
| 6/7/2017 | Swift | 453063 | SEAPORT/PIONEER | 19080 | Single Stream | 44 | 74680 | 55600 | 2017-80 |
| 6/9/2017 | Swift | 453114 | SEAPORT/PIONEER | 18840 | Single Stream | 44 | 75840 | 57000 | 2017-81 |
| 6/9/2017 | Swift | 453193 | SEAPORT/PIONEER | 18880 | Single Stream | 44 | 76300 | 57420 | 2017-82 |
| 6/13/2017 | Swift | 412012 | SEAPORT/PIONEER | 20240 | Single Stream | 44 | 77140 | 56900 | 2017-83 |
| 6/14/2017 | Swift | 453061 | SEAPORT/PIONEER | 18680 | Single Stream | 44 | 75720 | 57040 | 2017-84 |
| 6/19/2017 | Swift | 453116 | SEAPORT/PIONEER | 19200 | Single Stream | 44 | 76120 | 56920 | 2017-86 |
| 6/19/2017 | Swift | 453216 | SEAPORT/PIONEER | 18980 | Single Stream | 44 | 75800 | 56820 | 2017-87 |
| 6/22/2017 | Swift | 413011 | SEAPORT/PIONEER | 20380 | Single Stream | 44 | 76620 | 56240 | 2017-88 |
| 6/26/2017 | Swift | 453042 | SEAPORT/PIONEER | 19140 | Single Stream | 44 | 75000 | 55860 | 2017-89 |
| 6/27/2017 | Swift | 453047 | SEAPORT/PIONEER | 19200 | Single Stream | 44 | 75500 | 56300 | 2017-90 |
| 6/28/2017 | Swift | 453041 | SEAPORT/PIONEER | 19260 | Single Stream | 44 | 76220 | 56960 | 2017-91 |
| 6/29/2017 | Swift | 453045 | SEAPORT/PIONEER | 18600 | Single Stream | 44 | 75100 | 56500 | 2017-92 |
| 6/30/2017 | Swift | 455015 | SEAPORT/PIONEER | 18780 | Single Stream | 47 | 78780 | 60000 | 2017-94 |
| 7/5/2017 | Swift | 453188 | SEAPORT/PIONEER | 18440 | Single Stream | 46 | 76020 | 57580 | 2017-95 |
| 7/6/2017 | Swift | 453053 | SEAPORT/PIONEER | 18720 | Single Stream | 46 | 77100 | 58380 | 2017-96 |
| 7/7/2017 | Swift | 453037 | SEAPORT/PIONEER | 18460 | Single Stream | 46 | 76140 | 57680 | 2017-97 |

| | | | | | | | | | |
|-----------|-------|--------|-----------------|-------|---------------|----|-------|-------|----------|
| 7/10/2017 | Swift | 453025 | SEAPORT/PIONEER | 18440 | Single Stream | 46 | 75340 | 56900 | 2017-99 |
| 7/11/2017 | Swift | 453058 | SEAPORT/PIONEER | 18460 | Single Stream | 46 | 76760 | 58300 | 2017-100 |
| 7/12/2017 | Swift | 453132 | SEAPORT/PIONEER | 18460 | Single Stream | 46 | 75700 | 57240 | 2017-101 |
| 7/14/2017 | Swift | 453130 | SEAPORT/PIONEER | 18220 | Single Stream | 46 | 76360 | 58140 | 2017-103 |
| 7/17/2017 | Swift | 453083 | SEAPORT/PIONEER | 18500 | Single Stream | 46 | 75480 | 56980 | 2017-104 |
| 7/19/2017 | Swift | 453126 | SEAPORT/PIONEER | 18620 | Single Stream | 46 | 74020 | 55400 | 2017-106 |
| 7/21/2017 | Swift | 453056 | SEAPORT/PIONEER | 18360 | Single Stream | 46 | 77700 | 59340 | 2017-107 |
| 7/24/2017 | Swift | 453068 | SEAPORT/PIONEER | 18440 | Single Stream | 45 | 72700 | 54260 | 2017-108 |
| 7/26/2017 | Swift | 453054 | SEAPORT/PIONEER | 18420 | Single Stream | 46 | 76700 | 58280 | 2017-110 |
| 7/28/2017 | Swift | 453058 | SEAPORT/PIONEER | 18380 | Single Stream | 46 | 75300 | 56920 | 2017-111 |
| 7/31/2017 | Swift | 453036 | SEAPORT/PIONEER | 18280 | Single Stream | 46 | 76080 | 57800 | 2017-112 |
| 8/1/2017 | Swift | 453025 | SEAPORT/PIONEER | 18380 | Single Stream | 46 | 76140 | 57760 | 2017-113 |
| 8/3/2017 | Swift | 453182 | SEAPORT/PIONEER | 18460 | Single Stream | 46 | 75600 | 57140 | 2017-115 |
| 8/4/2017 | Swift | 453042 | SEAPORT/PIONEER | 18780 | Single Stream | 46 | 76900 | 58120 | 2017-116 |
| 8/8/2017 | Swift | 453068 | SEAPORT/PIONEER | 18400 | Single Stream | 46 | 76220 | 57820 | 2017-117 |
| 8/9/2017 | Swift | 453144 | SEAPORT/PIONEER | 18900 | Single Stream | 46 | 77680 | 58780 | 2017-118 |
| 8/10/2017 | Swift | 453056 | SEAPORT/PIONEER | 18920 | Single Stream | 46 | 76720 | 57800 | 2017-119 |
| 8/14/2017 | Swift | 453049 | SEAPORT/PIONEER | 19160 | Single Stream | 46 | 74580 | 55420 | 2017-122 |
| 8/15/2017 | Swift | 453047 | SEAPORT/PIONEER | 19440 | Single Stream | 46 | 75180 | 55740 | 2017-123 |
| 8/16/2017 | Swift | 453045 | SEAPORT/PIONEER | 37680 | Single Stream | 46 | 93780 | 56100 | 2017-125 |
| 8/18/2017 | Swift | 455029 | SEAPORT/PIONEER | 19040 | Single Stream | 46 | 75820 | 56780 | 2017-126 |
| 8/21/2017 | Swift | 453056 | SEAPORT/PIONEER | 18880 | Single Stream | 46 | 75080 | 56200 | 2017-128 |
| 8/23/2017 | Swift | 453092 | SEAPORT/PIONEER | 19020 | Single Stream | 46 | 75000 | 55980 | 2017-129 |
| 8/24/2017 | Swift | 453068 | SEAPORT/PIONEER | 19040 | Single Stream | 46 | 75520 | 56480 | 2017-130 |
| 8/28/2017 | Swift | 453178 | SEAPORT/PIONEER | 19180 | Single Stream | 46 | 74760 | 55580 | 2017-131 |
| 8/30/2017 | Swift | 453130 | SEAPORT/PIONEER | 18940 | Single Stream | 46 | 74760 | 55820 | 2017-132 |
| 8/31/2017 | Swift | 455076 | SEAPORT/PIONEER | 19240 | Single Stream | 46 | 75940 | 56700 | 2017-133 |
| 9/1/2017 | Swift | 453068 | SEAPORT/PIONEER | 19080 | Single Stream | 46 | 75760 | 56680 | 2017-135 |
| 9/6/2017 | Swift | 453024 | SEAPORT/PIONEER | 19240 | Single Stream | 46 | 75080 | 55840 | 2017-137 |
| 9/7/2017 | Swift | 453158 | SEAPORT/PIONEER | 19060 | Single Stream | 46 | 73480 | 54420 | 2017-138 |
| 9/8/2017 | Swift | 453128 | SEAPORT/PIONEER | 18940 | Single Stream | 46 | 76500 | 57560 | 2017-139 |
| 9/11/2017 | Swift | 453099 | SEAPORT/PIONEER | 19160 | Single Stream | 46 | 76280 | 57120 | 2017-140 |
| 9/12/2017 | Swift | 453077 | SEAPORT/PIONEER | 18920 | Single Stream | 46 | 75180 | 56260 | 2017-142 |
| 9/13/2017 | Swift | 453068 | SEAPORT/PIONEER | 19060 | Single Stream | 46 | 74660 | 55600 | 2017-144 |
| 9/15/2017 | Swift | 453065 | SEAPORT/PIONEER | 19120 | Single Stream | 46 | 75320 | 56200 | 2017-145 |
| 9/18/2017 | Swift | 453062 | SEAPORT/PIONEER | 19040 | Single Stream | 46 | 75300 | 56260 | 2017-146 |
| 9/20/2017 | Swift | 453089 | SEAPORT/PIONEER | 18960 | Single Stream | 45 | 78180 | 59220 | 2017-147 |
| 9/21/2017 | Swift | 453158 | SEAPORT/PIONEER | 19060 | Single Stream | 45 | 77900 | 58840 | 2017-149 |
| 9/25/2017 | Swift | 453060 | SEAPORT/PIONEER | 19020 | Single Stream | 45 | 75760 | 56740 | 2017-151 |
| 9/26/2017 | Swift | 453068 | SEAPORT/PIONEER | 19000 | Single Stream | 46 | 76720 | 57720 | 2017-152 |
| 9/28/2017 | Swift | 453063 | SEAPORT/PIONEER | 19160 | Single Stream | 46 | 77440 | 58280 | 2017-153 |
| 9/29/2017 | Swift | 453062 | SEAPORT/PIONEER | 19000 | Single Stream | 46 | 76260 | 57260 | 2017-154 |
| 10/3/2017 | Swift | 453116 | SEAPORT/PIONEER | 19040 | Single Stream | 46 | 76620 | 57580 | 2017-155 |

| | | | | | | | | | |
|------------|-------|--------|-----------------|-------|---------------|----|-------|-------|----------|
| 10/5/2017 | Swift | 413034 | SEAPORT/PIONEER | 20560 | Single Stream | 46 | 78920 | 58360 | 2017-157 |
| 10/6/2017 | Swift | 453186 | SEAPORT/PIONEER | 19460 | Single Stream | 46 | 78000 | 58540 | 2017-158 |
| 10/10/2017 | Swift | 453109 | SEAPORT/PIONEER | 18920 | Single Stream | 46 | 76240 | 57320 | 2017-159 |
| 10/11/2017 | Swift | 453062 | SEAPORT/PIONEER | 18960 | Single Stream | 46 | 76600 | 57640 | 2017-161 |
| 10/12/2017 | Swift | 453060 | SEAPORT/PIONEER | 19040 | Single Stream | 46 | 76160 | 57120 | 2017-162 |
| 10/13/2017 | Swift | 453156 | SEAPORT/PIONEER | 19240 | Single Stream | 46 | 78400 | 59160 | 2017-163 |
| 10/18/2017 | Swift | 453047 | SEAPORT/PIONEER | 19600 | Single Stream | 46 | 78500 | 58900 | 2017-164 |
| 10/19/2017 | Swift | 412003 | SEAPORT/PIONEER | 20700 | Single Stream | 45 | 79540 | 58840 | 2017-167 |
| 10/23/2017 | Swift | 453126 | SEAPORT/PIONEER | 19120 | Single Stream | 45 | 78460 | 59340 | 2017-168 |
| 10/25/2017 | Swift | 412011 | SEAPORT/PIONEER | 20620 | Single Stream | 45 | 80580 | 59960 | 2017-170 |
| 10/27/2017 | Swift | 455068 | SEAPORT/PIONEER | 19360 | Single Stream | 45 | 78400 | 59040 | 2017-172 |
| 10/30/2017 | Swift | 455081 | SEAPORT/PIONEER | 19480 | Single Stream | 45 | 76760 | 57280 | 2017-173 |
| 11/1/2017 | Swift | 453036 | SEAPORT/PIONEER | 19020 | Single Stream | 45 | 77320 | 58300 | 2017-175 |
| 11/3/2017 | Swift | 453089 | SEAPORT/PIONEER | 18720 | Single Stream | 45 | 78720 | 60000 | 2017-176 |
| 11/7/2017 | Swift | 452052 | SEAPORT/PIONEER | 18940 | Single Stream | 44 | 78500 | 59560 | 2017-177 |
| 11/8/2017 | Swift | 453062 | SEAPORT/PIONEER | 17680 | Single Stream | 44 | 75760 | 58080 | 2017-178 |
| 11/10/2017 | Swift | 455049 | SEAPORT/PIONEER | 17740 | Single Stream | 43 | 76640 | 58900 | 2017-180 |
| 11/14/2017 | Swift | 453139 | SEAPORT/PIONEER | 17740 | Single Stream | 43 | 76860 | 59120 | 2017-181 |
| 11/15/2017 | Swift | 413007 | SEAPORT/PIONEER | 19220 | Single Stream | 43 | 78280 | 59060 | 2017-182 |
| 11/17/2017 | Swift | 413060 | SEAPORT/PIONEER | 18840 | Single Stream | 42 | 77760 | 58920 | 2017-183 |
| 11/21/2017 | Swift | 412015 | SEAPORT/PIONEER | 38640 | Single Stream | 42 | 96760 | 58120 | 2017-186 |
| 11/22/2017 | Swift | 453066 | SEAPORT/PIONEER | 36940 | Single Stream | 41 | 96040 | 59100 | 2017-187 |
| 11/25/2017 | Swift | 453178 | SEAPORT/PIONEER | 36940 | Single Stream | 42 | 95700 | 58760 | 2017-188 |
| 11/27/2017 | Swift | 413016 | SEAPORT/PIONEER | 38460 | Single Stream | 42 | 93880 | 55420 | 2017-189 |
| 11/29/2017 | Swift | 453211 | SEAPORT/PIONEER | 36860 | Single Stream | 42 | 95780 | 58920 | 2017-190 |
| 11/30/2017 | Swift | R4049 | SEAPORT/PIONEER | 38660 | Single Stream | 34 | 87060 | 48400 | 2017-192 |
| 12/4/2017 | Swift | 453097 | SEAPORT/PIONEER | 37560 | Single Stream | 42 | 94580 | 57020 | 2017-194 |
| 12/4/2017 | Swift | 453068 | SEAPORT/PIONEER | 36860 | Single Stream | 43 | 95160 | 58300 | 2017-195 |
| 12/6/2017 | Swift | 453213 | SEAPORT/PIONEER | 36800 | Single Stream | 45 | 95800 | 59000 | 2017-198 |
| 12/7/2017 | Swift | 453069 | SEAPORT/PIONEER | 36800 | Single Stream | 45 | 95740 | 58940 | 2017-199 |
| 12/11/2017 | Swift | 453139 | SEAPORT/PIONEER | 36640 | Single Stream | 45 | 95580 | 58940 | 2017-201 |
| 12/13/2017 | Swift | 453051 | SEAPORT/PIONEER | 36620 | Single Stream | 45 | 94980 | 58360 | 2017-202 |
| 12/14/2017 | Swift | 413119 | SEAPORT/PIONEER | 39160 | Single Stream | 44 | 97640 | 58480 | 2017-203 |
| 12/18/2017 | Swift | 453044 | SEAPORT/PIONEER | 37400 | Single Stream | 43 | 93500 | 56100 | 2017-205 |
| 12/20/2017 | Swift | 413054 | SEAPORT/PIONEER | 39980 | Single Stream | 40 | 99540 | 59560 | 2017-207 |
| 12/20/2017 | Swift | 455020 | SEAPORT/PIONEER | 39560 | Single Stream | 40 | 97640 | 58080 | 2017-208 |
| 12/22/2017 | Swift | 453100 | SEAPORT/PIONEER | 36980 | Single Stream | 41 | 91460 | 54480 | 2017-209 |
| 12/27/2017 | Swift | 455042 | SEAPORT/PIONEER | 37060 | Single Stream | 45 | 95340 | 58280 | 2017-210 |
| 12/28/2017 | Swift | 453044 | SEAPORT/PIONEER | 37240 | Single Stream | 44 | 94540 | 57300 | 2017-211 |
| 12/29/2017 | Swift | 452116 | SEAPORT/PIONEER | 37660 | Single Stream | 43 | 96340 | 58680 | 2017-212 |

Shipping Log

| Date: | Carrier | Trailer # | Broker | Van Dry Weight | Product Type | # Bales | Van Full Weight | Product Weight | Bill of Lading # |
|-----------|---------|-----------|-----------------|----------------|---------------|---------|-----------------|----------------|------------------|
| 1/2/2018 | Swift | 453202 | Seaport/Pioneer | 38580 | Single Stream | 40 | 97280 | 58700 | 2018-1 |
| 1/4/2018 | Swift | 453116 | Seaport/Pioneer | 37980 | Single Stream | 42 | 90420 | 52440 | 2018-4 |
| 1/5/2018 | Swift | 413012 | Seaport/Pioneer | 38480 | Single Stream | 44 | 96900 | 58420 | 2018-5 |
| 1/8/2018 | Swift | 453060 | Seaport/Pioneer | 36860 | Single Stream | 44 | 95480 | 58620 | 2018-6 |
| 1/10/2018 | Swift | 453126 | Seaport/Pioneer | 36760 | Single Stream | 42 | 96700 | 59940 | 2018-8 |
| 1/11/2018 | Swift | 453139 | Seaport/Pioneer | 36480 | Single Stream | 43 | 96400 | 59920 | 2018-9 |
| 1/15/2018 | Swift | 412006 | Seaport/Pioneer | 38820 | Single Stream | 42 | 98760 | 59940 | 2018-10 |
| 1/17/2018 | Swift | 453140 | Seaport/Pioneer | 37140 | Single Stream | 43 | 96760 | 59620 | 2018-12 |
| 1/18/2018 | Swift | 453166 | Seaport/Pioneer | 37300 | Single Stream | 43 | 95400 | 58100 | 2018-13 |
| 1/22/2018 | Swift | 455079 | Seaport/Pioneer | 37140 | Single Stream | 43 | 96920 | 59780 | 2018-14 |
| 1/24/2018 | Swift | 453178 | Seaport/Pioneer | 36560 | Single Stream | 43 | 94560 | 58000 | 2018-16 |
| 1/25/2018 | Swift | 455027 | Seaport/Pioneer | 36700 | Single Stream | 43 | 96700 | 60000 | 2018-18 |
| 1/29/2018 | Swift | 453082 | Seaport/Pioneer | 36560 | Single Stream | 43 | 94420 | 57860 | 2018-20 |
| 1/30/2018 | Swift | 453139 | Seaport/Pioneer | 36540 | Single Stream | 43 | 95500 | 58960 | 2018-21 |
| 1/31/2018 | Swift | 453042 | Seaport/Pioneer | 37000 | Single Stream | 43 | 93940 | 56940 | 2018-22 |
| 2/2/2018 | Swift | 455027 | Seaport/Pioneer | 36560 | Single Stream | 43 | 95260 | 58700 | 2018-24 |
| 2/5/2018 | Swift | 453214 | Seaport/Pioneer | 36580 | Single Stream | 43 | 95640 | 59060 | 2018-26 |
| 2/7/2018 | Swift | 453029 | Seaport/Pioneer | 36280 | Single Stream | 43 | 94480 | 58200 | 2018-27 |
| 2/9/2018 | Swift | 453157 | Seaport/Pioneer | 36540 | Single Stream | 44 | 95160 | 58620 | 2018-28 |
| 2/13/2018 | Swift | 455053 | Seaport/Pioneer | 36760 | Single Stream | 44 | 93330 | 56570 | 2018-29 |
| 2/14/2018 | Swift | 453022 | Seaport/Pioneer | 37060 | Single Stream | 44 | 94860 | 57800 | 2018-31 |
| 2/16/2018 | Swift | 453083 | Seaport/Pioneer | 37460 | Single Stream | 44 | 95260 | 57800 | 2018-33 |
| 2/20/2018 | Swift | 453045 | Seaport/Pioneer | 36700 | Single Stream | 44 | 94900 | 58200 | 2018-34 |
| 2/22/2018 | Swift | 453123 | Seaport/Pioneer | 36580 | Single Stream | 45 | 92800 | 56220 | 2018-36 |
| 2/26/2018 | Swift | 453217 | Seaport/Pioneer | 36360 | Single Stream | 45 | 94520 | 58160 | 2018-37 |
| 2/28/2018 | Swift | 453166 | Seaport/Pioneer | 37280 | Single Stream | 45 | 95160 | 57880 | 2018-38 |
| 3/1/2018 | Swift | 455013 | Seaport/Pioneer | 36740 | Single Stream | 46 | 96360 | 59620 | 2018-40 |
| 3/6/2018 | Swift | 453114 | Seaport/Pioneer | 36480 | Single Stream | 44 | 96380 | 59900 | 2018-41 |
| 3/7/2018 | Swift | 453086 | Seaport/Pioneer | 37160 | Single Stream | 44 | 96000 | 58840 | 2018-42 |
| 3/9/2018 | Swift | 455015 | Seaport/Pioneer | 36620 | Single Stream | 44 | 95120 | 58500 | 2018-44 |
| 3/13/2018 | Swift | 455088 | Seaport/Pioneer | 36560 | Single Stream | 45 | 94260 | 57700 | 2018-45 |
| 3/14/2018 | Swift | 453089 | Seaport/Pioneer | 36480 | Single Stream | 45 | 94800 | 58320 | 2018-46 |
| 3/15/2018 | Swift | 453116 | Seaport/Pioneer | 36560 | Single Stream | 45 | 96340 | 59780 | 2018-48 |
| 3/20/2018 | Swift | 453049 | Seaport/Pioneer | 36360 | Single Stream | 45 | 95420 | 59060 | 2018-51 |
| 3/22/2018 | Swift | 453179 | Seaport/Pioneer | 36420 | Single Stream | 46 | 96020 | 59600 | 2018-52 |

