

ENVIRONMENT COMMITTEE AGENDA

July 27, 2017 – North Conference Room

21630 11th Avenue South – Des Moines 98198

6:00P – 6:50P

1. Approval of the minutes of the 6.15.2017 meeting

2. Woodmont Beach Drive Trees (Informational Item – 20 min)

Staff will brief with committee on an arborists recommendations related to trees along Woodmont Beach Drive; current actions being considered, and actions planned for the fall.

3. Poverty Bay Shellfish Protection District Update (Informational Item – 20 min)

Staff will provide an update from the Poverty Bay Technical Committee meeting on the proposed District boundary.

4. Sustainability/Environmental Stewardship Update (Informational Item – 10 min)

Staff will provide an update on Environmental Sustainability actions that the City is working on and discuss with the Committee suggestions for next steps. Listed below are some links that have really good information as to what other cities in the area and on the west coast are doing.

City of San Diego

<https://www.sandiego.gov/sustainability/>

City of Portland

<https://www.portlandoregon.gov/bps/67121>

City of Seattle

<http://www.seattle.gov/environment/>

City of Tacoma

<http://www.cityoftacoma.org/cms/one.aspx?pageId=18996>

DRAFT MINUTES - ENVIRONMENTAL COUNCIL COMMITTEE MEETING 6.15.2017

The meeting was called to order @ 5:02 PM, Thursday, June 15, 2016, in the North Conference room @ 21630 11th Avenue South, Des Moines with the following in attendance:

Council Members

Robert Back, Chair
Melissa Musser - Absent
Matt Pina

Guest:

Traci Buxton, Council Candidate

AGENDA:

1. Approve minutes of the 5.18.2017 meeting
2. 2018-2023 CIP Plan (SWM)
3. Update on CMP Pipe Replacement Inventory

City Staff

Loren Reinhold, SWM Utility Manager
Dan Brewer, Chief Operations Officer
Dunyele Mason, Finance Director
Matt Hutchins, Asst City Attorney
Peggy Volin, Admin Asst II

MEETING:

1. Approve the minutes of the May 18, 2017 meeting: Unanimously approved.
2. 2018-2023 CIP Plan (SWM): SWM Utility Manager Loren Reinhold and Finance Director Dunyele Mason reviewed the 2018-2023 CIP Plan (SWM) with the Committee. Loren highlighted projects that would be started/completed in the year 2018. Committee had no comments.
3. Update on CMP Pipe Replacement Inventory: SWM Utility Manager Loren Reinhold, informed the Committee on the current status of the CMP Pipe project and presented an updated map showing the locations of the CMP throughout the City. Information is still being gathered from maintenance crew inspections that are scheduled to be completed by the end of July. There have been staffing shortfalls in the SWM Maintenance group and now most of the vacant positions have been filled so work on this project will resume.

Chief Operations Officer Dan Brewer handed out a copy of Resolution No. 1199 passed by Council on July 12, 2012 that adopted Environmental Stewardship Policies for the City of Des Moines. He suggested it is a good time to review what other jurisdictions are doing and articulate what CDM is doing on this issue. This item was remanded back to staff to research and prepare a proposed amendment to bring back to Council this fall.

Meeting adjourned at 5:55 pm

Minutes respectfully Submitted by: Peggy Volin, Admin Asst II

Gilles Consulting

— Brian K. Gilles —

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RISK ASSESSMENT OF SELECTED TREES FOR RISK

ALONG WOODMONT BEACH DRIVE SOUTH

Revised July 7, 2017

June 26, 2017

PREPARED FOR:

John Blackburn

Public Works & Parks Maintenance Superintendent

City of Des Moines

2255 South 223rd Street

Des Moines, WA 98198

PREPARED BY:

GILLES CONSULTING

Brian K. Gilles, Consulting Arborist

ISA Certified Arborist # PN-0260A

ASCA Registered Consulting Arborist # RCA-418

ISA TRAQ Qualified

ISA TRAQ Certified Instructor



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OBSERVATIONS

Woodmont Beach Road South is at the bottom of a steep ravine. The Ravine is heavily forested with a typical forest found in and around lowland Puget Sound. The typical mix of trees, shrubs, ground cover plants and invasive species are found in the ravine. The species composition of the 74 trees that received a Level II Risk Assessment can be summarized as follows:



Photo # 2: A typical photo of the forest on both sides of the road. Trees leaning to capture sunlight. Dense underbrush. English Ivy infestation.

