

# EDMONDS CITY COUNCIL APPROVED MINUTES

## April 22, 2008

The Edmonds City Council meeting was called to order at 7:00 p.m. by Mayor Haakenson in the Council Chambers, 250 5<sup>th</sup> Avenue North, Edmonds. The meeting was opened with the flag salute.

### ELECTED OFFICIALS PRESENT

Gary Haakenson, Mayor  
Michael Plunkett, Council President  
Peggy Pritchard Olson, Councilmember  
Steve Bernheim, Councilmember  
D. J. Wilson, Councilmember  
Deanna Dawson, Councilmember  
Dave Orvis, Councilmember  
Ron Wambolt, Councilmember

### ALSO PRESENT

Hilary Scheibert, Student Representative

### STAFF PRESENT

Gerry Gannon, Assistant Police Chief  
Duane Bowman, Development Services Director  
Stephen Clifton, Community Services Director  
Brian McIntosh, Parks & Recreation Director  
Noel Miller, Public Works Director  
Kathleen Junglov, Asst. Admin. Services Dir.  
Rob Chave, Planning Manager  
Dave Gebert, City Engineer  
Bertrand Hauss, Traffic Engineer  
Scott Snyder, City Attorney  
Sandy Chase, City Clerk  
Jana Spellman, Senior Executive Council Asst.  
Jeannie Dines, Recorder

### 1. APPROVAL OF AGENDA

Approve  
Agenda

**COUNCILMEMBER WAMBOLT MOVED, SECONDED BY COUNCILMEMBER OLSON, TO APPROVE THE AGENDA IN CONTENT AND ORDER. MOTION CARRIED UNANIMOUSLY.**

### 2. CONSENT AGENDA ITEMS

Councilmember Wambolt requested Items E, G and L be removed from the Consent Agenda and Councilmember Wilson requested Item M be removed.

**COUNCIL PRESIDENT PLUNKETT MOVED, SECONDED BY COUNCILMEMBER OLSON, TO APPROVE THE REMAINDER OF THE CONSENT AGENDA. MOTION CARRIED UNANIMOUSLY. The agenda items approved are as follows:**

Roll Call

#### A. ROLL CALL

Approve  
4/15/08  
Minutes

#### B. APPROVAL OF CITY COUNCIL MEETING MINUTES OF APRIL 15, 2008.

Approve  
Claim Checks

#### C. APPROVAL OF CLAIM CHECKS #103628 THROUGH #103759 IN THE AMOUNT OF \$232,492.28 ISSUED APRIL 17, 2008, AND APPROVAL OF PAYROLL DIRECT DEPOSITS AND CHECKS #46430 THROUGH #46479 FOR THE PERIOD APRIL 1 THROUGH APRIL 15, 2008 IN THE AMOUNT OF \$775,651.29.

Community  
Services &  
Economic  
Development

#### D. COMMUNITY SERVICES AND ECONOMIC DEVELOPMENT QUARTERLY REPORT – APRIL, 2008.

Res# 1169  
Cascade  
Agenda Cities  
Program

#### F. RESOLUTION NO. 1169 - JOINING THE CASCADE AGENDA CITIES PROGRAM.

Res# 1171  
"Holmes  
Corner"  
Neighborhood

H. RESOLUTION NO. 1171 - REGARDING THE "HOLMES CORNER" NEIGHBORHOOD.

Res# 1172  
State Funding  
Assistance for  
Interurban  
Trail

I. AUTHORIZATION FOR MAYOR TO SIGN WASHINGTON WILDLIFE & RECREATION PROGRAM AUTHORIZING RESOLUTION NO. 1172 TO APPLY FOR STATE FUNDING ASSISTANCE FOR THE DEVELOPMENT OF THE INTERURBAN TRAIL.

Pump Station  
13 Demolition  
and Gravity  
Sewer Main

J. REPORT ON BIDS OPENED ON APRIL 15, 2008 FOR THE PUMP STATION 13 DEMOLITION AND NEW GRAVITY SEWER MAIN PROJECT AND AWARD OF CONTRACT TO BUNO CONSTRUCTION, LLC. (\$569,095.07).

Caspers/Puget  
Dr/9th Ave N  
Walkway

K. AUTHORIZATION TO CALL FOR BIDS FOR THE CASPERS/PUGET DRIVE/NINTH AVENUE NORTH WALKWAY PROJECT.

Res# 1168  
Sustainable  
Building  
Policy

ITEM E: RESOLUTION NO. 1168 - ESTABLISHING THE CITY OF EDMONDS SUSTAINABLE BUILDING POLICY.

