

EDMONDS CITY COUNCIL APPROVED MINUTES

May 2, 2006

Following a Special Meeting at 6:00 p.m. for an Executive Session regarding a real estate matter and a meeting with Arts Commission and Architectural Design Board candidates, the Edmonds City Council meeting was called to order at 7:00 p.m. by Mayor Haakenson in the Council Chambers, 250 5th Avenue North, Edmonds. The meeting was opened with the flag salute.

ELECTED OFFICIALS PRESENT

Gary Haakenson, Mayor
Deanna Dawson, Council President
Michael Plunkett, Councilmember
Richard Marin, Councilmember
Mauri Moore, Councilmember
Peggy Pritchard Olson, Councilmember
Dave Orvis, Councilmember
Ron Wambolt, Councilmember

STAFF PRESENT

David Stern, Chief of Police
Duane Bowman, Development Services Director
Stephen Clifton, Community Services Director
Dan Clements, Administrative Services Director
Brian McIntosh, Parks & Recreation Director
Kathleen Junglov, Asst. Admin. Services Dir.
Dave Gebert, City Engineer
Don Sims, Traffic Engineer
Debi Humann, Human Resources Manager
Don Fiene, Assistant City Engineer
Frances Chapin, Cultural Services Manager
Sandy Chase, City Clerk
Jana Spellman, Senior Executive Council Asst.
Jeannie Dines, Recorder

Approval of
Agenda

1. **APPROVAL OF AGENDA**

COUNCILMEMBER MARIN MOVED, SECONDED BY COUNCILMEMBER WAMBOLT, FOR APPROVAL OF THE AGENDA. MOTION CARRIED UNANIMOUSLY.

2. **CONSENT AGENDA ITEMS**

Councilmember Marin requested Item E be removed from the Consent Agenda and Councilmember Orvis requested Item H be removed.

COUNCILMEMBER MARIN MOVED, SECONDED BY COUNCILMEMBER WAMBOLT, FOR APPROVAL OF THE REMAINDER OF THE CONSENT AGENDA. MOTION CARRIED UNANIMOUSLY. The agenda items approved are as follows:

Approve
4/25/06
Minutes

A. **ROLL CALL**

B. **APPROVAL OF CITY COUNCIL MEETING MINUTES OF APRIL 25, 2006.**

Approve Claim
Checks

C. **APPROVAL OF CLAIM CHECKS #87508 THROUGH #87695 FOR APRIL 27, 2006, IN THE AMOUNT OF \$333,400.29.**

Claim for
Damages

D. **ACKNOWLEDGE RECEIPT OF CLAIM FOR DAMAGES FROM WILLIAM J. REES (\$129.59).**

Waterline
Replacement

F. AUTHORIZATION TO CALL FOR BIDS FOR THE 2005 WATERLINE REPLACEMENT PROGRAM.

Clearwire
Facilities Lease

G. APPROVAL OF A FACILITIES LEASE WITH CLEARWIRE, LLC AT THE FIVE-CORNERS RESERVOIR SITE.

Building Safety
Week

I. PROCLAMATION IN HONOR OF BUILDING SAFETY WEEK, MAY 7 - 13, 2006.

Native Plant
Appreciation

J. PROCLAMATION IN HONOR OF NATIVE PLANT APPRECIATION WEEK, APRIL 30 - MAY 6, 2006.

National Day of
Prayer

K. PROCLAMATION IN HONOR OF NATIONAL DAY OF PRAYER, MAY 4, 2006.

Liquor Control
Board

ITEM 2 E: APPROVAL OF LIST OF EDMONDS BUSINESSES APPLYING FOR RENEWAL OF THEIR LIQUOR LICENSES WITH THE WASHINGTON LIQUOR CONTROL BOARD

Councilmember Marin advised he pulled this item to abstain from the vote.

COUNCILMEMBER ORVIS MOVED, SECONDED BY COUNCILMEMBER WAMBOLT, FOR APPROVAL OF ITEM 2 E. MOTION CARRIED (6-0-1), COUNCILMEMBER MARIN ABSTAINED.

Six-Year
Capital
Improvement
Plan

ITEM 2 H: PROPOSED ORDINANCE ADOPTING A SIX-YEAR CAPITAL IMPROVEMENT PLAN FOR THE YEARS 2006 THROUGH 2011

Councilmember Orvis advised there had been a problem with the distribution of his proposed amendment; therefore, he suggested approval of this item be rescheduled.

COUNCILMEMBER ORVIS MOVED, SECONDED BY COUNCILMEMBER WAMBOLT, TO RESCHEDULE APPROVAL OF ITEM 2 H. TO THE MAY 16 MEETING. MOTION CARRIED UNANIMOUSLY.

Arts
Commission
Appointment

3. INTRODUCTION AND CONFIRMATION OF MAYOR'S APPOINTMENT OF JOANNA GOFF TO THE ARTS COMMISSION.

Cultural Services Manager Frances Chapin explained the Arts Commission is required to have members who represent different areas of the arts and were seeking someone with experience in the performing arts. She introduced Joanna Goff, the Theater Director at Edmonds Community College.

Ms. Goff commented she was excited to join the Arts Commission.

Councilmember Moore expressed her delight at Ms. Goff joining the Arts Commission, providing a link between the incredible programming at Edmonds Community College and the City. She thanked Ms. Goff for her willingness to serve.

COUNCILMEMBER MOORE MOVED, SECONDED BY COUNCILMEMBER MARIN, TO CONFIRM THE MAYOR'S APPOINTMENT OF JOANNA GOFF TO THE ARTS COMMISSION. MOTION CARRIED UNANIMOUSLY.

Architectural
Design Board
Appointment

4. INTRODUCTION AND CONFIRMATION OF MAYOR'S APPOINTMENT OF RICHARD (RICK) SCHAEFER TO THE ARCHITECTURAL DESIGN BOARD

Development Services Director Duane Bowman introduced and welcomed Rick Schaefer. Mr. Schaefer looked forward to the opportunity to help the City in its deliberations.

COUNCILMEMBER MARIN MOVED, SECONDED BY COUNCILMEMBER MOORE, TO CONFIRM THE MAYOR'S APPOINTMENT OF RICK SCHAEFER TO THE ARCHITECTURAL DESIGN BOARD. MOTION CARRIED UNANIMOUSLY.

5. TECHNOLOGY UPDATE BRIEFING

Technology
Update

Administrative Services Director Dan Clements explained for the past 24 months the City had been involved in an effort to upgrade the City's communication capabilities by installing a fiber optic and wireless network. At the same time, the Community Technology Advisory Committee (CTAC) had developed a plan for community high speed data network to extend fiber and wireless capabilities to residents.

He provided an overview of project objectives, explaining short term objectives included reducing the City's communications costs, improving public safety via video arraignment and officer wireless reporting capabilities, reducing other public entity costs, improving communication capabilities, and supporting a competitive business environment with a wireless demonstration project. Long range communications goals include reducing homeowner and business phone, internet and television expenses; improving the community's phone, internet and television capabilities; and increasing the community's phone, internet and television access.

Mr. Clements explained the efforts of CTAC include a wireless demonstration project and long term vision for home and business access. The City's efforts include a fiber infrastructure, reducing communication costs, increasing capabilities, public safety wireless project, video arraignment and public entity partnerships. The infrastructure was similar for both and had merged into a Community Network 21 Plan. The Community Network 21 Plan was to establish a City-wide fiber optic network that could support high speed communication activities, develop local government partnerships for cost and resource sharing and to outsource management, create a wireless demonstration project for police and public access and look at expanding services to businesses and residences.