| | | | | | | | | | |
|-----------|-------|--------|-----------------|-------|---------------|----|-------|-------|----------|
| 3/23/2018 | Swift | 453058 | Seaport/Pioneer | 36320 | Single Stream | 45 | 95480 | 59160 | 2018-53 |
| 3/27/2018 | Swift | 453206 | Seaport/Pioneer | 36480 | Single Stream | 46 | 95740 | 59260 | 2018-55 |
| 3/29/2018 | Swift | 453089 | Seaport/Pioneer | 36440 | Single Stream | 45 | 95360 | 58920 | 2018-56 |
| 4/3/2018 | Swift | 453112 | Seaport/Pioneer | 36120 | Single Stream | 46 | 95120 | 59000 | 2018-57 |
| 4/4/2018 | Swift | 453116 | Seaport/Pioneer | 36300 | Single Stream | 46 | 95580 | 59280 | 2018-59 |
| 4/9/2018 | Swift | 453087 | Seaport/Pioneer | 36340 | Single Stream | 45 | 96160 | 59820 | 2018-60 |
| 4/11/2018 | Swift | 413006 | Seaport/Pioneer | 37860 | Single Stream | 45 | 97740 | 59880 | 2018-62 |
| 4/12/2018 | Swift | 413081 | Seaport/Pioneer | 37680 | Single Stream | 44 | 97540 | 59860 | 2018-63 |
| 4/16/2018 | Swift | 413034 | Seaport/Pioneer | 37820 | Single Stream | 44 | 97200 | 59380 | 2018-66 |
| 4/17/2018 | Swift | 453109 | Seaport/Pioneer | 36220 | Single Stream | 43 | 95740 | 59520 | 2018-67 |
| 4/19/2018 | Swift | 455053 | Seaport/Pioneer | 36500 | Single Stream | 44 | 94120 | 57620 | 2018-69 |
| 4/23/2018 | Swift | 453180 | Seaport/Pioneer | 36260 | Single Stream | 46 | 92380 | 56120 | 2018-70 |
| 4/24/2018 | Swift | 413023 | Seaport/Pioneer | 37900 | Single Stream | 46 | 96640 | 58740 | 2018-71 |
| 4/26/2018 | Swift | 453069 | Seaport/Pioneer | 36260 | Single Stream | 46 | 94680 | 58420 | 2018-73 |
| 4/27/2018 | Swift | 413047 | Seaport/Pioneer | 37880 | Single Stream | 46 | 97520 | 59640 | 2018-75 |
| 5/1/2018 | Swift | 455087 | Seaport/Pioneer | 36440 | Single Stream | 46 | 94660 | 58220 | 2018-76 |
| 5/3/2018 | Swift | 413031 | Seaport/Pioneer | 37720 | Single Stream | 46 | 97140 | 59420 | 2018-77 |
| 5/4/2018 | Swift | 413024 | Seaport/Pioneer | 37820 | Single Stream | 46 | 96740 | 58920 | 2018-80 |
| 5/8/2018 | Swift | 455037 | Seaport/Pioneer | 36440 | Single Stream | 46 | 95620 | 59180 | 2018-81 |
| 5/10/2018 | Swift | 413079 | Seaport/Pioneer | 37500 | Single Stream | 46 | 97260 | 59760 | 2018-83 |
| 5/11/2018 | Swift | 412013 | Seaport/Pioneer | 37740 | Single Stream | 45 | 97380 | 59640 | 2018-84 |
| 5/15/2018 | Swift | 413113 | Seaport/Pioneer | 38540 | Single Stream | 46 | 96920 | 58380 | 2018-86 |
| 5/16/2018 | Swift | 413077 | Seaport/Pioneer | 37060 | Single Stream | 46 | 96500 | 59440 | 2018-87 |
| 5/17/2018 | Swift | 453089 | Seaport/Pioneer | 36220 | Single Stream | 46 | 95760 | 59540 | 2018-89 |
| 5/21/2018 | Swift | 412006 | Seaport/Pioneer | 37940 | Single Stream | 45 | 96180 | 58240 | 2018-90 |
| 5/23/2018 | Swift | 413093 | Seaport/Pioneer | 37360 | Single Stream | 46 | 95760 | 58400 | 2018-91 |
| 5/25/2018 | Swift | 412039 | Seaport/Pioneer | 37880 | Single Stream | 46 | 97860 | 59980 | 2018-94 |
| 5/29/2018 | Swift | 413058 | Seaport/Pioneer | 37240 | Single Stream | 46 | 95780 | 58540 | 2018-95 |
| 5/30/2018 | Swift | 453090 | Seaport/Pioneer | 36140 | Single Stream | 46 | 92920 | 56780 | 2018-97 |
| 6/1/2018 | Swift | 412011 | Seaport/Pioneer | 37480 | Single Stream | 46 | 91240 | 53760 | 2018-98 |
| 6/4/2018 | Swift | 453042 | Seaport/Pioneer | 36480 | Single Stream | 49 | 92960 | 56480 | 2018-99 |
| 6/6/2018 | Swift | 413069 | Seaport/Pioneer | 37280 | Single Stream | 46 | 94980 | 57700 | 2018-102 |
| 6/8/2018 | Swift | 413110 | Seaport/Pioneer | 37380 | Single Stream | 46 | 94820 | 57440 | 2018-104 |
| 6/11/2018 | Swift | 412032 | Seaport/Pioneer | 37800 | Single Stream | 49 | 97240 | 59440 | 2018-105 |
| 6/12/2018 | Swift | 453100 | Seaport/Pioneer | 36240 | Single Stream | 46 | 96020 | 59780 | 2018-106 |

E-1

| DATE | CITY | COMMODITY | PRICE | TONNAGE | PROD COST | TOT FRT | TOTAL |
|----------|------|-----------|-------|---------|-----------|------------|----------|
| JANUARY | CDA | SS | -57 | 189.75 | -10815.75 | -4127.0625 | -14942.8 |
| FEBRUARY | CDA | SS | -73 | 143.93 | -10506.89 | -3130.4775 | -13637.4 |
| MARCH | CDA | SS | -79 | 163.4 | -12908.6 | -3553.95 | -16462.6 |
| APRIL | CDA | SS | -89 | 165.85 | -14760.65 | -3607.2375 | -18367.9 |
| MAY | CDA | SS | -87 | 189.91 | -16522.17 | -4130.5425 | -20652.7 |

* MAY INVOICE HAS NOT ARRIVED YET
FRT 21.75/TON



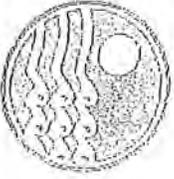
SEAPORT INTERNATIONAL

P.O. Box 1180
 Issaquah, WA 98027
 425-837-8090, FAX 425-837-8091

For Invoice No.: 45761

FOR:
 Coeur Dalene Garbage Services
 P.O. Box 3010
 Post Falls, ID 83877

| TRADE NO. | SHIP DATE | TICKET NO. | REF NO. | EQUIPMENT # | DESCRIPTION | UNITS | WEIGHT(S) | PRICE | AMOUNT |
|----------------------------|-----------|------------|----------|-------------|-------------|----------|-----------|--------|-----------|
| 44588 | 01/02/18 | | 2017-209 | 453100 | COMMINGLE | 41 Bales | 27.050 | -57/ST | -1541.85 |
| 44589 | 01/03/18 | | 2017-210 | 455042 | COMMINGLE | 45 Bales | 29.010 | -57/ST | -1653.57 |
| 44590 | 01/03/18 | | 2017-211 | 453044 | COMMINGLE | 44 Bales | 28.140 | -57/ST | -1603.98 |
| 44591 | 01/04/18 | | 2017-212 | 453116 | COMMINGLE | 43 Bales | 28.400 | -57/ST | -1618.80 |
| 44600 | 01/05/18 | | 2018-1 | 453202 | COMMINGLE | 40 Bales | 28.800 | -57/ST | -1641.60 |
| 44601 | 01/09/18 | | 2018-4 | 453116 | COMMINGLE | 42 Bales | 26.020 | -57/ST | -1483.14 |
| 44602 | 01/10/18 | | 2018-5 | 413012 | COMMINGLE | 44 Bales | 29.010 | -57/ST | -1653.57 |
| 44780 | 01/11/18 | | 2018-6 | 453060 | COMMINGLE | 42 Bales | 29.210 | -57/ST | -1664.97 |
| 44781 | 01/12/18 | | 2018-6 | 453126 | COMMINGLE | 42 Bales | 29.750 | -57/ST | -1695.75 |
| 44782 | 01/15/18 | | 2018-9 | 453139 | COMMINGLE | 43 Bales | 29.430 | -57/ST | -1677.51 |
| 45317 | 01/17/18 | | 2018-10 | 412008 | COMMINGLE | 42 Bales | 30.030 | -57/ST | -1711.71 |
| 45318 | 01/19/18 | | 2018-12 | 453042 | COMMINGLE | 43 Bales | 29.630 | -57/ST | -1688.91 |
| 45319 | 01/24/18 | | 2018-13 | 453166 | COMMINGLE | 43 Bales | 28.890 | -57/ST | -1646.73 |
| 45320 | 01/25/18 | | 2018-14 | 455079 | COMMINGLE | 43 Bales | 29.630 | -57/ST | -1688.91 |
| 45321 | 01/29/18 | | 2018-16 | 453178 | COMMINGLE | 43 Bales | 28.700 | -57/ST | -1635.90 |
| 45322 | 01/30/18 | | 2018-18 | 455027 | COMMINGLE | 43 Bales | 29.560 | -57/ST | -1684.92 |
| 45323 | 01/31/18 | | 2018-20 | 453082 | COMMINGLE | 43 Bales | 28.740 | -57/ST | -1638.18 |
| Unit Type Subtotal: | | | | | | | 490.000 | | -27930.00 |
| Grade Subtotal: | | | | | | | 490.000 | | -27930.00 |



SEAFPORT INTERNATIONAL

P.O. Box 1180
 Issaquah, WA 98027
 425-837-8090, FAX 425-837-8091

FOR:
 Coeur D'Alene Garbage Services
 P.O. Box 3010
 Post Falls, ID 83877

FEB 2018 FIBER STATEMENT

For Invoice No.: 46705

| TRAFFIC | SHIP DATE | TICKET NO. | REF. NO. | EQUIPMENT # | DESCRIPTION | UNITS | WEIGHT(S) | PRICE | AMOUNT |
|---------------------|-----------|------------|----------|-------------|-------------|----------|-----------|--------|-----------|
| Hayden | | | | | | | | | |
| 45569 | 02/01/18 | | 2018-21 | 453139 | COMMINGLE | 43 Bales | 29,310 | -73/ST | -2139.63 |
| 45570 | 02/02/18 | | 2018-22 | 453042 | COMMINGLE | 43 Bales | 28,290 | -73/ST | -2065.17 |
| 46611 | 02/06/18 | | 2018-24 | 453027 | COMMINGLE | 43 Bales | 28,920 | -73/ST | -2111.16 |
| 46612 | 02/08/18 | | 2014-26 | 453214 | COMMINGLE | 43 Bales | 29,340 | -73/ST | -2141.82 |
| 46613 | 02/13/18 | | 2018-27 | 453029 | COMMINGLE | 43 Bales | 28,850 | -73/ST | -2106.05 |
| 46614 | 02/13/18 | | 2018-28 | 453157 | COMMINGLE | 44 Bales | 29,190 | -73/ST | -2130.87 |
| 46615 | 02/16/18 | | 2018-29 | 455053 | COMMINGLE | 44 Bales | 28,200 | -73/ST | -2058.60 |
| 46616 | 02/19/18 | | 2018-31 | 453022 | COMMINGLE | 44 Bales | 28,880 | -73/ST | -2108.24 |
| 46617 | 02/20/18 | | 2018-33 | 453083 | COMMINGLE | 44 Bales | 28,570 | -73/ST | -2085.61 |
| 46618 | 02/22/18 | | 2018-34 | 453045 | COMMINGLE | 44 Bales | 28,410 | -73/ST | -2073.93 |
| 46619 | 02/27/18 | | 2018-36 | 453123 | COMMINGLE | 45 Bales | 28,070 | -73/ST | -2049.11 |
| 46620 | 02/28/18 | | 2018-37 | 453217 | COMMINGLE | 45 Bales | 28,820 | -73/ST | -2103.86 |
| Unit Type Subtotal: | | | | | | | 344,850 | | -25174.05 |
| Grade Subtotal: | | | | | | | 344,850 | | -25174.05 |



Invoice No: 47546

SEAPORT INTERNATIONAL
P.O. Box 1180
Issaquah, WA 98027
425-837-8090, FAX 425-837-8091

FOR:

Coeur D'Alene Garbage Services
P.O. Box 3010
Post Falls, ID 83877

SHIP TO:

COEUR D'ALENE GARBAGE SERVICES
2025 W. Dakota Ave
Hayden, ID 83835

| DATE | PAYMENT TERMS | PAYMENT DUE BY |
|------------|---------------|----------------|
| 03/31/2018 | Net 15 Days | 04/15/2018 |

| DATE | TRANS NO. | REFERENCE | DESCRIPTION | QUANTITY | PRICE | AMOUNT |
|------------|-----------|-----------|-------------|-----------|----------|--------------|
| 03/02/2018 | 46621 | 2018-38 | COMMINGLE | 28.730 ST | 79.00/ST | 2,269.67 USD |
| 03/06/2018 | 46622 | 2018-40 | COMMINGLE | 29.440 ST | 79.00/ST | 2,325.76 USD |
| 03/09/2018 | 46767 | 2018-41 | COMMINGLE | 29.780 ST | 79.00/ST | 2,352.62 USD |
| 03/13/2018 | 46768 | 2018-42 | COMMINGLE | 29.300 ST | 79.00/ST | 2,314.70 USD |
| 03/14/2018 | 46794 | 2018-44 | COMMINGLE | 29.030 ST | 79.00/ST | 2,293.37 USD |
| 03/15/2018 | 46931 | 2018-45 | COMMINGLE | 28.420 ST | 79.00/ST | 2,245.18 USD |
| 03/19/2018 | 46932 | 2018-46 | COMMINGLE | 28.900 ST | 79.00/ST | 2,283.10 USD |
| 03/19/2018 | 46933 | 2018-48 | COMMINGLE | 29.710 ST | 79.00/ST | 2,347.09 USD |
| 03/22/2018 | 47086 | 2018-51 | COMMINGLE | 29.320 ST | 79.00/ST | 2,316.28 USD |
| 03/26/2018 | 47433 | 2018-52 | COMMINGLE | 29.720 ST | 79.00/ST | 2,347.88 USD |
| 03/28/2018 | 47434 | 2018-53 | COMMINGLE | 29.420 ST | 79.00/ST | 2,324.18 USD |
| 03/29/2018 | 47435 | 2018-55 | COMMINGLE | 29.500 ST | 79.00/ST | 2,330.50 USD |

Total: 27,750.33 USD

Remit Payment To:
Seaport International Inc
P.O. Box 1180
Issaquah, WA 98027

Wire Instructions:
U.S. BANK, NATIONAL ASSOCIATION
INTERNATIONAL BANKING DIVISION
SEATTLE, WASHINGTON, U.S.A.
ABA NUMBER: 125000105
ACCOUNT NUMBER: 153564636311

Notes:

Customer Since 1/2017

DATE
4/30/2018

| DATE | TRANS # | REF # | DESCRIPTION | QUANTITY | PRICE | AMOUNT |
|-----------|---------|---------|-------------|-----------|-------|-------------|
| 4/2/2018 | 47436 | 2018-56 | COMMINGLE | 29.230 ST | 89/ST | 2601.47 USD |
| 4/5/2018 | 47637 | 2018-57 | COMMINGLE | 29.360 ST | 89/ST | 2613.04 USD |
| 4/9/2018 | 47638 | 2018-59 | COMMINGLE | 29.450 ST | 89/ST | 2621.05 USD |
| 4/11/2018 | 47639 | 2018-60 | COMMINGLE | 29.710 ST | 89/ST | 2644.19 USD |
| 4/13/2018 | 47640 | 2018-62 | COMMINGLE | 29.140 ST | 89/ST | 2593.46 USD |
| 4/17/2018 | 47768 | 2018-63 | COMMINGLE | 28.370 ST | 89/ST | 2524.93 USD |
| 4/18/2018 | 47808 | 2018-66 | COMMINGLE | 28.610 ST | 89/ST | 2546.29 USD |
| 4/19/2018 | 47925 | 2018-67 | COMMINGLE | 29.650 ST | 89/ST | 2638.85 USD |
| 4/24/2018 | 48085 | 2018-69 | COMMINGLE | 28.410 ST | 89/ST | 2528.29 USD |
| 4/25/2018 | 48086 | 2018-70 | COMMINGLE | 27.900 ST | 89/ST | 2483.10 USD |
| 4/26/2018 | 48087 | 2018-71 | COMMINGLE | 29.290 ST | 89/ST | 2606.81 USD |
| 4/30/2018 | 48088 | 2018-73 | COMMINGLE | 28.980 ST | 89/ST | 2579.22 USD |
| TOTAL | | | | | | 30,680.70 |

E-1

| DATE | CITY | COMMODITY | PRICE | TONNAGE | PROD COST | TOT FRT | TOTAL |
|----------|------|-----------|-------|---------|-----------|------------|----------|
| JANUARY | CDA | SS | -57 | 189.75 | -10815.75 | -4127.0625 | -14942.8 |
| FEBRUARY | CDA | SS | -73 | 143.93 | -10506.89 | -3130.4775 | -13637.4 |
| MARCH | CDA | SS | -79 | 163.4 | -12908.6 | -3553.95 | -16462.6 |
| APRIL | CDA | SS | -89 | 165.85 | -14760.65 | -3607.2375 | -18367.9 |
| MAY | CDA | SS | -87 | 189.91 | -16522.17 | -4130.5425 | -20652.7 |