SPECIES SUMMARY		
# Of Trees	Species	%
37	Big Leaf Maple	50.0%
1	Douglas Fir	1.4%
2	Grand Fir	2.7%
27	Red Alder	36.5%
7	Western Hemlock	9.5%
74	Total:	100.0%

The large number of Big Leaf Maple and Red Alder is easily understood based upon basic forest succession concepts. Maple and Alder are both known by forest ecologists as *primary cultivator species*. These species come into an area right after disturbance such as fire, logging, landslide etc. They grow fast, they grow large, they reproduce extensively, and they have short life spans. They enrich the soil and provide a sheltered environment for the conifer and other longer-lived species to get started. In general, we can state that these two species are at the end of their expected life spans in the ravine. As they die out the conifers take over the forest. Another general

comment, due to the shelter of the ravine, several of the Red Alder trees are some of the largest in the region.

The general health of the 74 trees can be summarized as follows:

CURRENT HEALTH RATING SUMMARY		
# of Trees	Health Rating	%
5	Dead	6.8%
5	Dying	6.8%
43	Poor	58.1%
9	Fair	12.2%
12	Good	16.2%
74	Total:	100.0%

The health rating is a combination of both health and structural stability. This is important because any individual tree can be dead or dying and still be structurally sound. And, a healthy vigorous tree can have significant structural defects that could cause it, or parts of it, to fail and cause injury, harm, or disruption.

In an effort to present the information and conclusions for each tree in a manner that is clear and easy to understand, as well as to save paper, I have included a detailed spreadsheet, *Attachment 2, Tree Inventory/Condition Spreadsheet*. All the same information from the ISA Tree Hazard Form is included in this spreadsheet and the attached glossary. The descriptions on the spreadsheet were left brief in order to include as much pertinent information as possible and to make the report manageable. The attached glossary provides a detailed description of the terms used in the spreadsheet and in this report. It can be found in *Attachment 3, Glossary*. A brief review of these terms and descriptions will enable the reader to rapidly move through the spreadsheet and better understand the information.

CONCLUSIONS AND RECOMMENDATIONS

Based upon the health and structural conditions, the trees were given a Hazard/Risk Rating on a scale of one through four. They are defined as follows:

- 1) Tree or tree part has a likelihood of failure and impact that is *improbable*. Tree will not likely fail in a normal storm. Tree may not even fail in a severe storm.
 - i) Retain the tree for now and monitor the tree in the future.
- 2) Tree or tree part has a likelihood of failure and impact that is *Possible*. The tree is likely as not to fail in a normal winter storm. Could fail in a severe storm.
 - i) The tree is recommended for management in the next one to two years.
- 3) Tree or tree part has a likelihood of failure and impact that is *probable*.
 - i) The tree is recommended for management before the onset of the next storm season.
- 4) Tree or tree part has a likelihood of failure and impact that is *imminent*.
 - i) The tree is recommended for management right away—as soon as it can be arranged.

Based upon my assessment, ranked the 74 trees as follows:

SUMMARY OF HAZARD RATINGS		
# of Trees	Hazard Rating	%
3	1	4.1%
19	2	25.7%
32	3	43.2%
11	4	14.9%
9	Split Rating	12.2%
74	Total	100.0%

Please note that there are 9 trees that have a split rating. This reflects the difference between the overall tree rating and the rating of one or more trunks or large scaffold branches. The trunk may be fine but has one or more branches that are dead or breaking off. Once these dead or broken branches or trunks are removed, the remainder of the tree will most likely be fine and can stay. Of course there may one or more trees that once the tree service is there they may discover other defects or additional decay that may require the complete removal or severe reduction of the main trunk(s) to reduce the risk to an acceptable level.