Mr. Clements reviewed assets including 24 strands of fiber that run east-west that was given to the City by the Department of Transportation as part of the security program at the ferry terminal, 6 strands of fiber available to the City from the Westin in Seattle to 230th Street, and two vacant 1.5 inch conduits the length of Hwy. 99 that could be used to connect the 24 strands and 6 strands. He identified potential partners including Edmonds Community College, Stevens Hospital, City of Lynnwood Traffic, and the Port. He displayed a map of preliminary build out, explaining the City began discussions with BNSF regarding any fiber optics they may have and learned BNSF was installing fiber along their tracks. In a request regarding assets the City could lease/purchase, the City specifically requested a vault at the ferry terminal and in Meadowdale.

Mr. Clements commented staff had contacted Comcast several times over the past 24 months with limited response. Stan Finley, Comcast International Affairs, attended a recent CTAC meeting. There had been a similar limited response from Verizon although staff had a very productive meeting with Verizon today.

He explained Business Plan development would include continued partnership development, continued asset development, preparation of financial pro formas for decision-makers and the community, moving forward with economically viable projects and completing this phase by July 15. He anticipated CTAC and staff asking the Council for the following by mid-July: approval of the technology business plan which includes a financing approach, community network and open access configuration; appropriate a budget placeholder, and RFQ for a system manager.

Darrol Haug, CTAC member, commented on the value of the 24 fiber optic strands obtained in the Department of Transportation transaction – assuming a retail value of \$50/month for high speed internet service, the strands when connected to the internet had an annual retail value of more than \$25 million. The key was how the City could use these enormously valuable assets for the good of the City and its citizens. He commented on the number of services provided by single providers such as water, electricity, sewer, natural gas and roads. Communication networks in the past were often developed as single systems predominantly due to technology changes such as telephone, cellular telephones, and internet service. He explained the residential revenues for each of these services was substantial; the average telephone and cable bill are approximately \$50 per resident per month for a total of \$12 million for telephone service and \$12 million for cable services. Assuming a market penetration of 50% for high speed internet which would add another \$6 million, a total of \$30 million for basic telephone services.

Mr. Haug described what was occurring in the marketplace – cable companies were trying to get residents to convert to their services – a move that only migrated customers but did not provide any new services. At the same time, telephone companies are trying to get residents to give up dial-up service and convert to their high speed connection. There was currently no move to convert telephone services as neither provider could support that service yet although fiber optics were being installed in Redmond and Bothell that could support this service. Verizon has said they plan to charge \$140/month for a combination of high speed internet and television services. At the present time, the cable company's coaxial network would not be sufficient to handle all the services if all customers switched at the same time.

The economics of installing a fiber optics network have suggested it may be up to \$1500 per home, amortized over a 10 year period that equates to \$25 per month per resident for the network. If both Verizon and Comcast installed a network, the cost would be \$50 per month for the network charges. A single fiber optic network would have the capacity to develop these services and a single shared fiber optic network should be developed in Edmonds. Vendors could use the City's network and support their services via leasing back services from the City. The City's 24 fiber strands serve as a backbone for a single fiber network. Shared access would serve all citizens and the vendors could share in the system.

Mr. Haug stated the first step should be to aggressively move forward with the wireless project using the 24 strands of fiber optic as a backbone of the service. This would set the stage for adding additional services in the future. When the network was complete, he anticipated savings to each homeowner of \$50-75 per month, \$18 million per year in collective savings. He concluded Edmonds needed economic development to grow its tax base and public services without raising taxes.

Councilmember Moore thanked Mr. Haug for his service on the committee and his ability to communicate the issue in a consumer-friendly manner. She also thanked Mr. Clements and staff who have been working on this issue. She thanked Councilmember Olson who has attended all the CTAC meetings and thanked the Council for creating the committee.

Councilmember Plunkett thanked the CTAC committee for communicating the proposal in English which helped the community and the Council better understand it.

Councilmember Olson advised CTAC planned to hold a monthly public meeting to provide an update.

Councilmember Plunkett commented a description of the financing would be the next big step.

Washington
State Ferries
Update

6. UPDATE - WASHINGTON STATE FERRIES LONG-RANGE STRATEGIC PLAN.

Community Services Director Stephen Clifton advised Washington State Ferries (WSF) was in the process of updating their strategic long range plan and introduced Ray Deardorf, Planning Director for WSF.

Mr. Deardorf introduced two WSF staff members who were present, Joy Goldenberg, Customer Community Relations, and Nichole Macintosh, Project Manager. He explained the WSF Draft Long-Range Strategic Plan guides WSF's future services and investments over the next 25 years. The Plan outlines proposed service changes, vessel purchases and terminal improvements that would allow WSF to meet future demand for ferry travel as determined by the best available population forecasts. The Plan was part of the Washington State Transportation Plan which will set the state transportation system investment priorities. It reflects recent legislative action on the future of WSF's declining involvement in passenger-only service and future fare increases. He explained the legislature was adopting a budget guideline that raised fares at approximately the rate of inflation rather than the somewhat higher rates that have been implemented in recent years. The Plan was developed with the flexibility to deal with fluctuations in demand as well as outcomes of the forthcoming legislative ferry financing study. The Plan was also developed with extensive input from the public and stakeholder groups.

Mr. Deardorf further explained the Plan represented a way to respond to future population and employment growth in the Puget Sound. It was intended to be flexible as growth estimates may occur. The Draft Plan was not final; this presentation was intended to discuss the proposal and gather the Council and public's input. The proposal in the Draft Plan requires additional tax support above and beyond that which has historically come to the ferry system. A Joint Transportation Committee (JTC) will form later this year to look at WSF ferry finance and cost recovery issues. This plan was based on what was known today; fuel prices, traffic and the economy would affect the reality. The last Long Range Plan was adopted in the summer of 1999, shortly before I-695 was approved which had a significant affect on WSF's financial foundation.

He noted the Draft Plan was released April 3, 2006 and comments on the Draft Plan are due by May 31, 2006 (likely to be extended to June 30, 2006). He described opportunities to provide public comment including a meeting on April 20 in Bremerton, and an upcoming public meeting on May 10, 6 – 7:30 at the Edmonds Senior Center. Information available to the public includes the Washington State Ferries Long-Range Strategic Plan Phase Two Public Outreach meeting packet and Draft Long-Range Strategic Plan Implications for South and Central Sound.

Mr. Deardorf commented on key foundations used in developing the Plan including population projected to grow 40-60% in ferry-served counties and growth and employment in those counties forecasted to grow at a slower rate worsening the jobs on the east/housing in the west balance. This drives an increase in overall ferry ridership by nearly 70% by 2030. Vehicle traffic was projected to grow at a slower rate – system wide at approximately 40%.

Assuming only currently planned service (base level of service), ridership was projected to increase from 24 million trips to 40 million trips by 2030. He referred to a graph illustrating historic and projected system-wide ridership from 1970 through 2030, noting ridership tended to increase when the economy was strong and slow when the economy slowed or fares were raised higher than inflation.

He reviewed graphs illustrating total ridership growth and vehicle growth in the Central Sound. For the Edmonds-Kingston route, although ridership would grow 150% in the next 25 years, it was anticipated most of the growth would be in foot passengers and vehicle traffic would grow at a slower rate of approximately 45%. WSF's forecasts indicate they would need to accommodate approximately 500 additional vehicles during the four-hour peak westbound by 2030 and accommodate 2,500 additional foot passengers during that time period. To respond to anticipated growth, WSF proposes a series of service improvements including the addition of a third vessel to the Edmonds-Kingston route beginning in summer 2010 and year-round by 2012. He anticipated this third vessel would initially be a small boat, an Evergreen-state class vessel such as served the route prior to upgrading it to the two jumbo-class ferries. When the new Edmonds terminal was built the ferry would be expanded to a mid-sized boat and a third

jumbo-class vessel during the summer. A third vessel would be added to the Seattle-Bremerton route to accommodate growth from Central Kitsap.