* MAY INVOICE HAS NOT ARRIVED YET
FRT 21.75/TON



SEAPORT INTERNATIONAL

P.O. Box 1180
 Issaquah, WA 98027
 425-837-8090, FAX 425-837-8091

For Invoice No.: 45761

FOR:
 Coeur Dalene Garbage Services
 P.O. Box 3010
 Post Falls, ID 83877

| TRADE NO. | SHIP DATE | TICKET NO. | REF NO. | EQUIPMENT # | DESCRIPTION | UNITS | WEIGHT(S) | PRICE | AMOUNT |
|----------------------------|-----------|------------|----------|-------------|-------------|----------|-----------|--------|-----------|
| Hayden | | | | | | | | | |
| 44588 | 01/02/18 | | 2017-209 | 453100 | COMMINGLE | 41 Bales | 27,050 | -57/ST | -1541.85 |
| 44589 | 01/03/18 | | 2017-210 | 455042 | COMMINGLE | 45 Bales | 29,010 | -57/ST | -1653.57 |
| 44590 | 01/03/18 | | 2017-211 | 453044 | COMMINGLE | 44 Bales | 28,140 | -57/ST | -1603.98 |
| 44591 | 01/04/18 | | 2017-212 | 453116 | COMMINGLE | 43 Bales | 28,400 | -57/ST | -1618.80 |
| 44600 | 01/05/18 | | 2018-1 | 453202 | COMMINGLE | 40 Bales | 28,800 | -57/ST | -1641.60 |
| 44601 | 01/09/18 | | 2018-4 | 453116 | COMMINGLE | 42 Bales | 26,020 | -57/ST | -1483.14 |
| 44602 | 01/10/18 | | 2018-5 | 413012 | COMMINGLE | 44 Bales | 29,210 | -57/ST | -1653.57 |
| 44780 | 01/11/18 | | 2018-6 | 453060 | COMMINGLE | 44 Bales | 29,210 | -57/ST | -1664.97 |
| 44781 | 01/12/18 | | 2018-9 | 453126 | COMMINGLE | 42 Bales | 29,750 | -57/ST | -1695.75 |
| 44782 | 01/15/18 | | 2018-9 | 453139 | COMMINGLE | 43 Bales | 29,430 | -57/ST | -1677.51 |
| 45317 | 01/17/18 | | 2018-10 | 412006 | COMMINGLE | 42 Bales | 30,030 | -57/ST | -1711.71 |
| 45318 | 01/19/18 | | 2018-12 | 453042 | COMMINGLE | 43 Bales | 29,630 | -57/ST | -1688.91 |
| 45319 | 01/24/18 | | 2018-13 | 453166 | COMMINGLE | 43 Bales | 28,890 | -57/ST | -1646.73 |
| 45320 | 01/25/18 | | 2018-14 | 455079 | COMMINGLE | 43 Bales | 29,630 | -57/ST | -1688.91 |
| 45321 | 01/29/18 | | 2018-16 | 453178 | COMMINGLE | 43 Bales | 28,700 | -57/ST | -1635.90 |
| 45322 | 01/30/18 | | 2018-18 | 455027 | COMMINGLE | 43 Bales | 29,560 | -57/ST | -1684.92 |
| 45323 | 01/31/18 | | 2018-20 | 453082 | COMMINGLE | 43 Bales | 28,740 | -57/ST | -1638.18 |
| Unit Type Subtotal: | | | | | | | 490,000 | | -27930.00 |
| Grade Subtotal: | | | | | | | 490,000 | | -27930.00 |



SEAPORT INTERNATIONAL

P.O. Box 1180
 Issaquah, WA 98027
 425-837-8090, FAX 425-937-8091

FOR:
 Coeur D'Alene Garbage Services
 P.O. Box 3010
 Post Falls, ID 83877

FEB 2018 FIBER STATEMENT

For Invoice No.: 46705

| TRADE NO. | SHIP DATE | TICKET NO. | REF NO. | EQUIPMENT # | DESCRIPTION | UNITS | WEIGHT(ST) | PRICE | AMOUNT |
|---------------------|-----------|------------|---------|-------------|-------------|----------|------------|--------|-----------|
| Hayden | | | | | | | | | |
| 45569 | 02/01/18 | | 2018-21 | 453139 | COMMINGLE | 43 Bales | 29,310 | -73/ST | -2139.63 |
| 45570 | 02/02/18 | | 2018-22 | 453042 | COMMINGLE | 43 Bales | 28,290 | -73/ST | -2065.17 |
| 46611 | 02/06/18 | | 2018-24 | 455027 | COMMINGLE | 43 Bales | 28,920 | -73/ST | -2111.16 |
| 46612 | 02/08/18 | | 2014-26 | 453214 | COMMINGLE | 43 Bales | 29,340 | -73/ST | -2141.82 |
| 46613 | 02/13/18 | | 2018-27 | 453029 | COMMINGLE | 43 Bales | 28,850 | -73/ST | -2106.05 |
| 46614 | 02/13/18 | | 2018-28 | 453157 | COMMINGLE | 44 Bales | 29,190 | -73/ST | -2130.87 |
| 46615 | 02/16/18 | | 2018-29 | 455053 | COMMINGLE | 44 Bales | 28,200 | -73/ST | -2058.60 |
| 46616 | 02/19/18 | | 2018-31 | 453022 | COMMINGLE | 44 Bales | 28,880 | -73/ST | -2108.24 |
| 46617 | 02/20/18 | | 2018-33 | 453083 | COMMINGLE | 44 Bales | 28,410 | -73/ST | -2085.61 |
| 46618 | 02/22/18 | | 2018-34 | 453045 | COMMINGLE | 45 Bales | 28,070 | -73/ST | -2049.11 |
| 46619 | 02/27/18 | | 2018-36 | 453123 | COMMINGLE | 45 Bales | 28,820 | -73/ST | -2103.86 |
| 46620 | 02/28/18 | | 2018-37 | 453217 | COMMINGLE | 45 Bales | 28,820 | -73/ST | -2103.86 |
| Unit Type Subtotal: | | | | | | | 344,850 | | -25174.05 |
| Grade Subtotal: | | | | | | | 344,850 | | -25174.05 |



Invoice No: 47546

SEAPORT INTERNATIONAL
 P.O. Box 1180
 Issaquah, WA 98027
 425-837-8090, FAX 425-837-8091

FOR:
 Coeur D'Alene Garbage Services
 P.O. Box 3010
 Post Falls, ID 83877

SHIP TO:
 COEUR D'ALENE GARBAGE SERVICES
 2025 W. Dakota Ave
 Hayden, ID 83835

| DATE | | PAYMENT TERMS | | | PAYMENT DUE BY | |
|--|-----------|---------------|--|-----------|----------------------|--------------|
| 03/31/2018 | | Net 15 Days | | | 04/15/2018 | |
| DATE | TRANS NO. | REFERENCE | DESCRIPTION | QUANTITY | PRICE | AMOUNT |
| 03/02/2018 | 46621 | 2018-38 | COMMINGLE | 28.730 ST | 79.00/ST | 2,269.67 USD |
| 03/06/2018 | 46622 | 2018-40 | COMMINGLE | 29.440 ST | 79.00/ST | 2,325.76 USD |
| 03/09/2018 | 46767 | 2018-41 | COMMINGLE | 29.780 ST | 79.00/ST | 2,352.62 USD |
| 03/13/2018 | 46768 | 2018-42 | COMMINGLE | 29.300 ST | 79.00/ST | 2,314.70 USD |
| 03/14/2018 | 46794 | 2018-44 | COMMINGLE | 29.030 ST | 79.00/ST | 2,293.37 USD |
| 03/15/2018 | 46931 | 2018-45 | COMMINGLE | 28.420 ST | 79.00/ST | 2,245.18 USD |
| 03/19/2018 | 46932 | 2018-46 | COMMINGLE | 28.900 ST | 79.00/ST | 2,283.10 USD |
| 03/19/2018 | 46933 | 2018-48 | COMMINGLE | 29.710 ST | 79.00/ST | 2,347.09 USD |
| 03/22/2018 | 47086 | 2018-51 | COMMINGLE | 29.320 ST | 79.00/ST | 2,316.28 USD |
| 03/26/2018 | 47433 | 2018-52 | COMMINGLE | 29.720 ST | 79.00/ST | 2,347.88 USD |
| 03/28/2018 | 47434 | 2018-53 | COMMINGLE | 29.420 ST | 79.00/ST | 2,324.18 USD |
| 03/29/2018 | 47435 | 2018-55 | COMMINGLE | 29.500 ST | 79.00/ST | 2,330.50 USD |
| Total: | | | | | 27,750.33 USD | |
| Remit Payment To: Seaport International Inc P.O. Box 1180 Issaquah, WA 98027 | | | Wire Instructions: U.S. BANK, NATIONAL ASSOCIATION INTERNATIONAL BANKING DIVISION SEATTLE, WASHINGTON, U.S.A. ABA NUMBER: 125000105 ACCOUNT NUMBER: 153564636311 | | | |

Notes:
 Customer Since 1/2017

DATE

4/30/2018

| DATE | TRANS # | REF # | DESCRIPTION | QUANTITY | PRICE | AMOUNT |
|-----------|---------|---------|-------------|-----------|-------|-------------|
| 4/2/2018 | 47436 | 2018-56 | COMMINGLE | 29.230 ST | 89/ST | 2601.47 USD |
| 4/5/2018 | 47637 | 2018-57 | COMMINGLE | 29.360 ST | 89/ST | 2613.04 USD |
| 4/9/2018 | 47638 | 2018-59 | COMMINGLE | 29.450 ST | 89/ST | 2621.05 USD |
| 4/11/2018 | 47639 | 2018-60 | COMMINGLE | 29.710 ST | 89/ST | 2644.19 USD |
| 4/13/2018 | 47640 | 2018-62 | COMMINGLE | 29.140 ST | 89/ST | 2593.46 USD |
| 4/17/2018 | 47768 | 2018-63 | COMMINGLE | 28.370 ST | 89/ST | 2524.93 USD |
| 4/18/2018 | 47808 | 2018-66 | COMMINGLE | 28.610 ST | 89/ST | 2546.29 USD |
| 4/19/2018 | 47925 | 2018-67 | COMMINGLE | 29.650 ST | 89/ST | 2638.85 USD |
| 4/24/2018 | 48085 | 2018-69 | COMMINGLE | 28.410 ST | 89/ST | 2528.29 USD |
| 4/25/2018 | 48086 | 2018-70 | COMMINGLE | 27.900 ST | 89/ST | 2483.10 USD |
| 4/26/2018 | 48087 | 2018-71 | COMMINGLE | 29.290 ST | 89/ST | 2606.81 USD |
| 4/30/2018 | 48088 | 2018-73 | COMMINGLE | 28.980 ST | 89/ST | 2579.22 USD |
| TOTAL | | | | | | 30,680.70 |

Shipping Log

| Date | Carrier | Trailer # | Broker | Van Dry Weight | Product Type | # Bales | Van Full Weight | Product Weight | Bill of Lading # |
|------------|-----------|-----------|-------------------|----------------|---------------|---------|-----------------|----------------|------------------|
| 12/21/2016 | Five Star | Trucking | Recology | 34820 | Single Stream | 27 | 75840 | 41020 | 2017-0 |
| 1/13/2017 | Swift | 453064 | SEAPORT/PIONEER | 18900 | Single Stream | 44 | 76680 | 57780 | 2017-2 |
| 1/13/2017 | Swift | 453170 | SEAPORT/PIONEER | 18280 | Single Stream | 44 | 77080 | 58800 | 2017-4 |
| 1/13/2017 | Swift | 453139 | SEAPORT/PIONEER | 17820 | Single Stream | 44 | 78500 | 60680 | 2017-5 |
| 1/16/2017 | Swift | 453150 | SEAPORT/PIONEER | 16500 | Single Stream | 41 | 79100 | 57820 | 2017-6 |
| 1/18/2017 | Swift | 453044 | SEAPORT/PIONEER | 18400 | Single Stream | 41 | 77900 | 59500 | 2017-7 |
| 1/23/2017 | Swift | 455034 | SEAPORT/PIONEER | 18100 | Single Stream | 41 | 77600 | 59500 | 2017-8 |
| 1/24/2017 | Swift | 453166 | SEAPORT/PIONEER | 18300 | Single Stream | 41 | 75280 | 56980 | 2017-9 |
| 1/26/2017 | Swift | 453123 | SEAPORT/PIONEER | 17620 | Single Stream | 43 | 76160 | 58540 | 2017-10 |
| 1/27/2017 | Swift | 453084 | SEAPORT/PIONEER | 17500 | Single Stream | 41 | 75960 | 58460 | 2017-12 |
| 1/30/2017 | Swift | 453159 | SEAPORT/PIONEER | 17620 | Single Stream | 41 | 72400 | 54780 | 2017-13 |
| 1/31/2017 | Swift | 453117 | SEAPORT/PIONEER | 17620 | Single Stream | 43 | 74000 | 56420 | 2017-14 |
| 2/2/2017 | Swift | 453084 | SEAPORT/PIONEER | 17380 | Single Stream | 44 | 75280 | 57900 | 2017-15 |
| 2/6/2017 | Swift | 453104 | SEAPORT/PIONEER | 17780 | Single Stream | 44 | 74840 | 57060 | 2017-16 |
| 2/8/2017 | Circle 8 | 5342 | Westrock/pioneer | 34960 | Single Stream | 32 | 78820 | 43860 | 2017-17 |
| 2/9/2017 | Swift | 453130 | SEAPORT/PIONEER | 19220 | Single Stream | 44 | 78780 | 59560 | 2017-18 |
| 2/13/2017 | Circle 8 | T1 | Westrock/pioneer | 33120 | Single Stream | 30 | 78100 | 44980 | 2017-19 |
| 2/14/2017 | Swift | 453185 | SEAPORT/PIONEER | 18180 | Single Stream | 43 | 77200 | 59020 | 2017-20 |
| 2/16/2016 | Swift | 453114 | SEAPORT/PIONEER | 17660 | Single Stream | 42 | 76640 | 58980 | 2017-21 |
| 2/20/2017 | Knight | 82386 | SEAPORT/PIONEER | 33200 | Single Stream | 31 | 77480 | 44280 | 2017-23 |
| 2/21/2017 | Swift | 453052 | SEAPORT/PIONEER | 18300 | Single Stream | 42 | 76200 | 57900 | 2017-24 |
| 2/24/2017 | Swift | 453061 | SEAPORT/PIONEER | 17380 | Single Stream | 41 | 75840 | 58460 | 2017-25 |
| 2/27/2017 | GHOLIA | 5512 | Westrock/pioneer | 35660 | Single Stream | 31 | 78740 | 43080 | 2017-26 |
| 2/28/2017 | Swift | 453116 | SEAPORT/PIONEER | 18320 | Single Stream | 41 | 77160 | 58840 | 2017-27 |
| 3/3/2017 | Interstat | 990064 | SEAPORT/PIONEER | 32920 | Single Stream | 33 | 78680 | 45760 | 2017-29 |
| 3/6/2017 | Swift | 453123 | SEAPORT/PIONEER | 17760 | Single Stream | 41 | 74740 | 56980 | 2017-30 |
| 3/7/2017 | Interstat | 5390846 | Westrock/pioneer | 33640 | Single Stream | 31 | 77560 | 43920 | 2017-31 |
| 3/10/2017 | Swift | 453103 | SEAPORT/PIONEER | 18000 | Single Stream | 41 | 76080 | 58080 | 2017-32 |
| 3/14/2017 | Interstat | 5390144 | Westrock/pioneer | 33120 | Single Stream | 31 | 76960 | 43840 | 2017-34 |
| 3/15/2017 | Swift | 453071 | SEAPORT/PIONEER | 18460 | Single Stream | 41 | 77380 | 58920 | 2017-35 |
| 3/17/2017 | Swift | 453156 | SEAPORT/PIONEER | 17400 | Single Stream | 41 | 76540 | 59140 | 2017-36 |
| 3/22/2017 | Swift | 453001 | SEAPORT/PIONEER | 20720 | Single Stream | 41 | 78160 | 57440 | 2017-37 |
| 3/21/2017 | CTS Tran | 5312 | Westrock | 33400 | Single Stream | 31 | 76480 | 43080 | 2017-38 |
| 3/24/2017 | Swift | 453160 | SEAPORT/PIONEER | 20360 | Single Stream | 41 | 75480 | 55120 | 2017-39 |
| 3/27/2017 | Swift | 455056 | SEAPORT/PIONEER | 17980 | Single Stream | 41 | 73400 | 55420 | 2017-40 |
| 3/28/2017 | Americal | 53001 | West Rock | 34240 | Single Stream | 31 | 77980 | 43740 | 2017-41 |
| 3/31/2017 | Swift | 453027 | SEAPORT/PIONEER | 17560 | Single Stream | 42 | 74260 | 56700 | 2017-42 |
| 4/3/2017 | Swift | 453032 | SEAPORT/PIONEER | 17640 | Single Stream | 42 | 73420 | 55780 | 2017-43 |
| 4/4/2017 | RBM | 39 | WestRock/Recology | 33500 | Single Stream | 31 | 74560 | 41060 | 2017-44 |
| 4/5/2017 | Swift | 453056 | SEAPORT/PIONEER | 17560 | Single Stream | 42 | 73020 | 55460 | 2017-46 |
| 4/7/2017 | Swift | 453090 | SEAPORT/PIONEER | 17700 | Single Stream | 42 | 72880 | 55180 | 2017-47 |

| | | | | | | | | | |
|-----------|-------|--------|-----------------|-------|---------------|----|-------|-------|---------|
| 4/10/2017 | Swift | 453128 | SEAPORT/PIONEER | 17620 | Single Stream | 42 | 74140 | 56520 | 2017-48 |
| 4/13/2017 | Swift | 453062 | SEAPORT/PIONEER | 17780 | Single Stream | 42 | 72540 | 54760 | 2017-49 |
| 4/14/2017 | Swift | 453054 | SEAPORT/PIONEER | 17620 | Single Stream | 42 | 72960 | 55340 | 2017-50 |
| 4/17/2017 | Swift | 455007 | SEAPORT/PIONEER | 17920 | Single Stream | 42 | 72720 | 54800 | 2017-51 |
| 4/18/2017 | Swift | 453067 | SEAPORT/PIONEER | 17680 | Single Stream | 42 | 73460 | 55780 | 2017-52 |
| 4/19/2017 | Swift | 453068 | SEAPORT/PIONEER | 17700 | Single Stream | 42 | 74480 | 56780 | 2017-53 |
| 4/20/2017 | Swift | 455025 | SEAPORT/PIONEER | 17980 | Single Stream | 42 | 72620 | 54640 | 2017-55 |
| 4/24/2017 | Swift | 455053 | SEAPORT/PIONEER | 19420 | Single Stream | 43 | 75340 | 55920 | 2017-57 |
| 4/26/2017 | Swift | 453036 | SEAPORT/PIONEER | 19140 | Single Stream | 43 | 74460 | 55320 | 2017-58 |
| 4/28/2017 | Swift | 453065 | SEAPORT/PIONEER | 19440 | Single Stream | 43 | 75680 | 56240 | 2017-59 |
| 5/1/2017 | Swift | 453049 | SEAPORT/PIONEER | 19060 | Single Stream | 43 | 75500 | 56440 | 2017-60 |
| 5/3/2017 | Swift | 453102 | SEAPORT/PIONEER | 19020 | Single Stream | 43 | 74560 | 55540 | 2017-61 |
| 5/4/2017 | Swift | 453069 | SEAPORT/PIONEER | 19020 | Single Stream | 43 | 74640 | 55620 | 2017-62 |
| 5/5/2017 | Swift | 453139 | SEAPORT/PIONEER | 17820 | Single Stream | 43 | 75220 | 57400 | 2017-63 |
| 5/9/2017 | Swift | 453046 | SEAPORT/PIONEER | 18920 | Single Stream | 43 | 74280 | 55360 | 2017-64 |
| 5/11/2017 | Swift | 453185 | SEAPORT/PIONEER | 19660 | Single Stream | 43 | 74240 | 54580 | 2017-66 |
| 5/15/2017 | Swift | 453052 | SEAPORT/PIONEER | 19400 | Single Stream | 43 | 75660 | 56260 | 2017-67 |
| 5/17/2017 | Swift | 453089 | SEAPORT/PIONEER | 19120 | Single Stream | 43 | 76740 | 57620 | 2017-68 |
| 5/19/2017 | Swift | 453112 | SEAPORT/PIONEER | 18920 | Single Stream | 43 | 75820 | 56900 | 2017-69 |
| 5/23/2017 | Swift | 453135 | SEAPORT/PIONEER | 18940 | Single Stream | 43 | 74520 | 55580 | 2017-70 |
| 5/25/2017 | Swift | 453159 | SEAPORT/PIONEER | 18880 | Single Stream | 43 | 72820 | 53940 | 2017-72 |
| 5/26/2017 | Swift | 453024 | SEAPORT/PIONEER | 19020 | Single Stream | 43 | 73120 | 54100 | 2017-73 |
| 5/30/2017 | Swift | 453049 | SEAPORT/PIONEER | 18860 | Single Stream | 43 | 73800 | 54940 | 2017-74 |
| 5/31/2017 | Swift | 453054 | SEAPORT/PIONEER | 18840 | Single Stream | 43 | 74660 | 55820 | 2017-75 |
| 6/2/2017 | Swift | 455057 | SEAPORT/PIONEER | 19560 | Single Stream | 43 | 74460 | 54900 | 2017-76 |
| 6/5/2017 | Swift | 453089 | SEAPORT/PIONEER | 18980 | Single Stream | 43 | 73540 | 54560 | 2017-77 |
| 6/6/2017 | Swift | 453055 | SEAPORT/PIONEER | 18740 | Single Stream | 43 | 72900 | 54160 | 2017-79 |
| 6/7/2017 | Swift | 453063 | SEAPORT/PIONEER | 19080 | Single Stream | 44 | 74680 | 55600 | 2017-80 |
| 6/9/2017 | Swift | 453114 | SEAPORT/PIONEER | 18840 | Single Stream | 44 | 75840 | 57000 | 2017-81 |
| 6/9/2017 | Swift | 453193 | SEAPORT/PIONEER | 18880 | Single Stream | 44 | 76300 | 57420 | 2017-82 |
| 6/13/2017 | Swift | 412012 | SEAPORT/PIONEER | 20240 | Single Stream | 44 | 77140 | 56900 | 2017-83 |
| 6/14/2017 | Swift | 453061 | SEAPORT/PIONEER | 18680 | Single Stream | 44 | 75720 | 57040 | 2017-84 |
| 6/19/2017 | Swift | 453116 | SEAPORT/PIONEER | 19200 | Single Stream | 44 | 76120 | 56920 | 2017-86 |
| 6/19/2017 | Swift | 453216 | SEAPORT/PIONEER | 18980 | Single Stream | 44 | 75800 | 56820 | 2017-87 |
| 6/22/2017 | Swift | 413011 | SEAPORT/PIONEER | 20380 | Single Stream | 44 | 76620 | 56240 | 2017-88 |
| 6/26/2017 | Swift | 453042 | SEAPORT/PIONEER | 19140 | Single Stream | 44 | 75000 | 55860 | 2017-89 |
| 6/27/2017 | Swift | 453047 | SEAPORT/PIONEER | 19200 | Single Stream | 44 | 75500 | 56300 | 2017-90 |
| 6/28/2017 | Swift | 453041 | SEAPORT/PIONEER | 19260 | Single Stream | 44 | 76220 | 56960 | 2017-91 |
| 6/29/2017 | Swift | 453045 | SEAPORT/PIONEER | 18600 | Single Stream | 44 | 75100 | 56500 | 2017-92 |
| 6/30/2017 | Swift | 455015 | SEAPORT/PIONEER | 18780 | Single Stream | 47 | 78780 | 60000 | 2017-94 |
| 7/5/2017 | Swift | 453188 | SEAPORT/PIONEER | 18440 | Single Stream | 46 | 76020 | 57580 | 2017-95 |
| 7/6/2017 | Swift | 453053 | SEAPORT/PIONEER | 18720 | Single Stream | 46 | 77100 | 58380 | 2017-96 |
| 7/7/2017 | Swift | 453037 | SEAPORT/PIONEER | 18460 | Single Stream | 46 | 76140 | 57680 | 2017-97 |