Councilmember Wambolt expressed concern with the way the resolution was written, specifically with the statement that life cost cycle analysis which looks at the net present value of plan options as an investment; the goal is to achieve the highest most cost effective environmental performance possible over the life of the project. He asked whether the intent was for the City to construct a sustainable building regardless of the cost compared to a non-sustainable building because of the benefits of the investment. Planning Manager Rob Chave responded his understanding was the life cycle cost analysis looked at the overall cost of the project long term, factoring in the environmental benefit as part of the cost benefit analysis. He explained consideration would be given not only to environmental benefits but also maintenance costs. If it was not cost effective to include an environmental benefit in the building, it would likely not be included.

Councilmember Wambolt asked how the cost savings of a sustainable building was measured. Mr. Chave answered the primary considerations would be utility and maintenance costs; there were also benefits to productivity which he acknowledged were more difficult to quantify. He referred to a cost benefit study conducted by the Mayors Climate Protection Committee that found a 3% incremental cost to construct a LEED silver building, an amount that was easily made up in utility savings over a short term.

Councilmember Wambolt suggested the sustainable building policy be amended to require the cost differential for sustainable building be determined and require the additional cost be offset by lower operating costs over a reasonable period of time. Mr. Chave explained the life cycle cost analysis was an industry standard. He noted the City's Facilities Manager Jim Stevens was familiar with this method of analysis and was confident it did what the City already attempts to do when comparing costs versus benefits. Councilmember Wambolt was satisfied with the 3% differential to construct a LEED silver building.

**COUNCILMEMBER WAMBOLT MOVED, SECONDED BY COUNCILMEMBER WILSON, FOR APPROVAL OF ITEM E. MOTION CARRIED UNANIMOUSLY.**

Res# 1170  
Environmental  
Policy and  
Principles

ITEM G: RESOLUTION NO. 1170 - ENVIRONMENTAL POLICY AND PRINCIPLES.

Councilmember Wambolt expressed support for this policy, highlighting the statement in the resolution that the City Council directs city staff to complete the following specific tasks: 1) Inventory and summarize current City code, policy, and operations and the environmental impact of such, 2) Consider the status and "lessons learned" of other jurisdictions, both within and outside of the Puget Sound region, to learn of the experiences, approaches and potential strategies that Edmonds may employ, and 3) Report

back to the City Council on findings with recommendations for Council to pursue or adopt “best practices” or strategies to meet the adopted principles and policies. He noted the City would not be spending much money until those tasks were completed. Mayor Haakenson agreed there would be little expenditure other than City staff time.

**COUNCILMEMBER WAMBOLT MOVED, SECONDED BY COUNCILMEMBER OLSON, FOR APPROVAL OF ITEM G.**

Councilmember Bernheim commented staff time was a large burden. He wanted to ensure staff’s energies and resources were focused in the right direction and suggested following up with staff to ensure they were not overburdened with generalities. Mayor Haakenson pointed out a portion of the resolution Councilmember Wambolt did not read was that the tasks would be accomplished “either through allocation of internal staff or retaining an external consultant.” Mayor Haakenson pointed out there was no timeframe in the resolution and staff would work on these tasks as time allowed.

**MOTION CARRIED UNANIMOUSLY.**

Stormwater  
Engineering  
Services

**ITEM L: AUTHORIZATION FOR MAYOR TO SIGN A PROFESSIONAL SERVICES AGREEMENT WITH BROWN AND CALDWELL FOR STORMWATER ENGINEERING SERVICES.**

Councilmember Wambolt advised he pulled this item to vote against it, recalling he had not supported it when it was previously discussed by the Council.

**COUNCILMEMBER DAWSON MOVED, SECONDED BY COUNCILMEMBER OLSON, FOR APPROVAL OF ITEM L.**

Councilmember Dawson commented on the importance of contracting for these services in light of the Assistant City Engineer’s resignation and the City Engineer’s impending retirement.

**MOTION CARRIED (5-2), COUNCILMEMBERS ORVIS AND WAMBOLT OPPOSED.**

**ITEM M: PROPOSED ORDINANCE ADOPTING A SIX-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) FOR THE YEARS 2008 THROUGH 2014**

Mayor Haakenson scheduled this item later on the Agenda as Item 6A.

Snohomish  
County  
Tourism  
Bureau

**3. REPORT REGARDING THE SNOHOMISH COUNTY TOURISM BUREAU.**

**Amy Spain, Snohomish County Tourism Bureau**, provided statistics regarding tourism in Snohomish County including a 5.9% growth in tourism in 2007 for a total economic impact of \$823.4 million. She described the impacts of tourism in Snohomish County on transportation/fuel, restaurants, retail sales, recreation and entertainment as well as employment and local and state taxes. She explained the Tourism Bureau generated nearly 11,000 requests for information via their advertising program in 2007, had increased visitors to their website, and experienced a 30% increase in visits to Visitor Information Centers. She described group sale efforts that resulted in over 12,000 room nights for over \$14.5 million in economic impact, record hotel occupancies, record hotel/motel revenue, and free media coverage about community activities and attractions in Snohomish County.