Mr. Deardorf explained although the Seattle-Bainbridge route was capped due to the Hwy. 305 Agate Pass constraints, the passenger carrying capacity of Seattle-Bainbridge vessels would be expanded in 2019 to meet passenger demand increases. In addition a Seattle-Kingston passenger only service (operated by an entity other than WSF) would be added to accommodate population growth in the North Kitsap area and to relieve passenger capacity pressure on the Seattle-Bainbridge route. A fourth vessel would be added to Edmonds-Kingston in 2023 to continue to address traffic growth. With the addition of a fourth vessel in 2023, the average size of the vessel would get smaller, replacing the jumbo ferries of today with more mid-size boats. This would provide more frequent service and reduce the “pulsing” traffic volume on surrounding streets and SR104. He anticipated this would add approximately 130 vehicle trips in each direction.

WSF, WSDOT NW Region and Urban Corridor Offices and the City would continue to work together on identifying and developing solutions to traffic impacts. WSF, Sound Transit (commuter rail) and Community Transit would continue to work together on accommodating the projected growth in foot passengers to provide seamless connections.

With regard to the Edmonds Crossing project, the Plan assumes the new location for the ferry terminal would be in place by 2015-2017. The proposal for the Edmonds-Kingston route solidifies the need for the Edmonds Crossing project. WSF and the City will work with a design team on the facility this Fall.

Mr. Deardorf provided several methods for commenting including attending the May 10 meeting at the South County Senior Center in Edmonds, completing a comment form provided tonight, reading the Draft Plan at <http://www.wsdot.wa.gov/Ferries/Planning/>, emailing wsfplanning@wsdot.wa.gov, writing WSF, Customer and Community Relations, 2901 3rd Ave, Suite 500, Seattle, WA 98121, or calling Joy Goldenberg at 206-515-3411.

Mayor Haakenson asked when WSF planned to complete the acquisition of the Unocal lower yard. Ms. Macintosh answered they were in the process of preparing an appraisal for the portion of the lower yard that was needed. She anticipated the purchase would be completed within the next year. Mayor Haakenson asked whether WSF would consider using that area for holding lanes until construction began on the Edmonds Crossing project. Ms. Macintosh answered that could be an option although it would require funding which would take away from funds available for completion of the Edmonds Crossing terminal. She explained WSF’s operations department did not like off-site holding but it could be considered. Mayor Haakenson responded Edmonds citizens did not like to have the holding lanes on SR104 extending up to Westgate. He offered to work with WSF on off-site parking on that property, noting a third boat in 2012 would worsen the traffic problem on SR104. He expected some assistance from WSF to get traffic off SR104 with that much of an increase in vehicle passengers.

Council President Dawson referred to Mr. Deardorf’s comment regarding working together to address traffic and asked whether that included funding for traffic solutions for SR104. Mr. Deardorf answered the first step would be to identify the magnitude of the problem and then identify solutions with the assistance of WSDOT NW Region and Urban Corridor Offices.

Council President Dawson referred to the comment regarding the need for additional tax support. Mr. Deardorf explained WSF’s operating budget had been funded 60-75% from fares over the past 10-15 years with the remainder from State tax sources. The capital budget was solely funded via tax sources, primarily State tax sources; the former MVET provided approximately 80% of their capital budget. Currently approximately 20% was funded via federal sources and the remainder backfilled from the loss

of MVET has been transfers from the motor vehicle fund. In the past WSF's operating and capital funding have kept pace with inflation; the Draft Plan identifies the four vessels that will be built over the next few years as well as identifies the need for a fleet of four additional vessels in 2015-2018 time period and another fleet of six additional vessels in the 2022-2026 time period. He noted these were not all vessels added to the fleet, many were replacing older vessels. The implications of these big capital investments, combined with terminal investments in the next ten years, pushed the overall plan above and beyond the stream of revenue typically available and would require additional tax sources.

Council President Dawson acknowledged the need for additional funding and asked about the source of the funding. Mr. Deardorf answered that would be proposed to the legislature in the upcoming years. Council President Dawson asked what form that would take. Mr. Deardorf answered more would be known next year as a result of the joint task force the legislature formed to study ferry financing.

For Councilmember Wambolt, Mr. Deardorf advised currently approximately 75% of WSF's operating expenses were covered by users. Councilmember Wambolt asked whether it was felt users were paying enough. Mr. Deardorf answered that would be a topic of discussion with the task force. In 1999-2000, WSF was at approximately 60% fare box recovery; the package to offset the loss of MVET was an aggressive fare increase strategy that began in 2001 with a 20% increase, a 12.5% increase in 2003, and 5-6% each subsequent year. WSF came close to 80% fare box recovery a few years ago but the high price of fuel reduced that to approximately 75%. He noted some in the legislature feel 80% was as much as a transportation system should pay; others feel it should be higher in order to reallocate some of the tax subsidy from operating to capital to pay for terminal investment projects.

Mayor Haakenson opened the public participation portion of this agenda item.

Hank Moravec, Edmonds, endorsed Mayor Haakenson's and the Council's comments regarding the holding lanes, noting WSF's projects approximately a 30% increase in vehicles. He also recommended consideration be given to upgrading the restroom facilities available in the holding area. The restroom in the terminal was too far from the holding lanes for most passengers to use while waiting in line. He also recommended trash pick-up service. He noted these services should be provided by WSF. He described the difficulty experienced by bicyclists exiting the Edmonds ferry.

Natalie Shippen, Edmonds, commented the Strategic Plan meant more vessels, the biggest on the Edmonds-Kingston run; more and bigger ferries equated to more traffic regardless of the terminal location. She was opposed to a three ferry year-round service, finding that service acceptable during the summer months. She objected to Edmonds accepting recreation and commercial traffic diverted from Seattle-Bainbridge. She also objected to a second slip, noting without a second slip it was not possible to have four ferries on the Edmonds-Kingston run. She noted the only way to control traffic over the next 25 years was to limit the number of ferries and prohibit a second slip. She did not support aggravating the traffic problem on the Olympic Peninsula by adding more ferries and sending more traffic to Kingston. A preferable method would be to explore ways of transporting traffic directly to the Olympic Peninsula such as from Everett to Port Angeles or Anacortes to Port Angeles. She also found WSF's planning period too short due to the limited number of ferry routes and landings, recommending the planning period be 50 years. If RTID was an example of regional funding, she did not support regional funding to pay for terminals. According to RTID, Snohomish County would pay for the Edmonds terminal via levying a sales tax and MVET. She pointed out Edmonds requested \$41 million from RTID for streets/highways along with funds for the ferry terminal; Lynnwood requested \$152 million for street projects.

Don Kreiman, Edmonds, agreed traffic on SR104 was terrible for vehicle, bicyclists and pedestrians. He was saddened by the number of vehicles lined up on SR 104 and the knowledge that this would increase in the coming years. He agreed with the comments about the lack of restroom facilities in the

holding lanes. He emphasized the solution was to complete Edmonds Crossing which would take the traffic off SR104.

Roger Hertrich, Edmonds, asked what mitigation was available to the City to handle the increasingly bad traffic flow throughout the SR104 corridor. He questioned WSF's responsibility for traffic away from the terminal and suggested the signals at SR104/205th be considered as mitigation. He anticipated the Edmonds Crossing project would not occur in the suggested timeframe due to difficulty identifying the funding. He recommended the anticipated change to smaller ferries occur sooner as more vessels would lessen backups. He suggested WSF be offered a choice – offer parking on the Unocal site or smaller ferries. He questioned whether the growth projections were realistic and whether Edmonds was the only growth area. He suggested the least expensive method may be a new Agate Pass bridge.

Mayor Haakenson closed the public participation portion of this item.