| | | | | | | | | | |
|-----------|-------|--------|-----------------|-------|---------------|----|-------|-------|----------|
| 7/10/2017 | Swift | 453025 | SEAPORT/PIONEER | 18440 | Single Stream | 46 | 75340 | 56900 | 2017-99 |
| 7/11/2017 | Swift | 453058 | SEAPORT/PIONEER | 18460 | Single Stream | 46 | 76760 | 58300 | 2017-100 |
| 7/12/2017 | Swift | 453132 | SEAPORT/PIONEER | 18460 | Single Stream | 46 | 75700 | 57240 | 2017-101 |
| 7/14/2017 | Swift | 453130 | SEAPORT/PIONEER | 18220 | Single Stream | 46 | 76360 | 58140 | 2017-103 |
| 7/17/2017 | Swift | 453083 | SEAPORT/PIONEER | 18500 | Single Stream | 46 | 75480 | 56980 | 2017-104 |
| 7/19/2017 | Swift | 453126 | SEAPORT/PIONEER | 18620 | Single Stream | 46 | 74020 | 55400 | 2017-106 |
| 7/21/2017 | Swift | 453056 | SEAPORT/PIONEER | 18360 | Single Stream | 46 | 77700 | 59340 | 2017-107 |
| 7/24/2017 | Swift | 453068 | SEAPORT/PIONEER | 18440 | Single Stream | 45 | 72700 | 54260 | 2017-108 |
| 7/26/2017 | Swift | 453054 | SEAPORT/PIONEER | 18420 | Single Stream | 46 | 76700 | 58280 | 2017-110 |
| 7/28/2017 | Swift | 453058 | SEAPORT/PIONEER | 18380 | Single Stream | 46 | 75300 | 56920 | 2017-111 |
| 7/31/2017 | Swift | 453036 | SEAPORT/PIONEER | 18280 | Single Stream | 46 | 76080 | 57800 | 2017-112 |
| 8/1/2017 | Swift | 453025 | SEAPORT/PIONEER | 18380 | Single Stream | 46 | 76140 | 57760 | 2017-113 |
| 8/3/2017 | Swift | 453182 | SEAPORT/PIONEER | 18460 | Single Stream | 46 | 75600 | 57140 | 2017-115 |
| 8/4/2017 | Swift | 453042 | SEAPORT/PIONEER | 18780 | Single Stream | 46 | 76900 | 58120 | 2017-116 |
| 8/8/2017 | Swift | 453068 | SEAPORT/PIONEER | 18400 | Single Stream | 46 | 76220 | 57820 | 2017-117 |
| 8/9/2017 | Swift | 453144 | SEAPORT/PIONEER | 18900 | Single Stream | 46 | 77680 | 58780 | 2017-118 |
| 8/10/2017 | Swift | 453056 | SEAPORT/PIONEER | 18920 | Single Stream | 46 | 76720 | 57800 | 2017-119 |
| 8/14/2017 | Swift | 453049 | SEAPORT/PIONEER | 19160 | Single Stream | 46 | 74580 | 55420 | 2017-122 |
| 8/15/2017 | Swift | 453047 | SEAPORT/PIONEER | 19440 | Single Stream | 46 | 75180 | 55740 | 2017-123 |
| 8/16/2017 | Swift | 453045 | SEAPORT/PIONEER | 37680 | Single Stream | 46 | 93780 | 56100 | 2017-125 |
| 8/18/2017 | Swift | 455029 | SEAPORT/PIONEER | 19040 | Single Stream | 46 | 75820 | 56780 | 2017-126 |
| 8/21/2017 | Swift | 453056 | SEAPORT/PIONEER | 18880 | Single Stream | 46 | 75080 | 56200 | 2017-128 |
| 8/23/2017 | Swift | 453092 | SEAPORT/PIONEER | 19020 | Single Stream | 46 | 75000 | 55980 | 2017-129 |
| 8/24/2017 | Swift | 453068 | SEAPORT/PIONEER | 19040 | Single Stream | 46 | 75520 | 56480 | 2017-130 |
| 8/28/2017 | Swift | 453178 | SEAPORT/PIONEER | 19180 | Single Stream | 46 | 74760 | 55580 | 2017-131 |
| 8/30/2017 | Swift | 453130 | SEAPORT/PIONEER | 18940 | Single Stream | 46 | 74760 | 55820 | 2017-132 |
| 8/31/2017 | Swift | 455076 | SEAPORT/PIONEER | 19240 | Single Stream | 46 | 75940 | 56700 | 2017-133 |
| 9/1/2017 | Swift | 453068 | SEAPORT/PIONEER | 19080 | Single Stream | 46 | 75760 | 56680 | 2017-135 |
| 9/6/2017 | Swift | 453024 | SEAPORT/PIONEER | 19240 | Single Stream | 46 | 75080 | 55840 | 2017-137 |
| 9/7/2017 | Swift | 453158 | SEAPORT/PIONEER | 19060 | Single Stream | 46 | 73480 | 54420 | 2017-138 |
| 9/8/2017 | Swift | 453128 | SEAPORT/PIONEER | 18940 | Single Stream | 46 | 76500 | 57560 | 2017-139 |
| 9/11/2017 | Swift | 453099 | SEAPORT/PIONEER | 19160 | Single Stream | 46 | 76280 | 57120 | 2017-140 |
| 9/12/2017 | Swift | 453077 | SEAPORT/PIONEER | 18920 | Single Stream | 46 | 75180 | 56260 | 2017-142 |
| 9/13/2017 | Swift | 453068 | SEAPORT/PIONEER | 19060 | Single Stream | 46 | 74660 | 55600 | 2017-144 |
| 9/15/2017 | Swift | 453065 | SEAPORT/PIONEER | 19120 | Single Stream | 46 | 75320 | 56200 | 2017-145 |
| 9/18/2017 | Swift | 453062 | SEAPORT/PIONEER | 19040 | Single Stream | 46 | 75300 | 56260 | 2017-146 |
| 9/20/2017 | Swift | 453089 | SEAPORT/PIONEER | 18960 | Single Stream | 45 | 78180 | 59220 | 2017-147 |
| 9/21/2017 | Swift | 453158 | SEAPORT/PIONEER | 19060 | Single Stream | 45 | 77900 | 58840 | 2017-149 |
| 9/25/2017 | Swift | 453060 | SEAPORT/PIONEER | 19020 | Single Stream | 45 | 75760 | 56740 | 2017-151 |
| 9/26/2017 | Swift | 453068 | SEAPORT/PIONEER | 19000 | Single Stream | 46 | 76720 | 57720 | 2017-152 |
| 9/28/2017 | Swift | 453063 | SEAPORT/PIONEER | 19160 | Single Stream | 46 | 77440 | 58280 | 2017-153 |
| 9/29/2017 | Swift | 453062 | SEAPORT/PIONEER | 19000 | Single Stream | 46 | 76260 | 57260 | 2017-154 |
| 10/3/2017 | Swift | 453116 | SEAPORT/PIONEER | 19040 | Single Stream | 46 | 76620 | 57580 | 2017-155 |

| | | | | | | | | | |
|------------|-------|--------|-----------------|-------|---------------|----|-------|-------|----------|
| 10/5/2017 | Swift | 413034 | SEAPORT/PIONEER | 20560 | Single Stream | 46 | 78920 | 58360 | 2017-157 |
| 10/6/2017 | Swift | 453186 | SEAPORT/PIONEER | 19460 | Single Stream | 46 | 78000 | 58540 | 2017-158 |
| 10/10/2017 | Swift | 453109 | SEAPORT/PIONEER | 18920 | Single Stream | 46 | 76240 | 57320 | 2017-159 |
| 10/11/2017 | Swift | 453062 | SEAPORT/PIONEER | 18960 | Single Stream | 46 | 76600 | 57640 | 2017-161 |
| 10/12/2017 | Swift | 453060 | SEAPORT/PIONEER | 19040 | Single Stream | 46 | 76160 | 57120 | 2017-162 |
| 10/13/2017 | Swift | 453156 | SEAPORT/PIONEER | 19240 | Single Stream | 46 | 78400 | 59160 | 2017-163 |
| 10/18/2017 | Swift | 453047 | SEAPORT/PIONEER | 19600 | Single Stream | 46 | 78500 | 58900 | 2017-164 |
| 10/19/2017 | Swift | 412003 | SEAPORT/PIONEER | 20700 | Single Stream | 45 | 79540 | 58840 | 2017-167 |
| 10/23/2017 | Swift | 453126 | SEAPORT/PIONEER | 19120 | Single Stream | 45 | 78460 | 59340 | 2017-168 |
| 10/25/2017 | Swift | 412011 | SEAPORT/PIONEER | 20620 | Single Stream | 45 | 80580 | 59960 | 2017-170 |
| 10/27/2017 | Swift | 455068 | SEAPORT/PIONEER | 19360 | Single Stream | 45 | 78400 | 59040 | 2017-172 |
| 10/30/2017 | Swift | 455081 | SEAPORT/PIONEER | 19480 | Single Stream | 45 | 76760 | 57280 | 2017-173 |
| 11/1/2017 | Swift | 453036 | SEAPORT/PIONEER | 19020 | Single Stream | 45 | 77320 | 58300 | 2017-175 |
| 11/3/2017 | Swift | 453089 | SEAPORT/PIONEER | 18720 | Single Stream | 45 | 78720 | 60000 | 2017-176 |
| 11/7/2017 | Swift | 452052 | SEAPORT/PIONEER | 18940 | Single Stream | 44 | 78500 | 59560 | 2017-177 |
| 11/8/2017 | Swift | 453062 | SEAPORT/PIONEER | 17680 | Single Stream | 44 | 75760 | 58080 | 2017-178 |
| 11/10/2017 | Swift | 455049 | SEAPORT/PIONEER | 17740 | Single Stream | 43 | 76640 | 58900 | 2017-180 |
| 11/14/2017 | Swift | 453139 | SEAPORT/PIONEER | 17740 | Single Stream | 43 | 76860 | 59120 | 2017-181 |
| 11/15/2017 | Swift | 413007 | SEAPORT/PIONEER | 19220 | Single Stream | 43 | 78280 | 59060 | 2017-182 |
| 11/17/2017 | Swift | 413060 | SEAPORT/PIONEER | 18840 | Single Stream | 42 | 77760 | 58920 | 2017-183 |
| 11/21/2017 | Swift | 412015 | SEAPORT/PIONEER | 38640 | Single Stream | 42 | 96760 | 58120 | 2017-186 |
| 11/22/2017 | Swift | 453066 | SEAPORT/PIONEER | 36940 | Single Stream | 41 | 96040 | 59100 | 2017-187 |
| 11/25/2017 | Swift | 453178 | SEAPORT/PIONEER | 36940 | Single Stream | 42 | 95700 | 58760 | 2017-188 |
| 11/27/2017 | Swift | 413016 | SEAPORT/PIONEER | 38460 | Single Stream | 42 | 93880 | 55420 | 2017-189 |
| 11/29/2017 | Swift | 453211 | SEAPORT/PIONEER | 36860 | Single Stream | 42 | 95780 | 58920 | 2017-190 |
| 11/30/2017 | Swift | R4049 | SEAPORT/PIONEER | 38660 | Single Stream | 34 | 87060 | 48400 | 2017-192 |
| 12/4/2017 | Swift | 453097 | SEAPORT/PIONEER | 37560 | Single Stream | 42 | 94580 | 57020 | 2017-194 |
| 12/4/2017 | Swift | 453068 | SEAPORT/PIONEER | 36860 | Single Stream | 43 | 95160 | 58300 | 2017-195 |
| 12/6/2017 | Swift | 453213 | SEAPORT/PIONEER | 36800 | Single Stream | 45 | 95800 | 59000 | 2017-198 |
| 12/7/2017 | Swift | 453069 | SEAPORT/PIONEER | 36800 | Single Stream | 45 | 95740 | 58940 | 2017-199 |
| 12/11/2017 | Swift | 453139 | SEAPORT/PIONEER | 36640 | Single Stream | 45 | 95580 | 58940 | 2017-201 |
| 12/13/2017 | Swift | 453051 | SEAPORT/PIONEER | 36620 | Single Stream | 45 | 94980 | 58360 | 2017-202 |
| 12/14/2017 | Swift | 413119 | SEAPORT/PIONEER | 39160 | Single Stream | 44 | 97640 | 58480 | 2017-203 |
| 12/18/2017 | Swift | 453044 | SEAPORT/PIONEER | 37400 | Single Stream | 43 | 93500 | 56100 | 2017-205 |
| 12/20/2017 | Swift | 413054 | SEAPORT/PIONEER | 39980 | Single Stream | 40 | 99540 | 59560 | 2017-207 |
| 12/20/2017 | Swift | 455020 | SEAPORT/PIONEER | 39560 | Single Stream | 40 | 97640 | 58080 | 2017-208 |
| 12/22/2017 | Swift | 453100 | SEAPORT/PIONEER | 36980 | Single Stream | 41 | 91460 | 54480 | 2017-209 |
| 12/27/2017 | Swift | 455042 | SEAPORT/PIONEER | 37060 | Single Stream | 45 | 95340 | 58280 | 2017-210 |
| 12/28/2017 | Swift | 453044 | SEAPORT/PIONEER | 37240 | Single Stream | 44 | 94540 | 57300 | 2017-211 |
| 12/29/2017 | Swift | 452116 | SEAPORT/PIONEER | 37660 | Single Stream | 43 | 96340 | 58680 | 2017-212 |

Shipping Log

| Date: | Carrier | Trailer # | Broker | Van Dry Weight | Product Type | # Bales | Van Full Weight | Product Weight | Bill of Lading # |
|-----------|---------|-----------|-----------------|----------------|---------------|---------|-----------------|----------------|------------------|
| 1/2/2018 | Swift | 453202 | Seaport/Pioneer | 38580 | Single Stream | 40 | 97280 | 58700 | 2018-1 |
| 1/4/2018 | Swift | 453116 | Seaport/Pioneer | 37980 | Single Stream | 42 | 90420 | 52440 | 2018-4 |
| 1/5/2018 | Swift | 413012 | Seaport/Pioneer | 38480 | Single Stream | 44 | 96900 | 58420 | 2018-5 |
| 1/8/2018 | Swift | 453060 | Seaport/Pioneer | 36860 | Single Stream | 44 | 95480 | 58620 | 2018-6 |
| 1/10/2018 | Swift | 453126 | Seaport/Pioneer | 36760 | Single Stream | 42 | 96700 | 59940 | 2018-8 |
| 1/11/2018 | Swift | 453139 | Seaport/Pioneer | 36480 | Single Stream | 43 | 96400 | 59920 | 2018-9 |
| 1/15/2018 | Swift | 412006 | Seaport/Pioneer | 38820 | Single Stream | 42 | 98760 | 59940 | 2018-10 |
| 1/17/2018 | Swift | 453140 | Seaport/Pioneer | 37140 | Single Stream | 43 | 96760 | 59620 | 2018-12 |
| 1/18/2018 | Swift | 453166 | Seaport/Pioneer | 37300 | Single Stream | 43 | 95400 | 58100 | 2018-13 |
| 1/22/2018 | Swift | 455079 | Seaport/Pioneer | 37140 | Single Stream | 43 | 96920 | 59780 | 2018-14 |
| 1/24/2018 | Swift | 453178 | Seaport/Pioneer | 36560 | Single Stream | 43 | 94560 | 58000 | 2018-16 |
| 1/25/2018 | Swift | 455027 | Seaport/Pioneer | 36700 | Single Stream | 43 | 96700 | 60000 | 2018-18 |
| 1/29/2018 | Swift | 453082 | Seaport/Pioneer | 36560 | Single Stream | 43 | 94420 | 57860 | 2018-20 |
| 1/30/2018 | Swift | 453139 | Seaport/Pioneer | 36540 | Single Stream | 43 | 95500 | 58960 | 2018-21 |
| 1/31/2018 | Swift | 453042 | Seaport/Pioneer | 37000 | Single Stream | 43 | 93940 | 56940 | 2018-22 |
| 2/2/2018 | Swift | 455027 | Seaport/Pioneer | 36560 | Single Stream | 43 | 95260 | 58700 | 2018-24 |
| 2/5/2018 | Swift | 453214 | Seaport/Pioneer | 36580 | Single Stream | 43 | 95640 | 59060 | 2018-26 |
| 2/7/2018 | Swift | 453029 | Seaport/Pioneer | 36280 | Single Stream | 43 | 94480 | 58200 | 2018-27 |
| 2/9/2018 | Swift | 453157 | Seaport/Pioneer | 36540 | Single Stream | 44 | 95160 | 58620 | 2018-28 |
| 2/13/2018 | Swift | 455053 | Seaport/Pioneer | 36760 | Single Stream | 44 | 93330 | 56570 | 2018-29 |
| 2/14/2018 | Swift | 453022 | Seaport/Pioneer | 37060 | Single Stream | 44 | 94860 | 57800 | 2018-31 |
| 2/16/2018 | Swift | 453083 | Seaport/Pioneer | 37460 | Single Stream | 44 | 95260 | 57800 | 2018-33 |
| 2/20/2018 | Swift | 453045 | Seaport/Pioneer | 36700 | Single Stream | 44 | 94900 | 58200 | 2018-34 |
| 2/22/2018 | Swift | 453123 | Seaport/Pioneer | 36580 | Single Stream | 45 | 92800 | 56220 | 2018-36 |
| 2/26/2018 | Swift | 453217 | Seaport/Pioneer | 36360 | Single Stream | 45 | 94520 | 58160 | 2018-37 |
| 2/28/2018 | Swift | 453166 | Seaport/Pioneer | 37280 | Single Stream | 45 | 95160 | 57880 | 2018-38 |
| 3/1/2018 | Swift | 455013 | Seaport/Pioneer | 36740 | Single Stream | 46 | 96360 | 59620 | 2018-40 |
| 3/6/2018 | Swift | 453114 | Seaport/Pioneer | 36480 | Single Stream | 44 | 96380 | 59900 | 2018-41 |
| 3/7/2018 | Swift | 453086 | Seaport/Pioneer | 37160 | Single Stream | 44 | 96000 | 58840 | 2018-42 |
| 3/9/2018 | Swift | 455015 | Seaport/Pioneer | 36620 | Single Stream | 44 | 95120 | 58500 | 2018-44 |
| 3/13/2018 | Swift | 455088 | Seaport/Pioneer | 36560 | Single Stream | 45 | 94260 | 57700 | 2018-45 |
| 3/14/2018 | Swift | 453089 | Seaport/Pioneer | 36480 | Single Stream | 45 | 94800 | 58320 | 2018-46 |
| 3/15/2018 | Swift | 453116 | Seaport/Pioneer | 36560 | Single Stream | 45 | 96340 | 59780 | 2018-48 |
| 3/20/2018 | Swift | 453049 | Seaport/Pioneer | 36360 | Single Stream | 45 | 95420 | 59060 | 2018-51 |
| 3/22/2018 | Swift | 453179 | Seaport/Pioneer | 36420 | Single Stream | 46 | 96020 | 59600 | 2018-52 |