Based upon these hazard ratings, the following recommendations are made:

RECOMMENDATIONS SUMMARY		
# of Trees	Recommendation	%
23	Habitat	31.1%
20	Habitat or Remove	27.0%
20	Prune Dead Wood	27.0%
6	Remove	8.1%
1	Coppice	1.4%
4	Retain and Monitor	5.4%
74	Total:	100.0%

Poverty Bay Technical Committee Meeting 6/21/17 Update:

Overview:

During the 6/21 technical committee meeting the Poverty Bay Shellfish protection district boundary was the main topic of discussion. The meeting consisted of a round table discussion and each jurisdiction giving their preferred district boundary and applicable reasoning. City of Des Moines staff attended this meeting and provided the City's recommendation for the implementation of a district boundary. Staff's comments where to aim for a smaller boundary that could be expanded later depending on science and sampling results. This recommended boundary stretched from Woodmont basin to an unnamed basin in Federal Way. (See map 1)

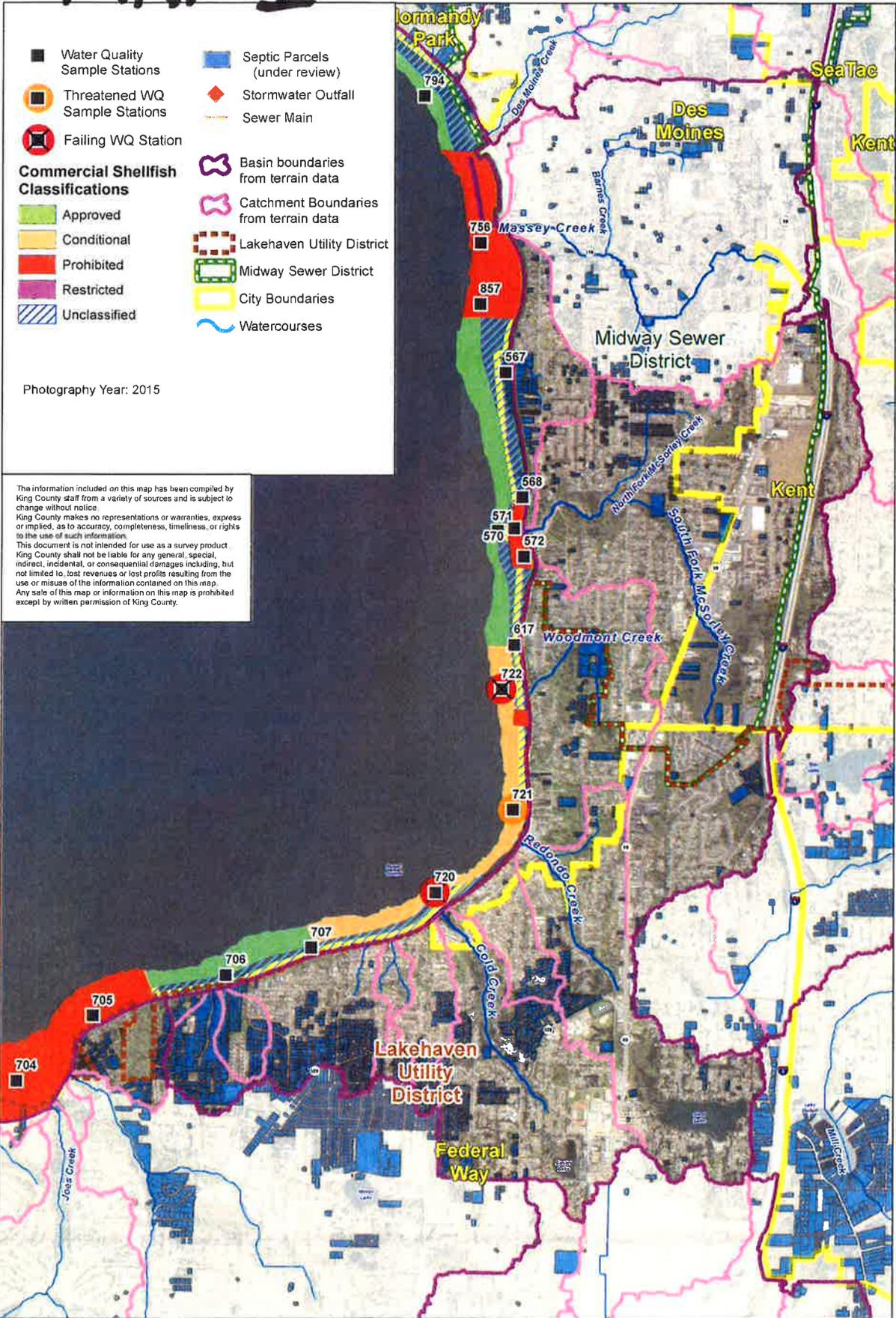
Outcome:

The technical committee voted on the district boundary by moving through each basin and allowing the majority vote to make the decision on whether to include it or not. This resulted in the Technical Committee recommended proposal map. (See map 2). This map includes Massey Creek basin to the north and a few basins into Federal Way on the southern end. Reasoning included the majority ruling to start with a larger area and work towards a smaller one as well as focusing on the science of existing sample data in the sound.