Councilmember Moore asked staff to comment on the RTID funding Edmonds requested compared to Lynnwood's request. Mr. Clifton answered Edmonds' request was a mix of local road needs and Edmonds Crossing. Edmonds' highest priority was funding for the Edmonds Crossing project; \$124 million for Edmonds Crossing was contained in the RTID list of projects.

Councilmember Moore inquired about cooperation from surrounding cities for the Edmonds Crossing project. Mr. Clifton answered there was wide support of the project. Following his presentations, the Port and Woodway Town Council have expressed their support for the project. Lynnwood has expressed support for including Edmonds Crossing on a funding list being prepared by Sound Transit. He noted surrounding communities recognized the significance of this project to the region.

Councilmember Moore asked what mitigation could be expected. Mr. Clifton responded in conversations with WSF, staff registered their concern with the associated increase in traffic via the increase in the number of boats which includes signalization of the intersection of SR104/100th, SR104/205th and signals near I-5. There was also concern expressed with impacts of traffic traveling northbound to 196th. Councilmember Moore asked if consideration had been given to sound mitigation, noting increased traffic would also increase noise. Mr. Clifton stated that would be considered during the design phase. An RFQ will be issued shortly for a program manager and design permitting firm who will consider that issue.

Councilmember Moore asked whether the Comprehensive Plan included a walkway from the development at Pt. Edwards to Edmonds Crossing. Mr. Clifton answered a pedestrian walkway over the railroad tracks was not part of the Edmonds Crossing project.

Compensation
Recommendations
for Mayor
and Council

7. **2006 COMPENSATION RECOMMENDATIONS FOR MAYOR AND CITY COUNCIL MEMBERS.**

Human Resources Manager Debi Humann explained the Citizens' Commission on Compensation of Elected Officials began meeting in early March and submitted their recommendations to the City Clerk by the May 1 deadline.

Tony Baron, Chair, Citizens' Commission on Compensation of Elected Officials, found the participation on the Commission was an intense, interesting and worthwhile experience. He explained the Commission, with support from the Human Resources staff, worked together to offer an opportunity for public testimony, made difficult decisions and reached consensus on the recommendations. He recognized Human Resources staff Debi Humann and MaryAnn Hardie for the exceptional staff support they provided the commission.

Mr. Baron introduced Commissioners Janice Flaagan (Vice-Chair), Bill Brougher, Jay Grant, John Jordan, Bob Ledford and Donn Wells. He explained the Commission was comprised of seven members who met every other year with recommendations to be made by May 1. Their charge was to recommend compensation adjustments for City Elected officials. He noted compensation changes for Councilmembers can only be effective after re-election.

Mr. Baron explained the Commission studied 20 cities in the Puget Sound area based on population, 10 larger than Edmonds and 10 smaller. The Commission used the following data in their review of Mayor and Council compensation: population, number of staff, form of government, position responsibilities, past compensation increases and current compensation and benefits. He described how Edmonds ranked among the 20 comparable cities, 43rd percentile in population and 38th percentile in number of staff. With regard to compensation, Edmonds ranked in the 43rd percentile for Mayor/City Manager salary and 54th percentile for Council salaries.

Mr. Baron displayed a graph illustrating the history of the Mayor's salary 1988-2006, commenting the last salary increase was effective July 1, 2005. He reviewed the Mayor's total monthly compensation including salary (\$8,245), PERS pension, LTD insurance, medical, MEBT, dental, vision and life insurance for a total of \$9,850.

Next, Mr. Baron reviewed the Council base pay history 1988-2006, commenting the last increase to the Council's base salary was effective in 2002. He reviewed a comparison of health benefit coverage for Councilmembers, noting the wide variance in costs between members.

Mr. Baron relayed the Commission's recommendations for the Mayor: increase the Mayor's salary by 2.5% effective July 1, 2006. This increase recognized that the current Mayor's salary was comparable with similar jurisdictions by population, maintained the Mayor's salary ranking among comparable cities and that ensured future adjustments would continue to be smaller and more regular. The Commission recommended the Mayor's benefits remain unchanged.

Mr. Baron relayed the Commission's recommendation for the Council: restructure of the current benefit package to provide equitable remuneration to all Councilmembers effective January 1, 2008. The recommended structure includes providing an increase to base pay in lieu of City paid health premiums, eliminating City paid health insurance for Councilmembers, and allowing Councilmembers to self-pay health insurance premiums through the City's group benefit program on a pre-tax basis. The Commission recommends increasing the Council's current base pay from \$600/month to \$1,400/month. No change to meeting pay (maximum of 8 meetings per month @ \$50 per meeting).

Base Pay	\$ in Lieu of City Paid Health Insurance	\$50 per Meeting, Not to Exceed 8 Meetings per Month \$400 (maximum)	TOTAL MONTHLY COMPENSATION
\$600	\$800		\$1,800

He described the rationale for the \$800 increase to the base salary in lieu of City-paid health insurance; the Commission examined several methods of determining an equitable salary amount to be made available to pay health insurance premiums and agreed to use the current average amount paid by Councilmembers or \$730. To allow for inflation adjustment and increase in premium costs in 2007 and 2008, the Commission agreed to increase the average to \$800. Per the State Auditor's office, on the advice of the Attorney General, there is a statutory and constitutional prohibition against increasing benefits during active terms, including increased health insurance premium costs.

Councilmember Orvis referred to the Mayor/City Manager salary which ranked below the 50th percentile and asked whether it would remain below the 50th percentile with the 2.5% increase. Mr. Baron answered yes, it would in the same range.

Councilmember Orvis inquired about the \$730 for the average benefit, finding the total was \$4,546 and dividing by 7 to be \$649. Mr. Baron answered one Councilmember did not take any medical benefits; therefore the total was divided by 6.

Councilmember Orvis noted the numbers on the graph reflected the 90% that the City paid for health insurance, Councilmembers paid 10%. Mr. Baron agreed only the City's portion was reflected on the graph.

Council President Dawson thanked the Commission for their work, finding the idea with regard to increasing the base salary intriguing as it appeared to be more equitable and easier to budget. She asked how the interim situation would be addressed where the amount paid for insurance would increase but the salary increase would not be effective until re-election, whether those Councilmembers would pay more out-of-pocket. Mr. Baron agreed there would be increased out-of-pocket costs.

Council President Dawson asked whether the Attorney General's finding would not allow the City to pay for increased premiums, requiring Councilmembers to pay more than 10% of the premium. Ms. Humann agreed that was the situation, explaining staff had been discussing this with City Attorney Scott Snyder who advised this information was provided by the State Auditor at a conference and the Attorney General had not yet issued a decision; the Auditor would be looking at this during audits. Council President Dawson commented the addition of a family member to the health plan could also then be interpreted as an increase.

Councilmember Plunkett asked whether the Mayor's salary was under L-5 and if so, did the proposed increase correspond to L-5. Ms. Humann answered some of the L-5 methodology was used such as 10 cities above Edmonds' population and 10 cities below. Councilmember Plunkett asked whether the Mayor would be due the proposed increase under L-5. Ms. Humann answered the Mayor's salary was within the range of the 50th percentile which was consistent with L-5. She advised the Commission was not required to use L-5 and that methodology was not strictly applied to this survey.

Councilmember Wambolt asked why the Auditor's ruling did not apply to the Mayor's position. Ms. Humann relayed Mr. Snyder's explanation that the Mayor was a full-time position and therefore was similar to an employee. Councilmember Wambolt asked whether staff was certain the health insurance premiums could be pre-tax. Ms. Humann explained all the City's health insurance premiums were deducted on a pre-tax basis per the 125 cafeteria plan.