| | | | | | | | | |
|-----------------|--------|-----------------|-------|---------------|----|-------|-------|----------|
| 3/23/2018 Swift | 453058 | Seaport/Pioneer | 36320 | Single Stream | 45 | 95480 | 59160 | 2018-53 |
| 3/27/2018 Swift | 453206 | Seaport/Pioneer | 36480 | Single Stream | 46 | 95740 | 59260 | 2018-55 |
| 3/29/2018 Swift | 453089 | Seaport/Pioneer | 36440 | Single Stream | 45 | 95360 | 58920 | 2018-56 |
| 4/3/2018 Swift | 453112 | Seaport/Pioneer | 36120 | Single Stream | 46 | 95120 | 59000 | 2018-57 |
| 4/4/2018 Swift | 453116 | Seaport/Pioneer | 36300 | Single Stream | 46 | 95580 | 59280 | 2018-59 |
| 4/9/2018 Swift | 453087 | Seaport/Pioneer | 36340 | Single Stream | 45 | 96160 | 59820 | 2018-60 |
| 4/11/2018 Swift | 413006 | Seaport/Pioneer | 37860 | Single Stream | 45 | 97740 | 59880 | 2018-62 |
| 4/12/2018 Swift | 413081 | Seaport/Pioneer | 37680 | Single Stream | 44 | 97540 | 59860 | 2018-63 |
| 4/16/2018 Swift | 413034 | Seaport/Pioneer | 37820 | Single Stream | 44 | 97200 | 59380 | 2018-66 |
| 4/17/2018 Swift | 453109 | Seaport/Pioneer | 36220 | Single Stream | 43 | 95740 | 59520 | 2018-67 |
| 4/19/2018 Swift | 455053 | Seaport/Pioneer | 36500 | Single Stream | 44 | 94120 | 57620 | 2018-69 |
| 4/23/2018 Swift | 453180 | Seaport/Pioneer | 36260 | Single Stream | 46 | 92380 | 56120 | 2018-70 |
| 4/24/2018 Swift | 413023 | Seaport/Pioneer | 37900 | Single Stream | 46 | 96640 | 58740 | 2018-71 |
| 4/26/2018 Swift | 453069 | Seaport/Pioneer | 36260 | Single Stream | 46 | 94680 | 58420 | 2018-73 |
| 4/27/2018 Swift | 413047 | Seaport/Pioneer | 37880 | Single Stream | 46 | 97520 | 59640 | 2018-75 |
| 5/1/2018 Swift | 455087 | Seaport/Pioneer | 36440 | Single Stream | 46 | 94660 | 58220 | 2018-76 |
| 5/3/2018 Swift | 413031 | Seaport/Pioneer | 37720 | Single Stream | 46 | 97140 | 59420 | 2018-77 |
| 5/4/2018 Swift | 413024 | Seaport/Pioneer | 37820 | Single Stream | 46 | 96740 | 58920 | 2018-80 |
| 5/8/2018 Swift | 455037 | Seaport/Pioneer | 36440 | Single Stream | 46 | 95620 | 59180 | 2018-81 |
| 5/10/2018 Swift | 413079 | Seaport/Pioneer | 37500 | Single Stream | 46 | 97260 | 59760 | 2018-83 |
| 5/11/2018 Swift | 412013 | Seaport/Pioneer | 37740 | Single Stream | 45 | 97380 | 59640 | 2018-84 |
| 5/15/2018 Swift | 413113 | Seaport/Pioneer | 38540 | Single Stream | 46 | 96920 | 58380 | 2018-86 |
| 5/16/2018 Swift | 413077 | Seaport/Pioneer | 37060 | Single Stream | 46 | 96500 | 59440 | 2018-87 |
| 5/17/2018 Swift | 453089 | Seaport/Pioneer | 36220 | Single Stream | 46 | 95760 | 59540 | 2018-89 |
| 5/21/2018 Swift | 412006 | Seaport/Pioneer | 37940 | Single Stream | 45 | 96180 | 58240 | 2018-90 |
| 5/23/2018 Swift | 413093 | Seaport/Pioneer | 37360 | Single Stream | 46 | 95760 | 58400 | 2018-91 |
| 5/25/2018 Swift | 412039 | Seaport/Pioneer | 37880 | Single Stream | 46 | 97860 | 59980 | 2018-94 |
| 5/29/2018 Swift | 413058 | Seaport/Pioneer | 37240 | Single Stream | 46 | 95780 | 58540 | 2018-95 |
| 5/30/2018 Swift | 453090 | Seaport/Pioneer | 36140 | Single Stream | 46 | 92920 | 56780 | 2018-97 |
| 6/1/2018 Swift | 412011 | Seaport/Pioneer | 37480 | Single Stream | 46 | 91240 | 53760 | 2018-98 |
| 6/4/2018 Swift | 453042 | Seaport/Pioneer | 36480 | Single Stream | 49 | 92960 | 56480 | 2018-99 |
| 6/6/2018 Swift | 413069 | Seaport/Pioneer | 37280 | Single Stream | 46 | 94980 | 57700 | 2018-102 |
| 6/8/2018 Swift | 413110 | Seaport/Pioneer | 37380 | Single Stream | 46 | 94820 | 57440 | 2018-104 |
| 6/11/2018 Swift | 412032 | Seaport/Pioneer | 37800 | Single Stream | 49 | 97240 | 59440 | 2018-105 |
| 6/12/2018 Swift | 453100 | Seaport/Pioneer | 36240 | Single Stream | 46 | 96020 | 59780 | 2018-106 |

**CITY COUNCIL
STAFF REPORT**

DATE: June 19, 2018
FROM: Hilary Anderson, Community Planning Director
SUBJECT: **Eligibility Report Proposal for Health Corridor and East Sherman**

DECISION POINT:

Staff is asking for Council support to move forward with eligibility reports for the East Sherman planning area and the Health Corridor to determine eligibility as possible future urban renewal districts.

HISTORY:

Creating an East Sherman Avenue Master Plan to revitalize the eastern gateway of the City is both a priority project for the City of Coeur d'Alene and a spotlight project of the CDA 2030 Vision Project. The specific action item from the Implementation Plan is to, "Develop and implement a master plan for redevelopment of the East Sherman Avenue neighborhood, incorporating an inviting, gateway-style entrance to the city." The master planning effort for East Sherman has been underway since 2015. Staff is working closely with CDA 2030 and Community Builders to complete the master plan in 2018 and align the Zoning Code to allow for and incentivize the type of adaptive reuse and redevelopment that is envisioned for the project area. The next step will be to start implementing short-, mid- and long-term improvements to spur revitalization. Community members and stakeholders have expressed a desire for significant changes to the corridor and many have suggested urban renewal as the best financing tool available to achieve the outcome. Several commercial property owners in the East Sherman area are waiting to move forward with redeveloping their properties until after the master plan and zoning code amendments are completed and once they know if the City will be investing in the area by creating a new urban renewal district and/or other funding strategies.

As the largest employer in Northern Idaho, Kootenai Health reached out to CDA 2030 in 2017 to request assistance. Kootenai Health has recognized the need to partner with others to successfully move forward with future development. The CDA 2030 Implementation Plan identified several action items related to health care and economic development, with one specific action item related to the "establishment of a Coeur d'Alene medical corridor from US Highway 95 to Northwest Boulevard along Ironwood Drive to support needed expansion of medical services and associated medical businesses." CDA 2030 was asked to facilitate and work with the Urban Land Institute on a Technical Advisory Panel (TAP) evaluating the health corridor and surrounding properties and make recommendations. The TAP was held on October 12-13, 2017 and a report was presented to participants in February 2018. The TAP study included findings & observations, conclusions & recommendations, and also listed several organizational models for implementing a vision. Kootenai Health is interested in pursuing an eligibility study in 2018 to determine if urban renewal is a feasible model to achieve the long-term visions of the health corridor, and is seeking to work closely with the City and CDA 2030 to achieve its goals as they move forward with visioning and master planning. Kootenai Health has asked the City and other community partners to help share in the cost of the eligibility report by contributing \$3,750 (as the City's portion) to the analysis to show commitment and support for the health corridor.

Maps are attached showing the areas to be evaluated with the eligibility reports. The East Sherman area to be evaluated is colored in blue. The Health Corridor area to be evaluated is colored green on the attached map. The blue area on the Health Corridor map is the existing Lake District and the teal area shows an overlapping area that is of interest for inclusion in the eligibility report.

FINANCIAL ANALYSIS:

The estimated price of the East Sherman report is between \$9,000 and \$10,000 (with travel) and the Health Corridor report could cost as much as \$15,000 due to it encompassing a larger area, with the City's portion amounting to \$3,750. There would be some recognized cost savings if the same firm was selected to do both reports, especially if an out-of-town team was selected for the effort. The Planning Department has available Professional Services funds that can be used to pay for the full amount of the eligibility report for East Sherman and the requested portion of the cost of the Health Corridor report.

PERFORMANCE ANALYSIS:

Urban renewal is a successful and proven economic development tool that the City can use to spur revitalization efforts. An eligibility report would determine if the two areas are eligible to be new urban renewal districts. If it is determined that the areas are eligible for urban renewal, the next step would be to develop urban renewal plans for those areas that would include economic feasibility studies. The East Sherman Master Plan could be used to support the economic feasibility study for that project area, whereas the Health Corridor would need to develop a master plan that would include an economic feasibility study. Under the best case scenario, the two possible new districts would not be able to be created until 2019 due to the required analyses and time necessary to complete the work. In unison with the eligibility report efforts, an analysis would be performed to take into consideration the proposed Atlas District initiative and ensure that the amount of base value contained in all existing and proposed urban renewal districts within the City would remain under the 10% current City valuation limitation as per Idaho Code. Currently, approximately 5% of the City's valuation is located within existing urban renewal districts and the future district encompassing the Atlas Waterfront Project area.

This step is necessary in order to make decisions related to the type and extent of improvements for the East Sherman project area and Health Corridor, and will help answer the question as to whether urban renewal districts are viable funding mechanisms for these areas, or if they not eligible and if creating new districts in these areas would exceed the 10% limitation in conjunction with the proposed Atlas District.

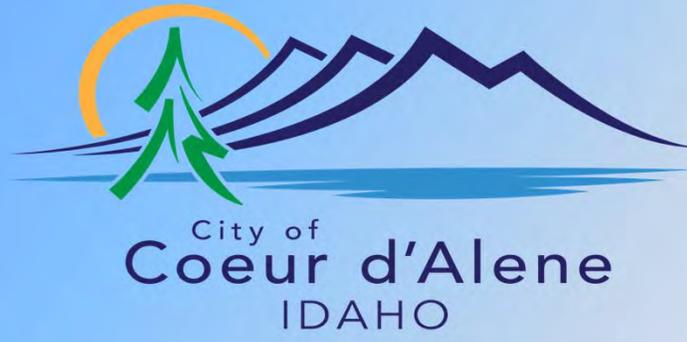
The Council may ask if this is the right time to do the eligibility reports. From speaking to ignite CDA representatives and qualified teams who prepare eligibility reports, staff believes the appropriate time to move forward with eligibility reports for both areas is this summer. It takes about 2-3 months to complete an eligibility report. The shelf life of an eligibility report is 2-3 years and it will take between 4-6 months to develop urban renewal plans, including the economic feasibility studies and master planning. Based on these timelines and information on the current City valuation, it is recommended that we move forward this summer with the eligibility reports if the City desires to create possible urban renewal districts in 2019.

DECISION POINT/RECOMMENDATION:

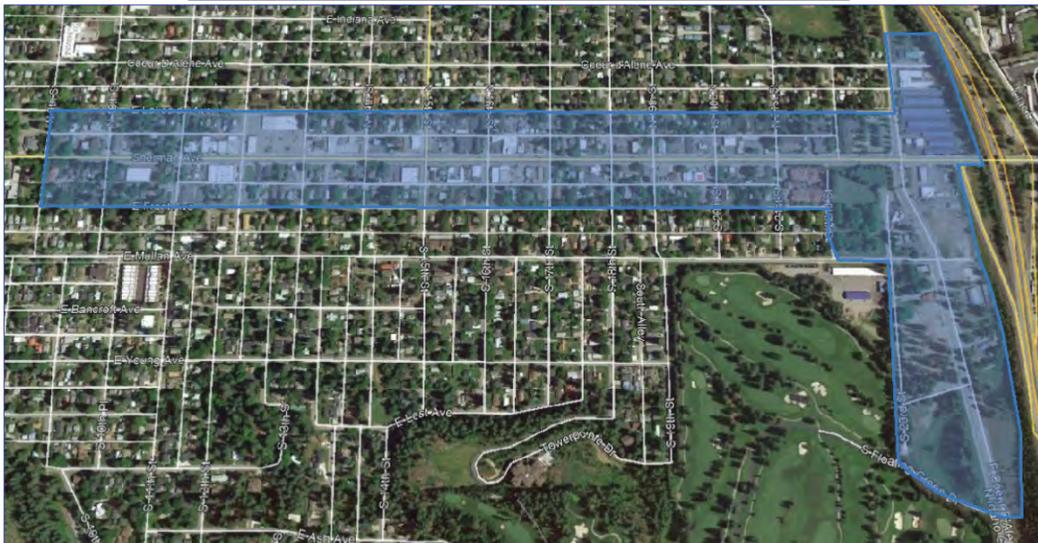
Council is being asked to direct staff to: 1) Move forward with selecting a qualified team and enter into a contract to prepare the eligibility report for East Sherman in an amount not to exceed \$10,000 from the Planning Department budget this current fiscal year; and 2) Partner on funding a portion of the Health Corridor eligibility report by contributing \$3,750 from the Planning Department budget this current fiscal year.

Attachments:

East Sherman Eligibility Report Area Map
Health Corridor Eligibility Report Area Map



East Sherman Eligibility Report Area Map



Health Corridor Eligibility Report Area Map



DECISION POINT/RECOMMENDATION:

Council is being asked to direct staff to:

- 1. Move forward with selecting a qualified team and enter into a contract to prepare the eligibility report for East Sherman in an amount not to exceed \$10,000 from the Planning Department budget this current fiscal year; and**
- 2. Partner on funding a portion of the Health Corridor eligibility report by contributing \$3,750 from the Planning Department budget this current fiscal year.**

PUBLIC HEARINGS

**CITY COUNCIL
STAFF REPORT**

FROM: SEAN E. HOLM, SENIOR PLANNER
DATE: JUNE 19, 2018
SUBJECT: ZC-1-18 - ZONE CHANGE FROM R-17 TO C-17 (0.964 ACRE)
LOCATION: SIX EXISTING PARCELS ALONG THE WEST SIDE OF 5TH STREET BETWEEN E. WALNUT AVENUE AND E. SPOKANE AVENUE (1/2 BLOCK)

APPLICANT/OWNER:
Joseph D. Hamilton
1316 N. 4th Street
Coeur d'Alene, ID 83814

DECISION POINT:

Mr. Hamilton is requesting a zone change of property in city limits (map below) that is adjacent to, and partially including, his existing business "Pilgrims Market", from R-17 (Residential at 17 units/acre) to C-17 (Commercial at 17 units/acre).

AERIAL PHOTO:



BACKGROUND INFORMATION:

On May 8th, 2018, Planning Commission unanimously voted 5-0 recommending approval of the zone change request for City Council consideration.

The R-17 to C-17 zone change request is located east of the existing Pilgrims Market on 5th Street. The request is for the east half of the block as shown in the aerial photo. The southern portion of this area has been used as commercial parking for years. Mr. Hamilton has acquired additional parcels over time to gain ownership of the ½ block request. A special use permit for Community Assembly/Education for Pilgrim's Natural Market (SP-5-15) was approved in 2015 by the City Council to allow the store to have a market garden where they will grow vegetables onsite in the ground and in a greenhouse which will be sold in the store and provide a space for community education.

Excerpt from SP-5-15 about the existing business and parking:

Pilgrim's Natural Market (Per applicant):

Pilgrim's opened in 1999 and currently employs about 90 people with an annual payroll contribution to the community of more than 2.25 million dollars. I have always been a very civic and community minded person, and my business practices and community involvement and impact reflect that. Here are a few ways that I and Pilgrim's make a difference right here.

As a firm believer in community education and empowerment, I established Pilgrim's Education Center about nine years ago. Since that time, this community space has hosted over 500 events with a combined attendance of over 9,000 community members and speakers. We have presented everything from educational events for local medical doctors to beekeeping classes to cooking classes and tastings. Although Pilgrim's Market is not a non-profit company it does fulfill similar roles as many civic organizations and works very closely with many in the community

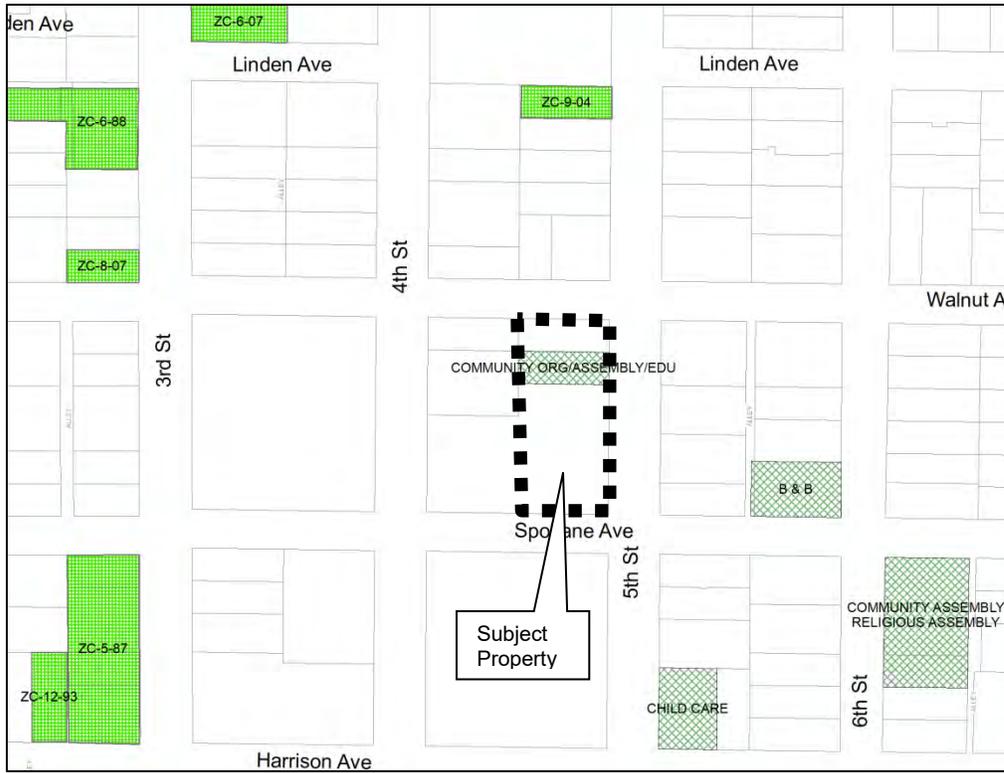
In addition to this valuable education space, I and my business have given back to our community and city by donating hundreds of thousands of dollars, as well as products and services, directly to local and regional civic and religious non-profit organizations - including the City of Coeur d'Alene.

This special use permit request is just the first step. I want to see the city planning code be amended to allow others to engage in these activities ultimately but this permit gets me started faster. With perhaps a year's worth of experience prior to the code being amended I will be in a great position to offer education and encouragement to others.

Existing Parking Ratio (Per applicant):

There are a grand total of 89 existing parking stalls onsite that support 24,000 SQ FT (Pilgrim's Natural Market's existing business). 73 stalls are required for Pilgrim's Natural Market leaving an "extra" 16 stalls.