Moving Forward:

- Provide any comments to King County on the proposed district boundary.
- Update on the letter sent to King County Executive's Office
- Confirmation of King County Councilmember Upthegrove has provided \$150,000 through the County Council budget process for King County environmental staff to continue monitoring water quality in Poverty Bay. This will provide an opportunity for a clearer understanding of the current situation, including DNA/RNA sampling.

MAP 1



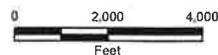
Poverty Bay Shellfish Protection Program

Proposal 5

Updated to reflect downgrade Sept. 2016

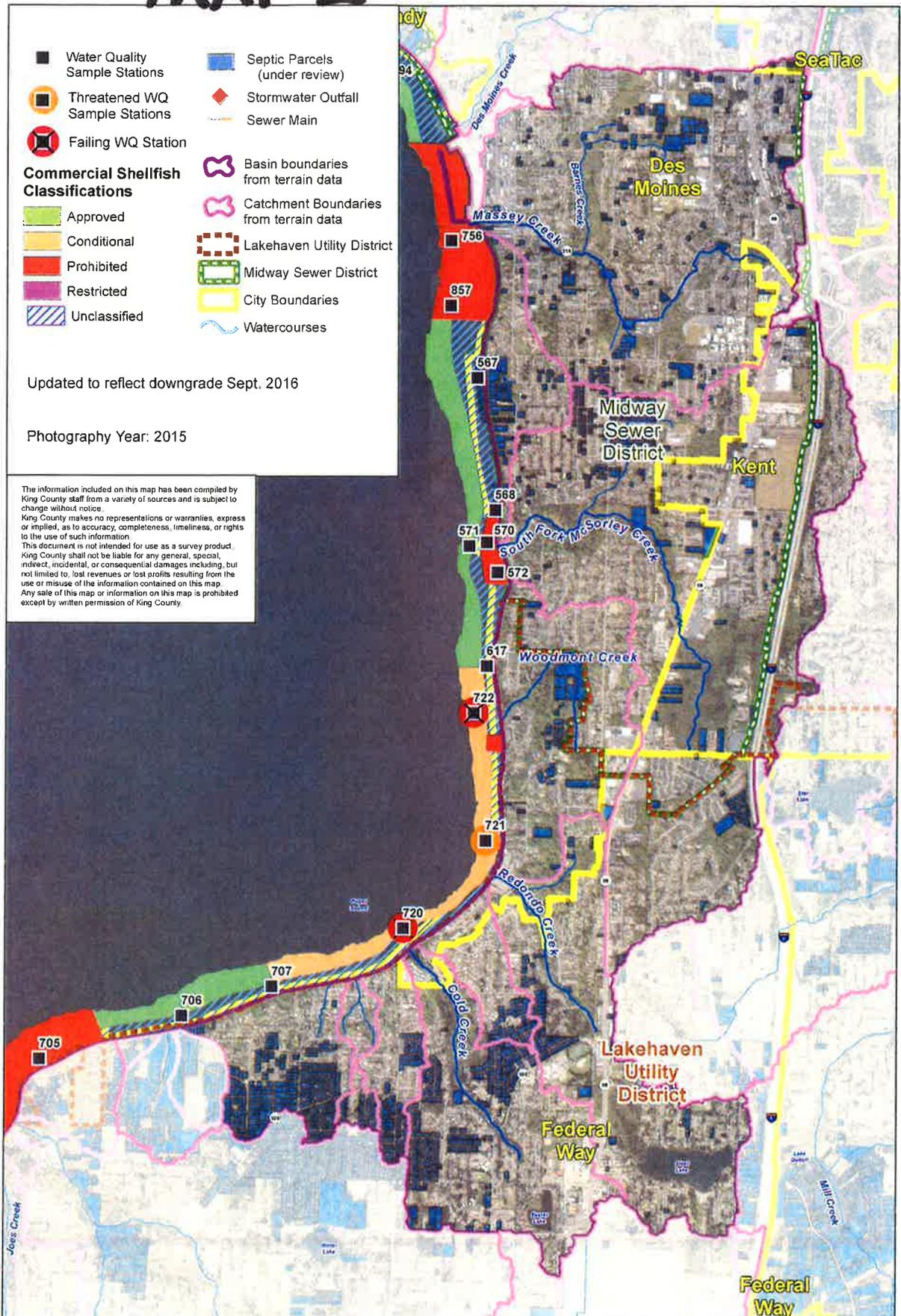
King County
 Department of Natural Resources and Parks
 Water and Land Resources Division