Councilmember Wambolt asked if a 2.5% increase was envisioned for the Mayor in 2007. Mr. Baron answered the commission considered cost of living adjustments (COLA) over the past year which averaged 2.57%. The next Commission will convene in 2008; therefore the Commission agreed a 2.5% increase would be appropriate with no increase in 2007. Councilmember Wambolt suggested the Mayor receive the same COLA provided to non-represented employees. Mr. Baron explained the Commission considered the 5-year average and Consumer Price Index for Department of Labor and Snohomish County and it was the consensus of the Commission to recommend a 2.5% increase.

Council President Dawson explained the increase in benefits did not affect the Mayor's position because the Council voted on salary increases. Councilmembers were not allowed to vote on an increase for themselves without standing for election but could increase the Mayor's salary.

Council President Dawson commented she was uncomfortable voting on the Commission's recommendations until she had further clarification from Mr. Snyder. She asked whether there was a timeframe for adoption of the Commission's recommendations. Mr. Baron advised not for the Council, however, the Commission recommended the Mayor's salary increase to be effective July 1, 2006. Council President Dawson requested staff return this issue to the Council when Mr. Snyder was present.

8. **PUBLIC HEARING ON THE 2006 FIRST QUARTER BUDGET AMENDING ORDINANCE.**

Ord# 3591
Amend 2006
Budget

Administrative Services Director Dan Clements explained this was a budget housekeeping action. The City reports quarterly budget adjustments to the Council. As a result of these appropriations, General Fund expenditures will increase by approximately \$675,000; of this amount approximately \$608,000 will be funded by new revenue including grants and insurance recovery. Non General Fund expenditures will increase by slightly over \$2 million; of this amount approximately \$1.9 million will be funded by new revenue including grants, bond proceeds and transfers from other funds.

Mayor Haakenson opened the public participation portion of the public hearing. There were no members of the public present who wished to provide testimony and Mayor Haakenson closed the public hearing and remanded to Council for action.

COUNCILMEMBER MARIN MOVED, SECONDED BY COUNCILMEMBER WAMBOLT, FOR APPROVAL OF THE ORDINANCE. MOTION CARRIED UNANIMOUSLY. The ordinance approved is as follows:

ORDINANCE NO. 3591 OF THE CITY OF EDMONDS, WASHINGTON, AMENDING ORDINANCE NO. 3575 AS A RESULT OF UNANTICIPATED TRANSFERS AND EXPENDITURES OF VARIOUS FUNDS, AND FIXING A TIME WHEN THE SAME SHALL BECOME EFFECTIVE.

9. **PUBLIC HEARING ON AMENDMENTS TO THE EDMONDS CITY CODE MODIFYING CHAPTERS 8.48 AND 8.52, PARKING, REGARDING RESIDENTIAL PARKING PERMITS, FISHING PIER PARKING, AND RELOCATING EXISTING ON-STREET DISABLED PARKING SPACES.**

Parking Code
Amendments

Development Services Director Duane Bowman explained the Downtown Parking Committee (DPC) studied and forwarded a recommendation with regard to the following potential amendments to the Parking Code: 1) a revision in the residential parking permit program to prohibit the parking of recreational vehicles via a residential parking permit, 2) restrict the use of residential parking permits in the retail core of downtown, 3) potential relocation of two codified disabled parking spaces, and 4) authorization for the Senior Center to allow limited staff parking in the Fishing Pier parking lot. The recommended action is to approve the DPC's recommendations and make the proposed changes subject to Council comments.

With regard to the proposed revision in the residential parking permit program to prohibit the parking of recreational vehicles via a residential parking permit, Mr. Bowman displayed a photograph of a recreational vehicle parked on the street. The problem arose as a result of a resident who obtained a residential parking permit and was using it for his recreational vehicle. The City received complaints from neighbors; however, parking enforcement was limited in their actions due to the residential parking permit. He noted the City had issued three residential parking permits that were being used for recreational vehicles. The intent of the residential parking permit was to park automobiles and not large vehicles which often take up more than one parking space.

Mr. Bowman read the amendment to Chapter 8.52 proposed by the DPC “no permit authorized to be issued under this chapter shall be issued with respect to any commercial vehicle over 10,000 pounds licensed gross vehicle weight or any recreational vehicle over 20 feet in length. Mr. Bowman relayed a conversation he had today with a resident renewing the residential parking permit for his recreational vehicle. This individual stores his RV in Bothell, parks it in Edmonds for a couple days while he loads it for a trip and then again while he unloads and cleans the RV. Mr. Bowman noted this was not how all the residential parking permits for RVs were utilized.

With regard to a proposal to restrict the use of residential parking permits in the retail core of downtown, Mr. Bowman explained when the amendments to the Parking Code were passed in September 2005, three zones were created in which residential parking permits could be obtained. At that time, the DPC did not consider the impact of residential parking permits on the retail core, the area around the fountain. He displayed a map of the existing zones. The DPC agreed it was inappropriate to have residential parking permits in the retail core and proposed the following amendment to Chapter 8.52, “The limited parking zone for which the permit is valid shall be the designated zone in which the permit holder resides but is prohibited on Main Street from 3rd Ave to 6th Ave and 5th Ave from Bell Street to Walnut Street.” He displayed a map illustrating the area where residential parking permits would be prohibited.

With regard to potential relocation of two codified disabled parking spaces, Mr. Bowman advised two petitions were presented to the DPC to relocate disabled parking spaces created by the Parking Code amendments adopted in 2005. One space was located in front of the Edmonds Conference Center on the north side of Bell Street and the other space was located in front of the Edmonds Bakery on the south side of Main Street. The Edmonds Bakery submitted a petition requesting the disabled parking space be moved due to the high number of customers who make a brief stop to make a purchase.

Traffic Engineer Don Sims and he reviewed each parking stall and the surrounding area to determine an alternate location for the disabled parking space in front of the Edmonds Bakery. He described several locations they considered using the criteria to keep the disabled parking space as close to the fountain area as possible and ease of access into the parking space. Staff recommended the disabled parking space in front of the Edmonds Bakery be moved to the south side of Main Street, immediately east of 5th Avenue at the end of the parking bank (in front of the proposed Starbucks). This would allow the disabled person to pull directly into the stall as well as easy access to curb ramps.

Mr. Bowman explained the conference center believed they had a loading zone in front of the building because the curb was painted yellow; however, the yellow curb was to identify the sight distance triangle at 4th & Bell. Staff reviewed the disabled parking stall on Bell Street and the surrounding area, and recommended that space remain in its current location but the loading zone on Bell Street be moved to the area just west of the mid block alley. This would allow the loading zone to be more centrally located to serve the entire block between 3rd Avenue and 4th Avenue.

With regard to the request from the Senior Center to allow limited staff parking in the Fishing Pier parking lot, Mr. Bowman advised the Senior Center requested eight parking spaces to allow staff to park in the Fishing Pier parking lot to free up spaces in the Senior Center parking lot. Because the parking lot was constructed with IAC funds, staff investigated and found that use was acceptable.

Council President Dawson asked why the first amendment specified a recreational vehicle and not just a vehicle. Mr. Bowman answered the DPC wanted to be clear that recreational vehicles were prohibited. Council President Dawson suggested the code state, “any vehicle over 20 feet in length.”

Councilmember Orvis asked if there was an incline at the alternate disabled parking space identified for the space in front of Edmonds Bakery. Mr. Bowman answered there was only a slight slope.

At Councilmember Moore's request, Mr. Bowman introduced the City's new Traffic Engineer, Don Sims. Mr. Sims commented he had worked for Washington State Department of Transportation for 15 years.

For Councilmember Moore, Mr. Bowman explained the Edmonds Bakery had submitted a petition with signatures from their customers. Councilmember Moore pointed out the alternate location, in front of the proposed Starbucks, would also have in-out traffic. Mr. Bowman recalled the Council's goal was to have a disabled parking space as close to the core area as possible. Councilmember Moore suggested an alternate location and Mr. Bowman responded there was already a disabled parking space in front of City Hall. Councilmember Moore suggested consideration be given to a disabled parking space in the parking lot adjacent to City Hall. Mr. Bowman explained there was a grade separation between the parking lot and the sidewalk; a ramp would eliminate several parking spaces.