PRIOR LAND USE ACTIONS NEAR SUBJECT PROPERTY:



Zone Changes:

| | | |
|----------|---------------|----------|
| ZC-5-87 | R-12 to C-17L | Approved |
| ZC-6-88 | R-12 to C-17 | Approved |
| ZC-12-93 | C-17L to R-12 | Approved |
| ZC-9-04 | R-12 TO C-17 | Approved |
| ZC-6-07 | R-12 TO C-17 | Approved |
| ZC-8-07 | R-12 to NC | Approved |

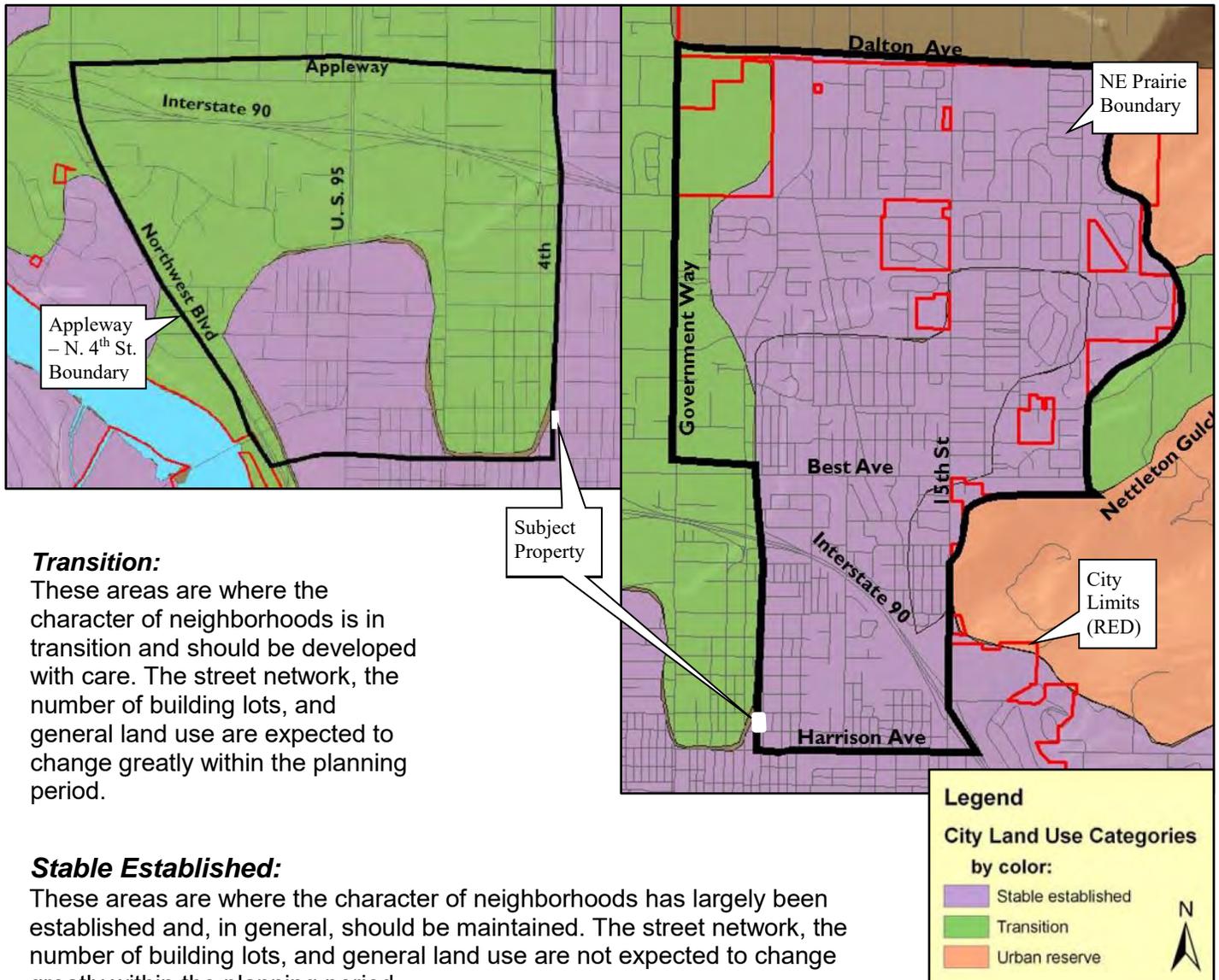
Special Use Permits:

| | | |
|---------|------------------------------|----------|
| SP-6-93 | Bed & Breakfast | Approved |
| SP-3-97 | Childcare | Approved |
| SP-9-02 | Community/Religious Assembly | Approved |
| SP-5-15 | Community Assembly/Education | Approved |

REQUIRED FINDINGS:

A. Finding #B8: That this proposal (is) (is not) in conformance with the Comprehensive Plan policies.

1. The subject property is within the existing city limits.
2. The City Comprehensive Plan Map splits this area between two land use areas as well as categories:
**NE Prairie & Appleway – North 4th Street
(Stable Established & Transition)**



Transition:

These areas are where the character of neighborhoods is in transition and should be developed with care. The street network, the number of building lots, and general land use are expected to change greatly within the planning period.

Stable Established:

These areas are where the character of neighborhoods has largely been established and, in general, should be maintained. The street network, the number of building lots, and general land use are not expected to change greatly within the planning period.

Land Use: Appleway - North 4th Street

Appleway - North 4th Street Today:

This area is a diverse mix of residential, medical, commercial, and warehousing land uses. The area is very gently sloped with some drop in elevation within a block of Northwest Boulevard. This elevation change has also defined the break from commercial to residential uses for much of the area's history.

The south-west and south-central portions of the area consist primarily of stable, single-family housing at approximately five units per acre (5:1). The Winton Elementary School and park is located in this neighborhood. Various multi-family apartments, mostly constructed in the late 1970s and early 1980s, are located within the district. The most active area for construction within this district is the Ironwood corridor which consists of many health-care and professional offices west of US 95, with office and retail uses east of US 95.

Along the northern border, commercial use thrives due to the proximity of I-90 and US 95. Appleway Avenue is a hub for restaurants and service uses, and extends from Northwest Boulevard east to 4th Street where Appleway Avenue becomes Best Avenue.

The US 95 and Appleway intersection is one of the most congested intersections in Coeur d'Alene.

Appleway - North 4th Street Tomorrow

Generally, this area is expected to be a mixed use area. The stable/ established residential area will remain. The west Ironwood corridor will require careful evaluation of traffic flow. Ironwood will be connected to 4th Street, enabling higher intensity commercial and residential uses.

The characteristics of Appleway - North 4th Street neighborhoods will be:

- That overall density will approach six units per acre (6:1) with infill and multi-family housing located next to arterial and collector streets.
- That pedestrian and bicycle connections will be provided.
- Street widening and potential reconfiguration of US 95 should be sensitive to adjacent uses.
- Uses that strengthen neighborhoods will be encouraged.

The characteristics of Appleway - North 4th Street commercial will be:

- That commercial buildings will remain lower in scale than in the downtown core.
- Streetscapes should be dominated by pedestrian facilities, landscaping, and buildings.
- Shared-use parking behind buildings is preferred.

Land Use: NE Prairie

NE Prairie Today:

This area is composed of a variety of zoning districts with a majority of residential density at three to eight units per acre (3-8:1). Lower density development becomes

more prominent moving north. The NE Prairie provides a range of housing choices that includes a number of large recreation areas and small pocket parks.

NE Prairie Tomorrow:

It is typically a stable established housing area with a mix of zoning districts. The majority of this area has been developed. Special care should be given to the areas that remain such as the Nettleton Gulch area, protecting the beauty and value of the hillside and wetlands.

The characteristics of NE Prairie neighborhoods will be:

- That overall density may approach three to four residential units per acre (3-4:1), however, pockets of higher density housing and multi-family units are appropriate in compatible areas.
- Commercial uses are concentrated in existing commercial areas along arterials with neighborhood service nodes where appropriate.
- Natural vegetation is encouraged and should be protected in these areas.
- Pedestrian connections and street trees are encouraged in both existing neighborhoods and developing areas.
- Clustering of smaller lots to preserve large connected open space areas as well as views and vistas are encouraged.
- Incentives will be provided to encourage clustering.

Canfield Mountain and Best Hill act as the backdrop for this portion of the prairie. Much of the lower lying, less inhibitive areas have been developed. Pockets of development and an occasional undeveloped lot remain.

Significant Comprehensive Plan policies for consideration:

Objective 1.12

Community Design:

Support the enhancement of existing urbanized areas and discourage sprawl.

Objective 1.14

Efficiency:

Promote the efficient use of existing infrastructure, thereby reducing impacts to undeveloped areas.

Objective 2.01

Business Image & Diversity:

Welcome and support a diverse mix of quality professional, trade, business, and service industries, while protecting existing uses of these types from encroachment by incompatible land uses.

Objective 3.05

Neighborhoods:

Protect and preserve existing neighborhoods from incompatible land uses and developments.

Objective 4.01

City Services:

Make decisions based on the needs and desires of the citizenry.

Objective 4.06

Public Participation:

Strive for community involvement that is broad-based and inclusive, encouraging public participation in the decision making process.

Evaluation: *The City Council must determine, based on the information before them, whether the Comprehensive Plan policies do or do not support the request. Specific ways in which the policy is or is not supported by this request should be stated in the finding.*

B. **Finding #B9: That public facilities and utilities (are) (are not) available and adequate for the proposed use.**

STORMWATER:

City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site. The applicant will be required to include a stormwater management plan with any building permit submittal for the subject property.

-Submitted by Chris Bosley, City Engineer

STREETS:

The subject property is bordered by 5th Street, which is a fully developed street section. No changes to the streets adjoining the subject property will be required.

-Submitted by Chris Bosley, City Engineer

WATER:

There is an existing 6" water main in 5th St. with adequate capacity in the public water system to support domestic, irrigation and fire flow for the proposed zone change.

-Submitted by Kyle Marine, Assistant Water Superintendent

WASTEWATER:

The Wastewater Utility has no objections to this Zone Change as proposed. The Wastewater Utility presently has the wastewater system capacity and willingness to serve this project.

-Submitted by Mike Becker, Utility Project Manager

FIRE:

The Fire Department works with the Engineering and Water Departments to ensure the design of any proposal meets mandated safety requirements for the city and its residents:

Fire department access to the site (Road widths, surfacing, maximum grade and turning radiuses), in addition to, fire protection (Size of water main, fire hydrant amount and placement, and any fire line(s) for buildings requiring a fire sprinkler

system) will be reviewed prior to building permit or site development, utilizing the currently adopted International Fire Code (IFC) for compliance. The CD'A FD can address all concerns at site and building permit submittals.

-Submitted by Bobby Gonder, Fire Inspector

Evaluation: *The City Council must determine, based on the information before them, whether or not the public facilities and utilities are adequate for the request.*

- C. **Finding #B10:** **That the physical characteristics of the site (make) (do not make) it suitable for the request at this time.**

PHYSICAL CHARACTERISTICS:

The site is generally flat with C-17 commercial to both the north and south along 4th Street. Along 5th Street, property to the north and east are zoned R-12 and supports single family uses. To the south, the entire city block is zoned C-17 and operates as a Goodwill store (retail use).

There are no topographical or other physical constraints that would make the subject property unsuitable for the request. Currently there is a parking lot, single family home, and a greenhouse under construction that was approved by a special use permit in 2015 (SP-5-15) with conditions.

See site photos on the next few pages.

SITE PHOTOS:

SE corner of subject property looking NW (Intersection of Spokane Avenue & 5th Street):



SE corner of property looking NW along 5th Street showing commercial parking lot:



Interior of property looking west toward the back of Pilgrims from 5th Street:



Interior of site looking west from 5th Street showing E. Walnut Avenue:



Evaluation: *The City Council must determine, based on the information before them, whether or not the physical characteristics of the site make it suitable for the request at this time.*

- D. **Finding #B11:** **That the proposal (would) (would not) adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and) (or) existing land uses.**

TRAFFIC:

The proposed zone change would not adversely affect the surrounding area with regard to traffic. 5th Street has the available capacity to accommodate additional traffic generated from the subject site. The Streets & Engineering Department has no objection to the zone change as proposed.

-Submitted by Chris Bosley, City Engineer

NEIGHBORHOOD CHARACTER:

Photos of existing single family homes east of the subject property along 5th Street:



3rd and 4th Streets generally act as a commercial corridor connecting the downtown on the southern end from McEuen Park to E. Anton Avenue north of I-90. In this particular area, just north of the Midtown Infill overlay district, there is a mix of zoning on the west side of 5th Street. Zones include C-17 & C-17L (Goodwill & Panhandle Area Council), with a mix of single family homes zoned R-12.

On the east side of 5th Street the zoning is exclusively R-12 and is home to many single family structures and an occasional duplex. South of Harrison Avenue, the block between 4th and 5th Streets is split by the boundary of the Midtown Infill Overlay district, whereas the west side is in the district and zoned C-17, and on the east side, outside the district, is zoned R-12.

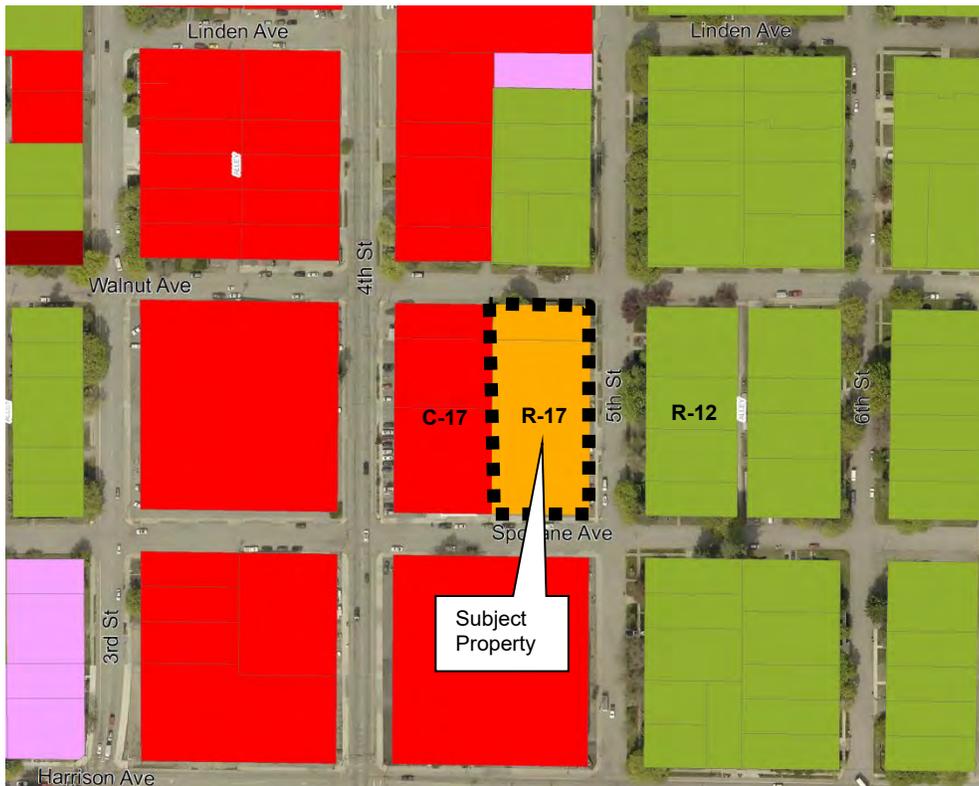
GENERALIZED LAND USE PATTERN:

- Land Use
- SFA
- SFD
- DUPLEX
- MH
- MHP
- MFD
- CIVIC
- COMM
- MFGR
- AGRICULTURE
- VACANT



ZONING:

- zoning
- C-17
- C-17L
- C-17LPUD
- C-17PUD
- DC
- DCPUD
- LM
- M
- MH-8
- MH-8PUD
- NC
- NW
- R-1
- R-12
- R-12PUD
- R-17
- R-17PUD
- R-1PUD
- R-3
- R-3PUD
- R-5
- R-5PUD
- R-8
- R-8PUD
- R-8SF



Approval of the zone change request could intensify the potential use of the property by increasing the allowable uses by right from R-17 uses to C-17 uses (as listed below).

Existing R-17 Zoning District:

The R-17 district is intended as a medium/high density residential district that permits a mix of housing types at a density not greater than seventeen (17) units per gross acre.

Principal permitted uses in an R-17 district shall be as follows:

- Administrative
- Childcare facility
- Community education
- Duplex housing
- Essential service
- Home occupation
- Multiple-family
- Neighborhood recreation
- Pocket residential development
- Public recreation
- Single-family detached housing as specified by the R-8 district

Permitted uses by special use permit in an R-17 district shall be as follows:

- Automobile parking when the lot is adjoining at least one point of, intervening streets and alleys excluded, the establishment which it is to serve; this is not to be used for the parking of commercial vehicles
- Boarding house
- Commercial film production
- Commercial recreation
- Community assembly
- Community organization
- Convenience sales
- Group dwelling - detached housing
- Handicapped or minimal care facility
- Juvenile offenders facility
- Ministorage facilities
- Mobile home manufactured in accordance with section 17.02.085 of this title
- Noncommercial kennel
- Nursing/convalescent/rest homes for the aged
- Rehabilitative facility.
- Religious assembly
- Residential density of the R-34 district as specified
- Three (3) unit per gross acre density increase

Proposed C-17 Zoning District:

The C-17 district is intended as a broad spectrum commercial district that permits limited service, wholesale/retail and heavy commercial in addition to allowing residential development at a density of seventeen (17) units per gross acre. This district should be located adjacent to arterials; however, joint access developments are encouraged.

Principal permitted uses in a C-17 district shall be as follows:

- Administrative offices
- Agricultural supplies and commodity sales
- Automobile and accessory sales
- Automobile parking when serving an adjacent business or apartment
- Automobile renting
- Automobile repair and cleaning
- Automotive fleet storage
- Automotive parking
- Banks and financial institutions
- Boarding house
- Building maintenance service
- Business supply retail sales
- Business support service

- Childcare facility
- Commercial film production
- Commercial kennel
- Commercial recreation
- Communication service
- Community assembly
- Community education
- Community organization
- Construction retail sales
- Consumer repair service
- Convenience sales
- Convenience service
- Department stores
- Duplex housing (as specified by the R-12 district)
- Essential service
- Farm equipment sales
- Finished goods wholesale
- Food and beverage stores, on/off site consumption
- Funeral service
- General construction service
- Group assembly
- Group dwelling - detached housing
- Handicapped or minimal care facility
- Home furnishing retail sales
- Home occupations
- Hospitals/healthcare
- Hotel/motel
- Juvenile offenders facility
- Laundry service
- Ministorage facilities
- Multiple-family housing (as specified by the R-17 district)
- Neighborhood recreation
- Noncommercial kennel
- Nursing/convalescent/rest homes for the aged
- Personal service establishments
- Pocket residential development (as specified by the R-17 district)
- Professional offices
- Public recreation
- Rehabilitative facility
- Religious assembly
- Retail gasoline sales
- Single-family detached housing (as specified by the R-8 district)
- Specialty retail sales
- Veterinary office

Permitted uses by special use permit in a C-17 district shall be as follows:

- Adult entertainment sales and service
- Auto camp
- Criminal transitional facility
- Custom manufacturing
- Extensive impact
- Residential density of the R-34 district as specified
- Underground bulk liquid fuel storage - wholesale
- Veterinary hospital
- Warehouse/storage
- Wireless communication facility

Evaluation: *The City Council must determine, based on the information before them, whether or not the proposal would adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and)/(or) existing land uses.*

PROPOSED CONDITIONS:

None.

ORDINANCES & STANDARDS USED FOR EVALUATION:

2007 Comprehensive Plan
Transportation Plan
Municipal Code
Idaho Code
Wastewater Treatment Facility Plan
Water and Sewer Service Policies
Urban Forestry Standards
Transportation and Traffic Engineering Handbook, I.T.E.
Manual on Uniform Traffic Control Devices
2017 Coeur d'Alene Trails Master Plan

ACTION ALTERNATIVES:

City Council must consider this request and make separate findings to approve, deny or deny without prejudice. The findings worksheet is attached.

Zone Change Application Narrative

Back Side of 1313 North 4th Street and 1311, 1315, 1325 North 5th Street

I own Pilgrims Market and have been buying the properties Pilgrims occupies on 4th street as well as the properties behind the store on 5th street.

In November 2016 I was granted a special use permit for ¹³¹⁵~~1215~~ North 5th street for a market garden. Since that time I have been working on a garden on that property to supply fresh vegetables to the store. I also plan on using the garden as well as Pilgrim's Community Education Center and educational art installments inside the store for educational field trips to educate local students on ecological stewardship and how farming practices specifically affect our environment and wildlife.