May 30, 2017



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 PovertyBay Prop2.mxd

MAP 2



Poverty Bay Technical Committee Recommended Proposal

for the Geographic Extent of the Shellfish Protection District

King County
Department of Natural Resources and Parks
Water and Land Resources Division

June 22, 2017



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PovertyBay_ReccProp.mxd

Paris Agreement Adoption Toolkit

Resources for US cities and Mayors joining the Climate Mayors and signing up to the spirit and goals of the Paris Climate Agreement

What does ‘signing up’ to the Paris Agreement mean?

Although there is no formal mechanism for sub-national entities such as cities and municipalities to join the Paris Agreement, Climate Mayors members ‘sign up’ by adopting the spirit and goals of the Agreement, supported by tangible local-level action.

This means by, for example:

1. Developing a community Greenhouse Gas (GHG) inventory
2. Setting near- and long-term targets to reduce emissions in line with that required by the Paris Agreement.
3. Developing a Climate Action Plan aligned with the city’s targets, and
4. Resourcing City-led activities to demonstrate year-on-year progress.

Member cities of Climate Mayors will share progress and best practices through our monthly coordination calls, attended by each Mayor’s representative for climate and sustainability issues.

Template Council Resolution

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF XXXXXX IN SUPPORT OF THE PARIS AGREEMENT

WHEREAS, consensus exists among the world’s leading climate scientists that global warming caused by emissions of greenhouse gases from human activities is among the most significant problems facing the world today; and

WHEREAS, documented impacts of global warming include but are not limited to increased occurrences of extreme weather events (e.g. droughts and floods), adverse impacts on ecosystems, demographic patterns and economic value chains; and

WHEREAS, the State of XXX has mandated statewide reduction of GHG emissions to XX% below 1990 levels by 2050; and

WHEREAS, responding to the climate change provides communities an opportunity to access first mover advantage in the range of products, services and know-how that transitioning to a climate-compatible future brings; and

WHEREAS, the Paris Agreement resulted in a commitment from almost every nation to take action and enact programs to limit global temperature increase to less than 2 degrees Celsius, with an expectation that this goal would be reduced to 1.5 degrees in the future;

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY OF XXXXX:

1. Indicates its commitment to reducing GHG emissions through an implementation of a Climate Action Plan; and
2. Joins other US cities in the Climate Mayors network in adopting and supporting the goals of the Paris Agreement; and
3. Commits to exploring the potential benefits and costs of adopting policies and programs that promote the long-term goal of GHG emissions reduction while maximizing economic and social co-benefits of such action.

Template Press Statement on joining Climate Mayors

Mayor XXXX of the City of XXXXXX, XX is joining the Climate Mayors (aka, Mayors National Climate Action Agenda, or MNCAA), a network of 350 U.S. mayors representing 65.8 million Americans – working together to strengthen local efforts for reducing greenhouse gas emissions and supporting efforts for binding federal and global-level policy making.

Climate Mayors recently released an open letter to President Trump to oppose his actions thus far against climate action. In January, 30 Climate Mayors issued an electric vehicle (EV) request for information (RFI) to show automakers and manufacturers that 114,000 of their cities' cars and trucks could be electrified.

Our city has joined Climate Mayors to mutually strengthen grassroots-level, city-led activity on undertaking climate action by cleaning our energy sources, making of infrastructure efficient and growing our economy through investing in the sectors that enable a climate-compatible future.

Signed,

Mayor XXXX