Councilmember Moore asked how the resident who used his permit reasonably to load/unload his RV would be impacted. Mr. Bowman answered the resident renewed his permit today; the Council could grandfather the permit until it expired. Councilmember Moore expressed concern that the proposed change would preclude that reasonable use.

Councilmember Plunkett recalled some of the decisions made by the DPC were a matter of degree. With regard to why Starbucks and not Edmonds Bakery, he recalled the reason was the Starbucks location met the criteria of a space close to the retail core better than the Edmonds Bakery location and that Starbucks customers may spend more time inside. Mr. Bowman recalled the two 15-minute loading zones on 5th would allow someone to park and make a purchase at Starbucks. He agreed determining the best location was a subjective decision.

With regard to the prohibition on a 20-foot recreational vehicle, Councilmember Plunkett recalled the term "recreational vehicle" was important as the DPC did not want to prohibit a resident parking a large van. Mr. Bowman recalled the intent was not to have a vehicle occupy more than a single parking space.

Councilmember Orvis asked whether an RV could park downtown within the 3-hour zone. Mr. Bowman agreed they could. Councilmember Orvis observed the 3-hour parking limit only applied during the day. Mr. Bowman agreed, noting there were some exceptions to overnight parking.

Councilmember Moore noted an out-of-town guest in an RV could not park in downtown for longer than three hours. Mr. Bowman agreed, unless they had a visitor's permit. Councilmember Moore suggested a resident could obtain a visitor's permit to load/unload their RV. Mr. Bowman explained if the proposed amendments were approved, staff would not issue residential parking or visitor permits for a RV.

Councilmember Plunkett commented a resident could still load/unload a RV for three hours, possibly stay overnight, and then move the RV and load/unload for another three hours. Mr. Bowman agreed that would be theoretically possible.

Mayor Haakenson opened the public participation portion of the public hearing.

Larry Squire, Edmonds, explained when they moved from Olympic Avenue to a condominium downtown it was with the understanding that the permit was available to allow him to park the RV to load/unload it. They usually arrive in late afternoon, park a few blocks away until spaces become available in the evening, park the RV, load during the next day and then leave the next morning. He pointed out their 32-foot RV only occupied two spaces. He referenced the taxes he paid, employee parking permits for employees who did not live in the City, and the \$72 per month he pays for RV storage. He concluded the loss of this parking privilege, which he did not abuse, would make it difficult

for him to live downtown and load the RV. He noted the RV in the photograph displayed by staff parked there for about a week and had its slideout extended as well as an electrical line. He suggested restricting the length of time an RV could be parked and pursuing enforcement for those who abused it.

Kim Gardner, Edmonds, building manager of 502 Main, where the DPC proposed to move the disabled parking space, pointed out Starbucks' business was similar to Edmonds Bakery with quick turnover. He expressed his opposition to moving the disabled parking space in front of 502 Main. He also pointed out the safety issue associated with this space, explaining anyone using the space would be required to navigate west on Main Street and around a large planter to reach the ramp. This was a busy intersection and his observation was drivers were often looking left rather than to the right where a disabled person would be using the ramp. He objected to pushing the problem Edmonds Bakery had with the disabled parking space onto Starbucks.

Farrell Fleming, Edmonds, explained for a number of years the City did not enforce the 3-hour parking restriction at the fishing pier and the Senior Center staff and its more robust volunteers have parked there. Since the City began enforcement last Fall, many have been issued parking tickets for parking in the Fishing Pier. He explained the Senior Center had a growing number of more frail, elderly participants who needed to park in the lot adjacent to the Center. He noted the hours of the Senior Center and the recreational use of the Fishing Pier are opposite. The Center uses the parking on weekdays during the day and Fall/Winter/Spring, and the recreational users parked there on weekends, evenings and during the Summer. He noted there were 85 spaces in that parking lot and usually 60 were available. He noted although they discussed eight spaces with the DPC, they would like to have ten spaces.

Rosie Ginnett, Edmonds, explained there was a resident who had two parking spaces in the garage under the building but parked his RV on the street. She noted when they call 911 and the Police Department contacted him, he simply moved the RV. This resident did not use the RV for trips. She noted another resident only parked their RV for a short time while loading/unloading. With regard to the disabled parking space, she stressed the need to have the space right downtown and not two blocks away.

Al Rutledge, Edmonds, commented the City of Seattle had closed some parking areas. He suggested the parking enforcement officer identify areas around the City where vehicles were not parking.

Don Kreiman, Edmonds, noted he was a member of the Parking Committee. He explained the reason the proposed amendment referred to recreational vehicles over 20 feet was to avoid regulating the parking of vehicles less than 20 feet. He pointed out the DPC did not examine the parking spaces; the Traffic Engineer has the expertise to make that decision.

Hearing no further public comment, Mayor Haakenson closed the public hearing.

Councilmember Wambolt commented it was reasonable to park an RV downtown for loading/unloading.

Mayor Haakenson declared a brief recess to allow Councilmember Orvis to inspect the location of the proposed disabled parking space.

Councilmember Plunkett asked whether Mr. Squire could continue to use his residential parking permit for his RV for another year. Mr. Bowman answered yes if the Council grandfathered that use. Councilmember Plunkett commented the Council could pass the ordinance as written and the DPC could consider the issues raised tonight with regard to short term parking of an RV.

Councilmember Plunkett asked Mr. Sims whether he had concluded there was a greater public benefit to locating the disabled parking space in front of Starbucks versus the Edmonds Bakery location. Mr. Sims

answered there were similar benefits to the Starbucks location; the added benefit would be the proximity to the retail core. Upon further inspection of the proposed location, he acknowledged there was a potential conflict for a user with a side-entry vehicle due to a power pole and guide wire. Therefore he withdrew staff's recommendation to relocate the disabled parking space in front of Edmonds Bakery.

Councilmember Moore commented the parking lot behind the building at 502 Main provided an opportunity for a disabled space behind the building. Mr. Sims commented that space would only serve that property. His understanding was to identify a public space that would serve all the businesses.

Hearing no further questions of staff, Mayor Haakenson remanded to Council for action.

COUNCIL PRESIDENT DAWSON MOVED, SECONDED BY COUNCILMEMBER OLSON, TO APPROVE THE RECOMMENDED ACTION WITH THE FOLLOWING EXCEPTIONS: 1) GRANDFATHER ANY PERSONS WITH AN EXISTING PARKING PERMITS FOR THEIR RV, 2) THE DOWNTOWN PARKING COMMITTEE LOOK INTO, WITH INPUT FROM THE CITY CLERK, THE POTENTIAL OF ISSUING TEMPORARY VISITOR PERMITS FOR LOADING/UNLOADING OF RECREATIONAL VEHICLES, AND 3) WITHDRAW THE RECOMMENDATION TO RELOCATE THE DISABLED SPACE IN FRONT OF THE EDMONDS BAKERY AND ACCEPT THE RECOMMENDATION WITH REGARD TO THE DISABLED SPACE ON BELL STREET.

Councilmember Plunkett spoke against the motion, stating his opposition to grandfathering the existing permitted RVs with the possible exception of the residents who used it only for loading/unloading. He recommended the Council remand the proposed revisions to the DPC.

Councilmember Moore also spoke against the motion due to her opposition to grandfathering existing permitted RVs. She preferred a 2-3 day limit for RV parking for residents and visitors. She supported returning the proposed revisions to the DPC to allow them to consider these options.

Council President Dawson expressed concern that residents who paid for a residential parking permit would not be allowed to use them. If the DPC returned with a recommendation that accommodated short-term RV parking, she suggested their permits be converted into a visitor's permit.