Over the last couple years I was able to purchase the last remaining residential properties on 5th street on our block and the vision has expanded. The goal now is to have a greenhouse-type structure connect to the store on 4th street for dining for our deli customers year round. In the summer the doors to the greenhouse could open to the garden and expand onto patio amidst the garden.

I am applying for a zone change for the back half of 1310 North 4th Street to make it's zoning consistent with the historic use. The fifth street side of the property has been used for commercial parking for years but the zone change from R-17 to C-17 was never completed.

I am also applying for a zone change for the three residential lots behind the store on 5th street to allow for the greenhouse garden dining mentioned above.

Many properties between 4th and 5th street in this area are already zoned C-17 so this request would be consistent with prior development as well as with the 2007 comprehensive Plan for this area just slightly north of midtown.

Thank you,



Joe Hamilton

1. Applicant: Joseph Hamilton
 Location: 1313 N. 4th, 1311, 1315 and 1325 N. 5th
 Request: A proposed zone change from R-17 to C-17
 QUASI-JUDICIAL (ZC-1-18)

Mr. Holm stated that Mr. Hamilton is requesting a zone change of property in the city limits that is adjacent to, and partially including, his existing business "Pilgrims Market", from R-17 (Residential at 17 units/acre) to C-17 (Commercial at 17 units/acre).

Mr. Holm provided the following statements:

- The R-17 to C-17 zone change request is located east of the existing Pilgrims Market on 5th Street. The request is for the east half of the block as shown in the aerial photo. The southern portion of this area has been used as commercial parking for years. Mr. Hamilton has acquired additional parcels over time to gain ownership of the ½ block request.
- A special use permit for Community Assembly/Education for Pilgrim's Natural Market (SP-5-15) was approved in 2015 by the Planning Commission to allow the store to have a market garden where they will grow vegetables onsite in the ground and in a greenhouse which will be sold in the store and provide a space for community education.
- He provided a rendering showing the existing land use actions near the property.
- He explained the findings that need to be made for this project.
- He stated the Comprehensive Plan Map states that this property is Stable Established and Transition.
- He noted in the staff report were the various staff comments were for this project.
- He showed various site photos of the property.
- He provided a copy of the land use map showing the various land uses around this property.
- He stated that there are no conditions proposed for this project.

Mr. Holm concluded his presentation and asked if the commissioners had any questions.

Commission Comments:

Commissioner Ingalls noted on the section of the map that is zoned R-17, that people have been allowed to park on the lot that is adjacent to the property for many years and questioned if that parcel had a special use permit to allow parking.

Mr. Holm stated that is a great question and he did some research to see if there was a commercial parking special use permit issued for that parcel, and found there wasn't. He explained that this parcel might have been annexed that way and grandfathered in so the lot would be considered a legal non-conforming use.

Public testimony open.

Joe Hamilton, applicant provided the following comments:

- He showed an image of the current zoning that is surrounding the property stated that there are a lot of C-17 properties surrounding this property.
- He updated the commission on the progress that has been made on the garden since the special use permit was approved in 2015. He explained that the engineering of the Hoop House took more than a year to complete and is making good process.
- He stated this will be their first growing season and they in the process of transplanting new

plants.

- He stated that with the approval of the special use permit it has allowed them to create new jobs. He stated their goal with the approval of this application is to minimize competition with other local suppliers in the city.
- He explained that they are in the process of putting together a curriculum for the schools to offer field trips by next fall. Their goal is to design interactive field trips and begin each field trip with a presentation in their education center located in the store.
- He explained that they now have completed their educational wall art a couple years ago and showed a picture of the wall art where it is located in the store.
- He explained that since starting the garden he has envisioned providing a sublime natural outdoor dining experience for Pilgrims Market.
- He stated that the zone change is consistent with the City's Comprehensive Plan as noted in his narrative. He showed a rendering of the plan and stated that this project would preserve and enhance the beauty of Coeur d'Alene. He commented that this would promote opportunities for economic growth. He stated that the garden is shaping up as a beautiful addition to the neighborhood
- He provided some pictures of some art work with the materials used from a dying tree that was on the property and stated that they have plans for additional art on the property.
- He explained a rendering of the site plan showing an opening in the back of the building that would lead into the greenhouse, to provide year-round dining. He stated that in the summer they would have a garage door-type opening that would have access to the garden and an area to have picnics.

Mr. Hamilton concluded his presentation and asked if the commissioners had any questions.

Commission Comments:

None.

Public testimony closed.

Motion by Rumpler, seconded by Fleming, to approve Item ZC-1-18. Motion approved.

ROLL CALL:

| | | |
|-----------------------|-------|-----|
| Commissioner Fleming | Voted | Aye |
| Commissioner Messina | Voted | Aye |
| Commissioner Luttrupp | Voted | Aye |
| Commissioner Rumpler | Voted | Aye |
| Commissioner Ingalls | Voted | Aye |

Motion to approve carried by a 5 to 0 vote.

**COEUR D'ALENE PLANNING COMMISSION
FINDINGS AND ORDER**

A. INTRODUCTION

This matter having come before the Planning Commission on, May 8, 2018, and there being present a person requesting approval of ZC-1-18, a request for a zone change from R-17 to C-17 zoning district.

APPLICANT: JOSEPH D. HAMILTON

LOCATION: SIX EXISTING PARCELS ALONG THE WEST SIDE OF 5TH STREET BETWEEN E. WALNUT AVENUE AND E. SPOKANE AVENUE (1/2 BLOCK)

B. FINDINGS: JUSTIFICATION FOR THE DECISION/CRITERIA, STANDARDS AND FACTS RELIED UPON

- B1. That the existing land uses are Residential and Commercial.
- B2. That the Comprehensive Plan Map designation is Stable Established and Transition.
- B3. That the zoning is R-17.
- B4. That the notice of public hearing was published which fulfills the proper legal requirement.
- B5. That the notice of public hearing was posted on the property on, April 30, 2018, which fulfills the proper legal requirement.
- B6. That notices of public hearing were mailed to all property owners of record within three-hundred feet of the subject property.
- B7. That public testimony was heard on May 8, 2018.
- B8. That this proposal is in conformance with the Comprehensive Plan policies as follows:
 - Objective 1.12
Community Design:**
Support the enhancement of existing urbanized areas and discourage sprawl.
 - Objective 1.14
Efficiency:**
Promote the efficient use of existing infrastructure, thereby reducing impacts to undeveloped areas.
 - Objective 2.01
Business Image & Diversity:**
Welcome and support a diverse mix of quality professional, trade, business, and service industries, while protecting existing uses of these types from encroachment by incompatible land uses.

Objective 3.05

Neighborhoods:

Protect and preserve existing neighborhoods from incompatible land uses and developments.

Objective 4.01

City Services:

Make decisions based on the needs and desires of the citizenry.

Objective 4.06

Public Participation:

Strive for community involvement that is broad-based and inclusive, encouraging public participation in the decision making process.

- B9. That public facilities and utilities are available and adequate for the proposed use. This is based on the information in the staff report.
- B10. That the physical characteristics of the site do make it suitable for the request at this time because the property is flat and doesn't have any wetlands.
- B11. That the proposal would not adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, and existing land uses based on the comments from the various departments in the staff report.

C. ORDER: CONCLUSION AND DECISION

The Planning Commission, pursuant to the aforementioned, finds that the request of JOSEPH D. HAMILTON for a zone change, as described in the application should be approved.

Motion by Rumpler, seconded by Fleming, to adopt the foregoing Findings and Order.

ROLL CALL:

| | |
|-----------------------|-----------|
| Commissioner Fleming | Voted Yes |
| Commissioner Ingalls | Voted Yes |
| Commissioner Luttrupp | Voted Yes |
| Commissioner Mandel | Voted Yes |
| Commissioner Rumpler | Voted Yes |

Commissioner Ward was absent.

Motion to approve carried by a 5 to 0 vote.



CHAIRMAN TOM MESSINA

ORDINANCE NO. _____
COUNCIL BILL NO. 18-1014

AN ORDINANCE AMENDING THE ZONING ACT OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, KNOWN AS ORDINANCE NO. 1691, ORDINANCES OF THE CITY OF COEUR D'ALENE, BY CHANGING THE FOLLOWING DESCRIBED PROPERTY FROM R-17 TO C-17, SAID PROPERTY BEING DESCRIBED AS FOLLOWS, TO WIT: SIX EXISTING PARCELS ALONG THE WEST SIDE OF 5TH STREET BETWEEN E. WALNUT AVENUE AND E. SPOKANE AVE; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR THE PUBLICATION OF A SUMMARY OF THIS ORDINANCE AND AN EFFECTIVE DATE HEREOF.

WHEREAS, after public hearing on the hereinafter provided amendments, and after recommendation by the Planning Commission, it is deemed by the Mayor and City Council to be for the best interests of the City of Coeur d'Alene, Idaho, that said amendments be adopted;

NOW, THEREFORE,

BE IT ORDAINED, by the Mayor and City Council of the City of Coeur d'Alene:

SECTION 1. That the following described property, to wit:

Lots 1, 2, 3 4, 5 and 6, Block 8, Amended Plat of Simms Addition, according to the Plat thereof, recorded in Book B of Plats at Page(s) 57, records of Kootenai County, Idaho.

is hereby changed and rezoned from R-17 (Residential at 17 units/acre) to C-17 (Commercial at 17 units/acre).

SECTION 2. That the following conditions precedent to rezoning are placed upon the rezone of the property:

SECTION 3. That the Zoning Act of the City of Coeur d'Alene, known as Ordinance No. 1691, Ordinances of the City of Coeur d'Alene, is hereby amended as set forth in Section 1 hereof.

SECTION 4. That the Planning Director is hereby instructed to make such change and amendment of the official Zoning Map of the City of Coeur d'Alene, and shall make an electronic copy available on the City's website.

SECTION 5. All ordinances and parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION 6. After its passage and adoption, a summary of this Ordinance, under the provisions of the Idaho Code, shall be published once in the official newspaper of the City of Coeur d'Alene, and upon such publication shall be in full force and effect.

Passed under suspension of rules upon which a roll call vote was duly taken and duly enacted an Ordinance of the City of Coeur d'Alene at a regular session of the City Council on June 19, 2018.

APPROVED this 19th day of June 2018.

Steve Widmyer, Mayor

ATTEST:

Renata McLeod, City Clerk

SUMMARY OF COEUR D'ALENE ORDINANCE NO. _____
Zone Change – ZC-1-18

AN ORDINANCE AMENDING THE ZONING ACT OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, KNOWN AS ORDINANCE NO. 1691, ORDINANCES OF THE CITY OF COEUR D'ALENE, BY CHANGING THE FOLLOWING DESCRIBED PROPERTY FROM R-17 TO C-17, SAID PROPERTY BEING DESCRIBED AS FOLLOWS, TO WIT: SIX EXISTING PARCELS ALONG THE WEST SIDE OF 5TH STREET BETWEEN E. WALNUT AVENUE AND E. SPOKANE AVE; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR THE PUBLICATION OF A SUMMARY OF THIS ORDINANCE. THE ORDINANCE SHALL BE EFFECTIVE UPON PUBLICATION OF THIS SUMMARY. THE FULL TEXT OF THE SUMMARIZED ORDINANCE NO. _____ IS AVAILABLE AT COEUR D'ALENE CITY HALL, 710 E. MULLAN AVENUE, COEUR D'ALENE, IDAHO 83814, IN THE OFFICE OF THE CITY CLERK.

Renata McLeod, City Clerk

STATEMENT OF LEGAL ADVISOR

I, Randall R. Adams, am a Chief Deputy City Attorney for the City of Coeur d'Alene, Idaho. I have examined the attached summary of Coeur d'Alene Ordinance No. _____, **Zone Change – ZC-1-18**, and find it to be a true and complete summary of said ordinance which provides adequate notice to the public of the context thereof.

DATED this 19th day of June, 2018.

Randall R. Adams, Chief Civil Deputy City Attorney

CITY COUNCIL STAFF REPORT

DATE: June 19, 2018
FROM: Dennis J. Grant, Engineering Project Manager
SUBJECT: **V-18-2, Vacation of a portion of Seltice Way right-of-way adjoining the northeasterly boundary of Lot 3 & 4, Block 1, Glacier Northwest - Seltice Subdivision in the City of Coeur d'Alene.**

DECISION POINT

The applicant, Glacier NW Blvd-Seltice, LLC, is requesting the vacation of a portion of Seltice Way right-of-way that adjoins the northeasterly boundary of their property on Seltice Way.

HISTORY

The requested right-of-way was relinquished to the City of Coeur d'Alene through an agreement with the Idaho Transportation Department effective on December 30, 2004.

FINANCIAL ANALYSIS

The vacation of the requested right-of-way would not have any financial impact on the City and would add approximately 0.046 Acres (1,986 Square Feet) to the County tax roll. Although a minor amount, it would be a benefit to the municipality as tax revenue, and, to the land owner whose lot adjoins the strip of usable property.

PERFORMANCE ANALYSIS

The purpose of this request is to provide for additional developable area on the referenced parcel. The applicant has provided an easement to the City to accommodate a portion of the planned multi-use trail along Seltice Way. With the multi-use path construction this year, the additional right-of-way will not be needed by the City. All utilities are existing and in place. The Development Review Team was informed about this vacation and did not have any concerns.

RECOMMENDATION

Staff recommends to the City Council to approve the vacation action per Idaho Code Section 50-1306, and, to vacate the property to the applicant, Glacier NW Blvd-Seltice, LLC.



41298
Area to be vacated

Google Earth

ORDINANCE NO. _____
COUNCIL BILL NO. 18-1015

AN ORDINANCE OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, VACATING A PORTION OF THE SELTICE WAY RIGHT-OF-WAY, GENERALLY DESCRIBED AS A PARCEL OF LAND ADJOINING THE NORTHERLY BOUNDARY OF LOTS 3 AND LOT 4, BLOCK ONE OF THE GLACIER NORTHWEST-SELTICE SUBDIVISION TO THE CITY OF COEUR D'ALENE, LOCATED IN THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 50 NORTH, RANGE 4 WEST, BOISE MERIDIAN; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR THE PUBLICATION OF A SUMMARY OF THIS ORDINANCE AND AN EFFECTIVE DATE HEREOF.

WHEREAS, after public hearing, the City Council finds it to be in the best interests of the City of Coeur d'Alene and the citizens thereof that said portion of right-of-way be vacated;

NOW, THEREFORE,

BE IT ORDAINED, by the Mayor and City Council of the City of Coeur d'Alene:

SECTION 1. That the following described property, to wit:

Legal description and drawing, attached as Exhibits "A" & "B,"

be and the same is hereby vacated.

SECTION 2. That said vacated right-of-way shall revert to the adjoining property owner to the southwest.

SECTION 3. That the existing right-of-way, easements, and franchise rights of any lot owners, public utility, or the City of Coeur d'Alene shall not be impaired by this vacation, as provided by law, and that the adjoining property owners shall in no manner place any obstruction over any public utilities.

SECTION 4. All ordinances and parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION 5. After its passage and adoption, a summary of this Ordinance, under the provisions of the Idaho Code, shall be published once in the official newspaper of the City of Coeur d'Alene, and upon such publication shall be in full force and effect.

Passed under suspension of rules upon which a roll call vote was duly taken and duly enacted an ordinance of the City of Coeur d' Alene at a regular session of the City Council on June 19, 2018.

APPROVED by the Mayor this 19th day of June, 2018.

Steve Widmyer, Mayor

ATTEST:

Renata McLeod, City Clerk

SUMMARY OF COEUR D'ALENE ORDINANCE NO. _____
V-18-02, SELTICE WAY RIGHT-OF-WAY VACATION

The City of Coeur d'Alene, Idaho hereby gives notice of the adoption of Coeur d'Alene Ordinance No. _____, vacating a portion of Seltice Way right-of-way.

Such right-of-way is more particularly described as follows:

Attached Exhibits "A" & "B" are on file in the City Clerk's Office.

The ordinance further provides that the ordinance shall be effective upon publication of this summary. The full text of the summarized Ordinance No. _____ is available at Coeur d'Alene City Hall, 710 E. Mullan Avenue, Coeur d'Alene, Idaho 83814 in the office of the City Clerk.

Renata McLeod, City Clerk

STATEMENT OF LEGAL ADVISOR

I, Randall R. Adams, am Chief Civil Deputy City Attorney for the City of Coeur d'Alene, Idaho. I have examined the attached summary of Coeur d'Alene Ordinance No. _____, V-18-02 Seltice Way right-of-way vacation and find it to be a true and complete summary of said ordinance which provides adequate notice to the public of the context thereof.

DATED this 19th day of June, 2018.

Randall R. Adams, Chief Civil Deputy City Attorney

**LEGAL DESCRIPTION
EXHIBIT A
PROPERTY VACATION**

All that real property located in the City of Coeur d'Alene, Kootenai County, Idaho, in the Northwest Quarter of Section 11, Township 50 North, Range 4 West, Boise Meridian, as shown on Exhibit D, and made a part hereof, described as follows:

Beginning at a 5/8-inch rebar with plastic cap marked PLS 4565 at the corner common to Lots 3 and 4 of Block 1, Glacier Northwest-Seltice, that lies on the right-of-way line of Seltice Way, as shown on that plat recorded with the Kootenai County Recorder's Office in Book K at Page 207; a 5/8-inch rebar with plastic cap marked PLS 4565 at the corner common to said Lots 3 and 4 on the boundary with The Village At Riverstone, as shown on that plat recorded with the Kootenai County Recorder's Office in Book K at Page 53, bears South 34°49'13" West, 100.16 feet (the record bearing per said plat is South 34°43'12" West);

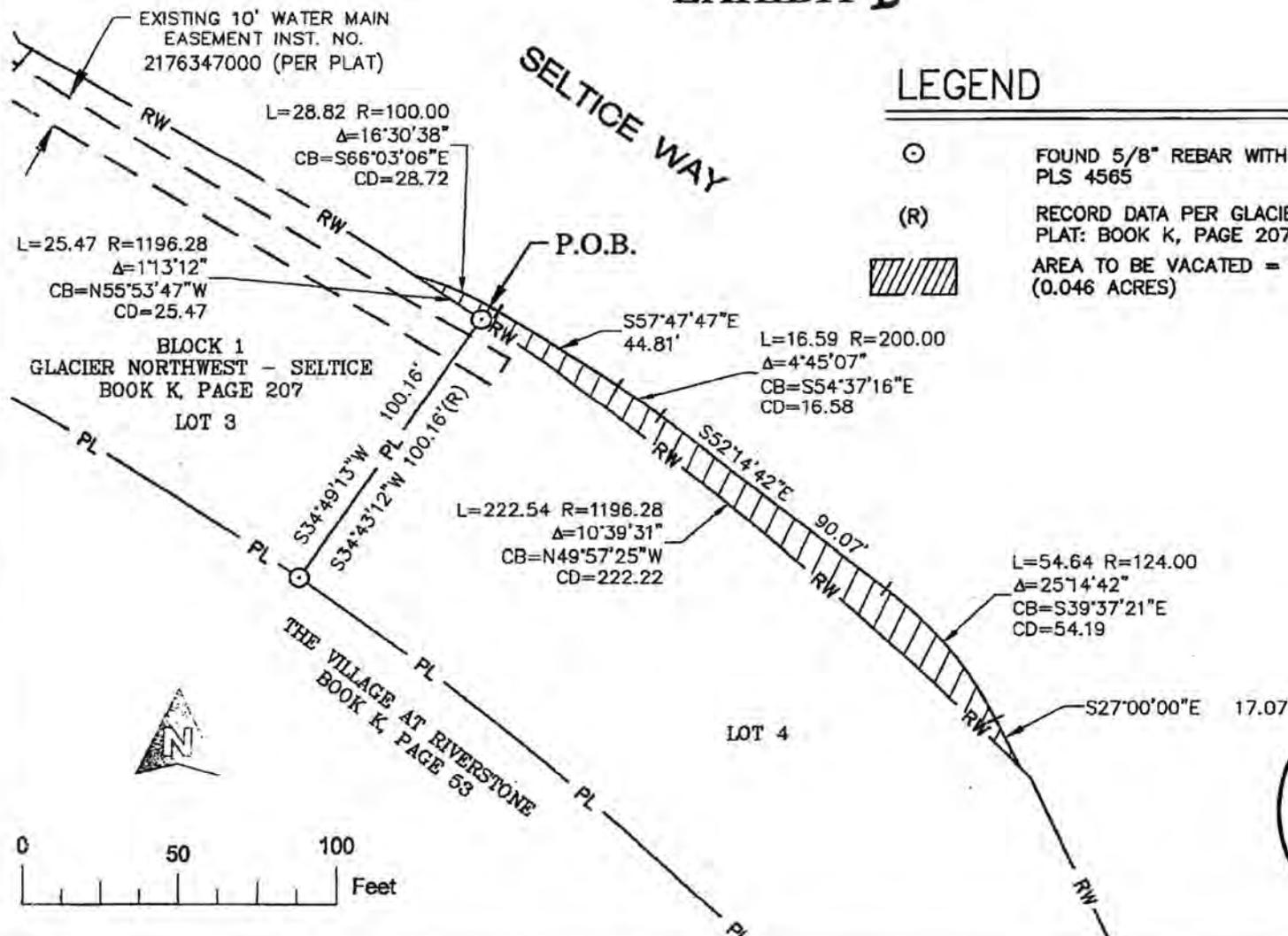
1. Thence northwesterly along the northeasterly line of said Lot 3 along the arc of a 1196.28-foot radius curve to the left, through a central angle of 01°13'12", an arc length of 25.47 feet, a chord bearing of North 55°53'47" West and a chord distance of 25.47 feet;
2. Thence leaving said northeasterly lot line and southeasterly along the arc of a 100.00-foot radius curve to the right, through a central angle of 16°30'38", an arc length of 28.82 feet, a chord bearing of South 66°03'06" East and chord distance of 28.72 feet;
3. Thence South 57°47'47" East a distance of 44.81 feet to the beginning of a non-tangent 200.00-foot radius curve to the right;
4. Thence along said curve through a central angle of 04°45'07", an arc length of 16.59 feet, a chord bearing of South 54°37'16" East and chord distance of 16.58 feet;
5. Thence South 52°14'42" East a distance of 90.07 feet to the beginning of a 124.00-foot radius curve to the right;
6. Thence along said curve through a central angle of 25°14'42", an arc length of 54.64 feet, a chord bearing of South 39°37'21" East and a chord distance of 54.19 feet;
7. Thence South 27°00'00" East a distance of 17.07 feet to the northeasterly line of said Lot 4;
8. Thence northwesterly along said northeasterly lot line along the arc of a 1196.28-foot radius curve to the left, through a central angle of 10°39'31", an arc length of 222.54 feet, a chord bearing of North 49°57'25" West and a chord distance of 222.22 feet to the **POINT OF BEGINNING**.