Councilmember Marin expressed his support for the motion, commenting he inspected the proposed disabled parking space with Councilmember Orvis during the break. He recalled inviting Charles Karczewskia to inventory the City's disabled parking spaces and identify the problems with accessing spaces with his side-entry van. He also observed the difficulty his father experienced exiting/entering his side-entry van. Councilmember Marin found the existing disabled parking space in front of the Edmonds Bakery a far better location for a side or rear-entry van. He suggested a disabled person evaluate the proposed spaces.

Councilmember Olson expressed support for allowing Senior Center staff to park in the Fishing Pier parking lot and the restriction on residential parking permits in the retail core.

Councilmember Plunkett suggested approving the restriction on the use of residential parking permits in the retail core and the authorization to allow limited Senior Center staff parking in the Fishing Pier lot and send the disabled parking spaces and prohibition on the parking of RVs via a residential parking permit back to the DPC. He again spoke against the motion, commenting there was no intent for the residential parking permit to be used to park an RV and occupy 2-3 spaces.

UPON ROLL CALL, MOTION FAILED (2-5), COUNCIL PRESIDENT DAWSON AND COUNCILMEMBER MARIN IN FAVOR, AND COUNCILMEMBERS ORVIS, PLUNKETT, WAMBOLT, MOORE, AND OLSON OPPOSED.

COUNCILMEMBER MOORE MOVED, SECONDED BY COUNCILMEMBER OLSON, TO APPROVE THE RESTRICTION ON THE USE OF RESIDENTIAL PARKING PERMITS IN THE RETAIL CORE OF DOWNTOWN AND AUTHORIZE THE SENIOR CENTER TO ALLOW LIMITED STAFF PARKING IN THE FISHING PIER PARKING LOT. MOTION CARRIED UNANIMOUSLY.

COUNCILMEMBER PLUNKETT MOVED, SECONDED BY COUNCILMEMBER WAMBOLT, TO REFER TO THE DOWNTOWN PARKING COMMITTEE A REVISION IN THE RESIDENTIAL PARKING PERMIT PROGRAM TO PROHIBIT THE PARKING OF RECREATIONAL VEHICLES VIA A RESIDENTIAL PARKING PERMIT AND POTENTIAL RELOCATION OF TWO CODIFIED DISABLED PARKING SPACES AND THAT THE DOWNTOWN PARKING COMMITTEE MEET AND GET BACK TO THE COUNCIL SOON.

Councilmember Marin suggested the DPC's recommendation allow short term parking of an RV for loading/unloading.

Council President Dawson recommended a refund be provided to anyone who purchased a residential parking permit for their RV if the DPC recommended that use be prohibited.

MOTION CARRIED UNANIMOUSLY.

10. AUDIENCE COMMENTS

Natalie Shippen, Edmonds, requested the Council obtain a written estimate of cost for the multimodal facility and what would be constructed. She noted the Strategic Plan presented by WSF estimated the cost of Phase 1 of the Edmonds multimodal at \$113 million for a new terminal building, two additional slips, overhead loading and remodeled connections with 1/3 of the cost covered by WSF. Conversely, the 10-year capital plan identifies the cost of Phase 1 as \$122 million for one slip, one overhead loading and grade separation with the Main Street terminal remaining as a standalone backup. The final Phase 1 estimate is \$123 million and does not include specific improvements although only Snohomish County residents fund the project. She noted the total project cost was also confusing; earlier this year the Mayor estimated the total cost at \$165 million. A few years ago Mr. Clifton identified the cost as \$186 million which he indicated was the \$165 million updated from 2006 to 2009. She requested a written report that identified the Phase 1 estimated cost, what would be built for that cost, the total estimated cost of the multimodal facility in the year it was expected to be completed and who would fund the project.

Scott Chapman, Edmonds, requested an update regarding the acquisition of property at the old Woodway Elementary School site and where the City was in the process. He noted there was some confusion by the citizen group regarding Councilmembers' positions for the acquisition and putting the purchase of the property to a vote. He pointed out that since 2001 three out of four bond measures throughout the country that included open space had passed. He noted Shoreline had an \$18 million bond on the May 16 ballot to acquire various school properties that had become available.

Rob Trahms, Edmonds, thanked the Mayor and Council for their efforts to purchase the first 5.5 acres of the old Woodway Elementary School site although it was only half of what the Council originally voted to acquire and half of what the residents requested in their petition drive. His understanding regarding the impasse to purchase the remaining 5.5 areas included, 1) Edmonds School District must sell all 11 acres of the old Woodway Elementary school property soon as capital improvements were

underway and depended on the revenue from the sale and delaying any part of the sale could cost the District millions, 2) the City could not afford the cost of the remaining 5.5 acres given the current budget and other city needs such as sidewalks, roads, etc. Purchase of the remaining 5.5 acres would add financial risk to the City's financial outlook and several Councilmembers have indicated their unwillingness to take that risk. The City wanted additional time to identify funds outside the budget which was rejected by the District due to reason 1. He noted the District had expressed their willingness to work with the City to identify creative ways around this impasse.

Mr. Trahms described a solution suggested by a resident. A purchase and sale agreement between the City and the District on the remaining 5.5 acres would allow for, 1) Edmonds School District and the City to agree on a set of regular promise payments to hold the 5.5 acres and meet the District's capital improvement cashflow through the end of 2006, 2) if the City was not successful in securing the funds via a ballot measure, grants, etc., the City could have an escape clause that would allow the property to return to the District and resale. He urged the City to get ideas in the open, use that forum to work the purchase and sale agreement, and get a purchase and sale agreement signed before the 45 day period elapsed. When an agreement was reached with the District, he recommended the council place a levy measure on the November 2006 ballot to fund upcoming City parkland acquisitions including the 5.5 acres.

Old Woodway
Elementary
School Site

Al Rutledge, Edmonds, submitted petitions in support of a park at the old Woodway Elementary School site. He estimated the cost of a \$10 million bond at \$81 per year per household. He envisioned a park bond would be successful. In addition, he recommended Councilmembers running for Mayor be required to resign their Council position.

Elections

Building Height
Calculation

Don Kreiman, Edmonds, asked whether the views of those living or walking downtown had been protected by the way building heights were measured. He pointed out 3-story buildings were still allowed on the east side of the street which blocked the view of residents up the hill and pedestrians downtown. He found the height calculation method over-complicated and unworkable. The 30-foot building heights allowed a building on the east side of the street to be 36 feet as measured from the street while on the west side, two stories may not even be allowed. He suggested simplifying how building heights were measured to measure height from the public sidewalk. Because downtown sloped toward the water, buildings could be two stories on the street and three stories on the alley which would allow residential parking to be located behind the building and accessed via the alley. This would eliminate curb cuts on the street and retaining on-street parking and he anticipated parking behind the building was less expensive than underground parking.

Executive
Sessions

Roger Hertrich, Edmonds, offered his congratulations to Councilmember Moore, referring to her article in the *Edmonds Beacon* that portrayed what had happened on the Council with regard to the purchase of the park property. He suggested a majority of the problems were created by the Council meeting in long Executive Sessions without the City Attorney. He recalled when he was a Councilmember, Executive Sessions were limited in number and duration and usually included the City Attorney. He faulted Council President Dawson for allowing this to happen and for keeping the subject of the park out of the public purview which allowed the Mayor to operate behind closed doors. He asserted Mayor Haakenson had said he did not want to purchase the 11 acres and had sold the Council his bill of goods. He concluded the Council had acted illegally by not holding discussions during the public meeting.

Executive
Sessions

Shirley Wambolt, Edmonds, commented she was a good judge of character and was aware that there were occasions when meetings in private were necessary. She emphasized the Mayor was not a puppet master and the Councilmembers were not puppets – they had brains and knew how to use them.