Contains 1,986 square feet, or 0.046 acres, more or less.

Bearings shown hereon are grid bearings based on the Idaho State Plane Coordinate System, West Zone, NAD83 (2011).



EXHIBIT B



LEGEND

- FOUND 5/8" REBAR WITH PLASTIC CAP MARKED PLS 4565
- (R) RECORD DATA PER GLACIER NORTHWEST-SELCTICE PLAT: BOOK K, PAGE 207
- AREA TO BE VACATED = 1986 SQ. FT. (0.046 ACRES)



WELCH-COMER
ENGINEERS | SURVEYORS

www.welchcomer.com 208-664-9382
350 E. Kathleen Ave. (toll free) 877-815-5672
Coeur d'Alene, ID 83815 (fax) 208-664-5946

COPYRIGHT 2017
Welch-Comer & Associates, Inc.
This document, and ideas and designs incorporated herein, as an instrument of professional service, is the property of Welch-Comer & Associates, Inc. and is not to be used in whole or in part for any other project without the written authorization of Welch-Comer & Associates, Inc.

FOR SELCTICE WAY VACATION
NW 1/4 SEC.11, T. 50 N., R. 4 W., B.M.
CITY OF COEUR D'ALENE, KOOTENAI CO., ID

| | |
|--------------|---------------|
| PROJECT NO.: | 41298.00.0 |
| DESIGNED BY: | KAF |
| DRAWN BY: | KAF |
| DWG NAME: | 41298EX01.DWG |
| DATE: | 8/14/2017 |
| SHEET NO.: | 1 |

RESOLUTION NO. 17-062

Council Bill No. 18-1015

CITY COUNCIL STAFF REPORT

DATE: June 19, 2018
FROM: Dennis J. Grant, Engineering Project Manager
SUBJECT: **V-18-03, Vacation of right-of-way, the North 41' of Lot 4, Block 1, Ann's Addition in the City of Coeur d'Alene.**

DECISION POINT

The applicant, Miller Stauffer Architects on behalf of the Kootenai County Board of County Commissioners, is requesting the vacation of right-of-way, the North 41' of Lot 4, Block 1, Ann's Addition in the City of Coeur d'Alene.

HISTORY

The requested right-of-way was originally dedicated to the City of Coeur d'Alene in the Ann's Addition plat in 1991. It stated on the plat that the final right-of-way would be determined by the City of Coeur d'Alene upon the final determination of the location of the collector street. With the Water Department's future building going in on Howard Street and the Compost facility to the north, the proposed vacated right-of-way has no foreseeable use for the City of Coeur d'Alene.

FINANCIAL ANALYSIS

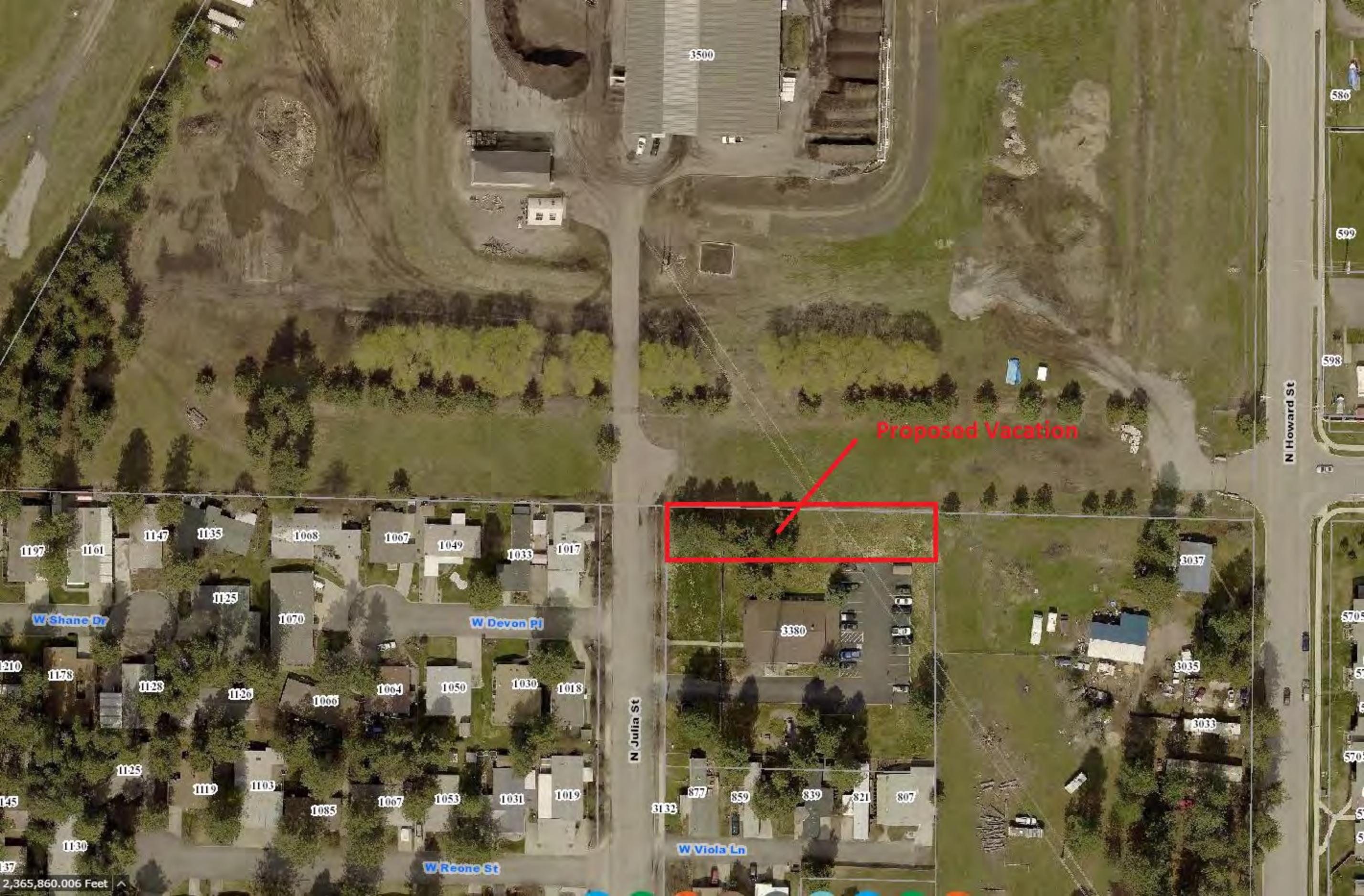
The vacation of the requested right-of-way would not have any financial impact on the City. There are no tax issues on any of the property, and, the existing streets are not impacted.

PERFORMANCE ANALYSIS

The purpose of this request is to provide for additional developable area on the referenced parcel. This portion of right-of-way is the last remaining portion of land from an old right-of-way that ran east-west from Ramsey Road to Howard Street. The right-of-way to the east and west is developed with homes. All utility easements will remain in place. The Development Review Team was informed about this vacation and did not have any concerns.

RECOMMENDATION

Staff recommends to the City Council to approve the vacation action per Idaho Code Section 50-1306, and, to vacate the property to the applicant, Miller Stauffer Architects on behalf of the Kootenai County Board of County Commissioners.



Proposed Vacation

3500

586

599

598

N Howard St

10

1197

1161

1147

1135

1068

1067

1049

1033

1017

W Shane Dr

1125

1070

W Devon Pl

1210

1178

1123

1126

1066

1064

1050

1030

1018

1145

1125

1119

1103

1085

1067

1053

1031

1019

1137

1130

W Reone St

N Julia St

3132

877

859

839

821

807

W Viola Ln

3380

3037

3035

3033

5705

5704

5703

5702

**EXHIBIT OF RIGHT-OF-WAY VACATION
OF THE NORTH 41' OF LOT 4, BLOCK ONE, ANN'S ADDITION,
A PORTION SW ¼ OF SEC. 2, T. 50 N., R. 4 W., B.M.,
CITY OF COEUR D' ALENE, KOOTENAI COUNTY, IDAHO**



EXHIBIT OF RIGHT-OF-WAY VACATION FOR
LUNCEFORD-NEIDER COLLECTOR AS NOTED
ON THE PLAT OF ANN'S ADDITION, BK F, PG 351

FRAME & SMETANA, PA
Consulting Engineers
603 North 4th Street, Coeur d'Alene, Idaho, 83814
Ph.(208)664-2121/Fax:(208)765-5502/Email:smetana@roadrunner.com

FS
SHEET
1 OF 1

SCALE: 1"=50'

DATE: 4/21/18

FILE: A250

Ph.(208)664-2121/Fax:(208)765-5502/Email:smetana@roadrunner.com

ORDINANCE NO. ____
COUNCIL BILL NO. 18-1016

AN ORDINANCE OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, VACATING A PORTION OF PUBLIC RIGHT-OF-WAY RECORDED IN BOOK F, PAGE 351, RECORDS OF KOOTENAI COUNTY, GENERALLY DESCRIBED AS THE NORTH FORTY-ONE FEET (41') OF LOT 4, BLOCK 1, ANN'S ADDITION IN THE CITY OF COEUR D'ALENE, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 02, TOWNSHIP 50 NORTH, RANGE 4 WEST, BOISE MERIDIAN; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR THE PUBLICATION OF A SUMMARY OF THIS ORDINANCE AND AN EFFECTIVE DATE HEREOF.

WHEREAS, after public hearing, the City Council finds it to be in the best interests of the City of Coeur d'Alene and the citizens thereof that said portion of right-of-way be vacated;

NOW, THEREFORE,

BE IT ORDAINED, by the Mayor and City Council of the City of Coeur d'Alene:

SECTION 1. That the following described property, to wit:

Legal description and drawing, attached as Exhibits "A" & "B,"

be and the same is hereby vacated.

SECTION 2. That said vacated right-of-way shall revert to the adjoining property owner to the south.

SECTION 3. That the existing right-of-way, easements, and franchise rights of any lot owners, public utility, or the City of Coeur d'Alene shall not be impaired by this vacation, as provided by law, and that the adjoining property owners shall in no manner place any obstruction over any public utilities.

SECTION 4. All ordinances and parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION 5. After its passage and adoption, a summary of this Ordinance, under the provisions of the Idaho Code, shall be published once in the official newspaper of the City of Coeur d'Alene, and upon such publication shall be in full force and effect.

Passed under suspension of rules upon which a roll call vote was duly taken and duly enacted an ordinance of the City of Coeur d' Alene at a regular session of the City Council on June 19, 2018.

APPROVED by the Mayor this 19th day of June, 2018.

Steve Widmyer, Mayor

ATTEST:

Renata McLeod, City Clerk

SUMMARY OF COEUR D'ALENE ORDINANCE NO. ____
V-18-03, PUBLIC RIGHT-OF-WAY VACATION

The City of Coeur d'Alene, Idaho hereby gives notice of the adoption of Coeur d'Alene Ordinance No. ____, vacating a portion of public right-of-way.

Such right-of-way is more particularly described as follows:

Attached Exhibits "A" & "B" are on file in the City Clerk's Office

The ordinance further provides that the ordinance shall be effective upon publication of this summary. The full text of the summarized Ordinance No. ____ is available at Coeur d'Alene City Hall, 710 E. Mullan Avenue, Coeur d'Alene, Idaho 83814, in the office of the City Clerk.

Renata McLeod, City Clerk

STATEMENT OF LEGAL ADVISOR

I, Randall R. Adams, am Chief Civil Deputy City Attorney for the City of Coeur d'Alene, Idaho. I have examined the attached summary of Coeur d'Alene Ordinance No. ____, V-18-03, public right-of-way vacation, and find it to be a true and complete summary of said ordinance which provides adequate notice to the public of the context thereof.

DATED this 19th day of June, 2018.

Randall R. Adams, Chief Civil Deputy City Attorney

EXHIBIT 'A'

VACATION OF 41' WIDE RIGHT-OF-WAY
AT
ANN'S ADDITION

APRIL 2018

A PORTION OF THE RIGHT-OF-WAY APPEARING NEAR THE NORTHERLY BOUNDARY OF THE PLAT OF ANN'S ADDITION, BOOK F, PAGE 351, RECORDS OF KOOTENAI COUNTY, IN THE SOUTHWEST QUARTER OF SECTION 02, TOWNSHIP 50 NORTH, RANGE 4 WEST, B.M., CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERLY CORNER OF LOT 4, BLOCK ONE, OF SAID PLAT;

THENCE ALONG THE EASTERLY RIGHT-OF-WAY LINE OF JULIA STREET, N 00°32'24" W, 182.35 FEET TO THE TRUE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE N 00°32'24" W, 41.00 FEET TO THE NORTHERLY BOUNDARY LINE OF SAID BLOCK ONE;

THENCE LEAVING THE SAID EASTERLY RIGHT-OF-WAY LINE, ALONG THE SAID NORTHERLY BOUNDARY LINE, S 89°42'42" E, 242.28 FEET TO THE EASTERLY BOUNDARY LINE OF SAID BLOCK ONE;

THENCE LEAVING THE SAID NORTHERLY BOUNDARY LINE, ALONG THE SAID EASTERLY BOUNDARY LINE OF BLOCK ONE, S 01°15'17" E, 41.01 FEET;

THENCE LEAVING THE SAID EASTERLY BOUNDARY LINE, N 89°42'42" W, 242.79 FEET TO THE TRUE POINT OF BEGINNING, CONTAINING APPROXIMATELY 0.228 ACRES, MORE OR LESS.



EXHIBIT 'B'
EXHIBIT OF RIGHT-OF-WAY VACATION
OF THE NORTH 41' OF LOT 4, BLOCK ONE, ANN'S ADDITION,
A PORTION SW ¼ OF SEC. 2, T. 50 N., R. 4 W., B.M.,
CITY OF COEUR D' ALENE, KOOTENAI COUNTY, IDAHO

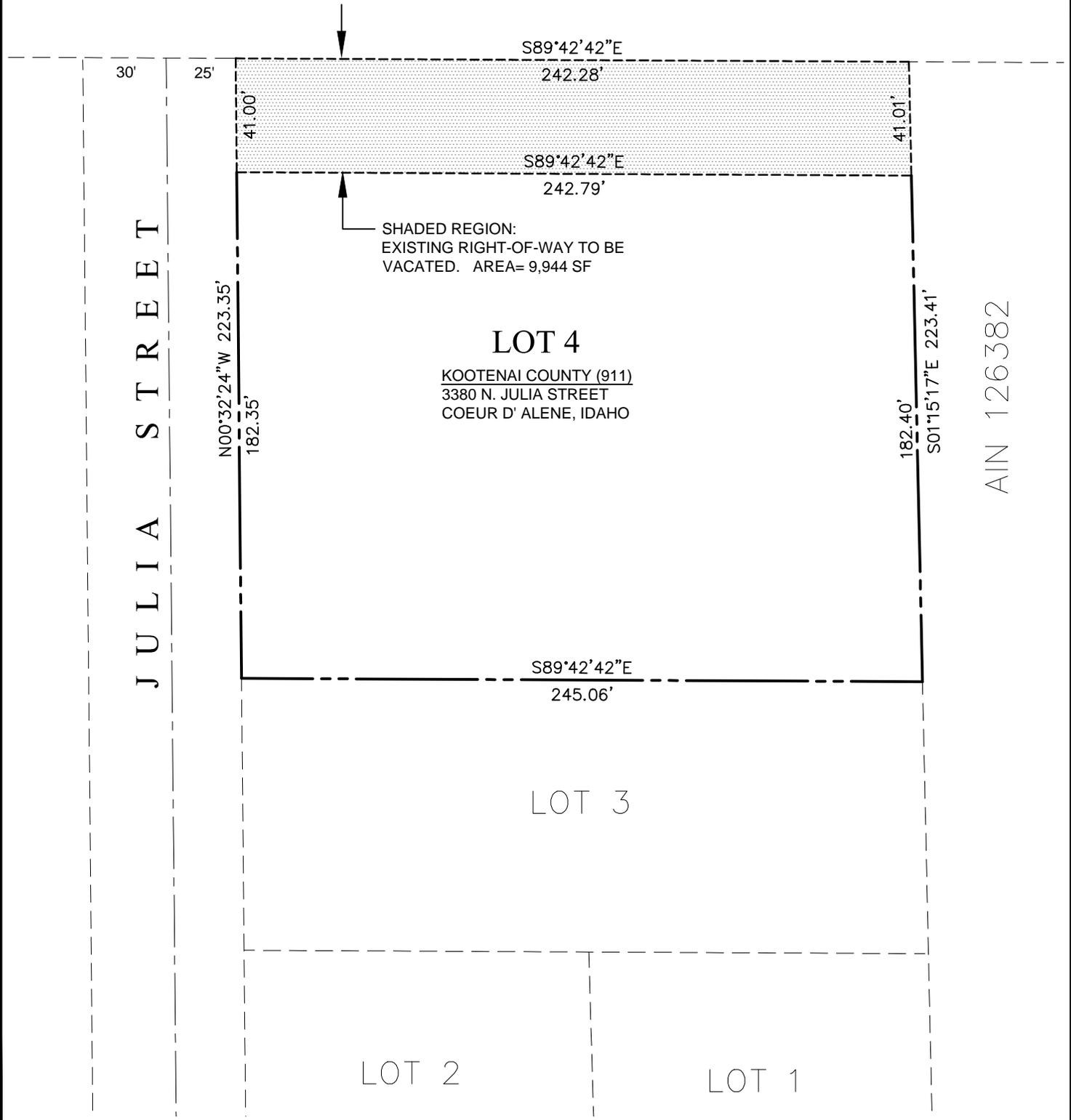


EXHIBIT OF RIGHT-OF-WAY VACATION FOR
 LUNCEFORD-NEIDER COLLECTOR AS NOTED
 ON THE PLAT OF ANN'S ADDITION, BK F, PG 351

FRAME & SMETANA, PA
Consulting Engineers

FS

SCALE: 1"=50' Council Bill No: 18-1016 DATE: 4/21/18 FILE: A250

603 North 4th Street, Coeur d'Alene, Idaho, 83814
 Ph.(208)664-2121/Fax:(208)765-5502/Email:smetana@roadrunner.com

SHEET
 1 OF 1