11. MAYOR'S COMMENTS

Mayor Haakenson had no report.

12. COUNCIL COMMENTS

Woodway
Elementary
School Site

Council President Dawson advised the property purchase would be on the agenda in two weeks. One of the issues the Council would be discussing was potentially working with the District on a method that would allow the District not to sell the other half of the parcel and still meet their cashflow needs. She requested Mayor Haakenson contact the District to determine their cashflow needs.

Council President Dawson clarified the City Attorney was usually included in Executive Sessions. She pointed out not all discussions regarding real estate matters were about the old Woodway Elementary school property; there were other property issues the Council was discussing as well as other issues appropriate for Executive Session. With regard to the old Woodway Elementary School property, she clarified the Council made two offers to purchase the entire 11 acres which the District rejected. The Council then unanimously voted to make an offer for half the parcel and requested additional time to identify funds to purchase the remaining property which the District rejected. She summarized the Council had unanimously agreed that all the City could afford was 5.5 acres. She took issue with the allegation that the Mayor and staff had not done what the Council asked; the Council voted unanimously to purchase the 5.5 acres and the Mayor and staff have carried out that direction.

PUD Economic
Outlook
Meeting

Councilmember Moore thanked Ms. Shippen for her diligence, advising staff would address her questions. Next, Councilmember Moore stated she attended an Economic Outlook meeting today at PUD of Snohomish County which included a report that Snohomish County would continue through 2025 to be the fastest growing county in the region and possibly the State. Snohomish County's economy would continue to be based on Boeing despite diversification that has been occurring; however, projections for Boeing are very good. Projections indicate jobs in Snohomish County will continue to grow, salaries will outpace nearly every county but King County, and housing starts will grow through 2025.

Woodway
Elementary
School Site –
Ballot Measure

Councilmember Moore requested Mayor Haakenson advise the School District tomorrow that the Council would be discussing the purchase and sale agreement in two weeks. If the District had a greater sense of urgency, she requested it be scheduled on the May 9 agenda. She reported on her contact with the Trust for Public Lands who provided bridge loans for non-profits which she noted was being formed. The Trust for Public Lands also assists cities with passing levy/bond issues by polling the public, building an election strategy, etc. If the Council wanted to pursue a ballot measure in November, she recommended that effort begin immediately.

Old Woodway
Elementary
School Site –
Ballot Measure

Councilmember Plunkett echoed Councilmember Moore's comments, expressing his support for a ballot measure to purchase the remaining 5.5 acres with financing subject to a successful election. He agreed with Councilmember Moore's request that Mayor Haakenson inform the District the Council would be discussing this in two weeks and requested Mayor Haakenson report to the Council regarding whether the District was willing to provide the City time to discuss this.

Old Woodway
Elementary
School Site –
Consideration
of Park Levy

Council President Dawson relayed Mayor Haakenson's willingness to contact the District tomorrow to ascertain their sense of urgency, whether the Council needed to discuss this sooner than two weeks and what the District needed to make this technique work. She cautioned it was unlikely a bond measure to purchase only this park would be approved and recommended consideration be given to other park needs throughout the City to form a park levy.

Economic
Development
Director
Position

Councilmember Plunkett advised the Council wanted an opportunity to interview the three finalists for the Economic Development Director position. Next, Councilmember Plunkett thanked the Council for their ideas with regard to the parking code revisions.

Economic
Development
Director
Position

Council President Dawson announced Economic Development Director Jennifer Gerend had resigned her position to accept a fellowship. Councilmember Olson and she planned to meet with Ms. Gerend to get final recommendations regarding how the Council could assist with economic development. She advised that Mayor Haakenson planned to confirm with the Council whether to hire an Economic Development Director and perhaps delay hiring and use consultants in the interim. She agreed with the suggestion to have the Council involved in the selection process.

Old Woodway
Elementary
School Site

Councilmember Wambolt suggested Mayor Haakenson also determine how much the District wanted for the remaining 5.5 acres, noting the remaining property was significantly more expensive. He assured Mr. Hertrich that no one had talked him into anything.

Old Woodway
Elementary
School Site -
Election

Councilmember Orvis expressed his support for an election and echoed Councilmember Moore's comments. He thanked the Council for allowing him time to inspect the disabled parking spaces. He also expressed his thanks to Mr. Sims who accompanied him, commenting he did not usually scrutinize staff's work to that level.

Snohomish
County
Tomorrow

Councilmember Marin reported the recent Snohomish County Tomorrow meeting included a unanimous vote to include a \$1 million request for the Edmonds Crossing project in the six projects being forwarded to the Puget Sound Regional Council competition.

13. **ADJOURN**

With no further business, the Council meeting was adjourned at 10:27 p.m.


GARY HAAKENSON, MAYOR


SANDRA S. CHASE, CITY CLERK



AGENDA
EDMONDS CITY COUNCIL
Council Chambers, Public Safety Complex
250 5th Avenue North
7:00 - 10:00 p.m.

MAY 2, 2006

<p>6:00 p.m. – Executive Session Regarding a Real Estate Matter 6:45 p.m. – Meeting with Arts Commission and Architectural Design Board Candidates</p>
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7:00 p.m. – Call to Order and Flag Salute

- 1. Approval of Agenda**
- 2. Consent Agenda Items**
 - A. Roll Call**
 - B. Approval of City Council Meeting Minutes of April 25, 2006.**
 - C. Approval of claim checks #87508 through #87695 for April 27, 2006, in the amount of \$333,400.29.**
 - D. Acknowledge receipt of Claim for Damages from William J. Rees (\$129.59).**
 - E. Approval of list of Edmonds businesses applying for renewal of their liquor licenses with the Washington State Liquor Control Board.**
 - F. Authorization to call for bids for the 2005 Waterline Replacement Program.**
 - G. Approval of a Facilities Lease with Clearwire, LLC at the five-corners reservoir site.**
 - H. Proposed Ordinance adopting a Six-Year Capital Improvement Plan for the years 2006 through 2011.**
 - I. Proclamation in honor of Building Safety Week, May 7 – 13, 2006.**
 - J. Proclamation in honor of Native Plant Appreciation Week April 30 – May 6, 2006.**
 - K. Proclamation in honor of National Day of Prayer, May 4, 2006.**

**CITY COUNCIL MEETING AGENDA
MAY 2, 2006**

3. (5 Min.) **Introduction and confirmation of Mayor's appointment of Joanna Goff to the Arts Commission.**
4. (5 Min.) **Introduction and confirmation of Mayor's appointment of Richard (Rick) Schaefer to the Architectural Design Board.**
5. (15 Min.) **Technology Update Briefing.**
6. (60 Min.) **Update – Washington State Ferries Long-Range Strategic Plan.***
**Public comment will be received.*
7. (30 Min.) **2006 Compensation Recommendations for Mayor and City Councilmembers.**
8. (15 Min.) **Public Hearing on the 2006 First Quarter Budget Amendment.**
9. (45 Min.) **Public Hearing on amendments to the Edmonds City Code modifying Chapters 8.48 and 8.52, Parking, regarding Residential Parking Permits, fishing pier parking, and relocating existing on-street disabled parking spaces.**
10. **Audience Comments (3 minute limit per person)***
**Regarding matters not listed on the Agenda as Closed Record Review or as Public Hearings.*
11. (5 Min.) **Mayor's Comments**
12. (15 Min.) **Council Comments**

ADJOURN

Parking and meeting rooms are accessible for persons with disabilities.

- *Please contact the City Clerk at (425) 771-0245 with 24 hours advance notice for special accommodations.*
- *A delayed telecast of the meeting appears on cable television - Government Access Channel 21.*
- *Visit the city's website at www.ci.edmonds.wa.us to view copies of all documents for this agenda.*