Ms. Spain provided examples of group sales advertisements the Bureau placed in various publications and commented on familiarization tours and sales missions the Bureau provided. She described trade shows Bureau staff attended that generated leads and assistance Bureau staff provided to groups with their

conference needs. She reported on booked and pending room nights in 2007, a total of over 12,000 room nights with an economic impact of \$14.5 million. She also reported on lost convention business in 2007.

Ms. Spain reported on tourism development for individual leisure travel, describing advertising marketed to various publications that generated 10,000 requests for information and an additional 15,000 requests for information on the off-season discount lodging program advertised to the Canadian market. She provided their primary website, [www.snohomish.org](http://www.snohomish.org) and a secondary website directed to the wedding market, [www.snohomishcountyweddings.com](http://www.snohomishcountyweddings.com). She commented on distribution of the annual Visitor Guides, seasonal calendars, and Glimpse of Snohomish County promotional pieces. She described public relation and media efforts; publication of StoryLine, a bimonthly media newsletter distributed to travel writers; volunteer hours and services provided at four Visitor Centers and donations from area businesses. She noted a fourth Visitor Information Center was added in November 2007 at Comcast Arena.

The Bureau's community relation efforts during 2007 included sponsoring six countywide tourism programs that addressed search engine optimization, public relations, 2010 Olympic games, and cooperative advertising with the Tourism Bureau. She summarized tourism was a huge economic driver in Snohomish County tourism, increasing over 6% in 2007, and rapidly approaching a billion dollar industry.

Councilmember Wilson inquired about marketing efforts for the 2010 Olympics and how to bring those attending the Olympics to Snohomish County. Ms. Spain referred to SnoGold, a county grassroots effort with three active committees. The Business Development Committee is preparing team hosting bid packets for ice facilities in Snohomish County as practice venues for ice sports teams participating in the Olympics. The Tourism Committee is working with communities and attractions in Snohomish County to identify festivals/events that travelers in route to the Olympics may want to attend. The Snohomish County Tourism Bureau also attended two international trade events held locally to meet with travel providers to market Snohomish County as a gateway to the 2010 Olympics. The Committee estimates 55% of the tickets sold to the 2010 Olympics will be to U.S. residents and approximately half of those from the western states.

Councilmember Wilson asked that the City be informed if a team were hosted near the Edmonds area. He referred to the requests for information, inquiring about the number that requested information regarding Edmonds. Ms. Spain advised with the exception of cooperative advertisements with the City of Edmonds, advertisements were for Snohomish County and not city specific.

Councilmember Wilson expressed interest in cooperative advertisements opportunities or other ways the City could work together with the Snohomish County Tourism Bureau, particularly with regard to the 2010 Olympics.

196th St. SW  
88th Ave. W  
Intersection

4. **REPORT ON MEETING WITH WSDOT REGARDING THE 196TH STREET SW/ 88TH AVENUE W INTERSECTION IMPROVEMENTS.**

Councilmember Olson reported Councilmember Orvis and she met with three members of Washington State Department of Transportation (WSDOT), the City's Traffic Engineer Bertrand Hauss, and City Engineer Dave Gebert. At the meeting WSDOT explained when a traffic signal was proposed, they consider whether it was beneficial to traffic as well as whether it would reduce the number of accidents at the intersection. At this intersection they found the majority of the accidents would have happened regardless of whether a traffic signal was in place. WSDOT also considered improvements other than a traffic signal and developed the right-turn only solution. WSDOT advised the systems warrant was the weakest warrant, had not been used in 5½ years and was intended for areas such as Hwy. 99 where the

goal was to move traffic in a group and therefore would not work well on 196<sup>th</sup>. If the City installed a traffic signal without involving WSDOT, the City could be liable for any accidents.

Councilmember Olson recalled the comments at the public hearing addressed the need for a pedestrian crossing; WSDOT offered to install a camera to determine whether any pedestrian safety improvements could be installed. She noted the sightline in that area made a pedestrian crossing difficult.

Councilmember Orvis explained Councilmember Olson and he were reporting separately on the meeting because they disagreed on some of the issues. He was disappointed with the outcome of the meeting with WSDOT. He explained a traffic signal requires the intersection meet one of five warrants; this intersection does not meet most of the warrants, but there were two that the intersection was close to meeting. First the accident warrant; if it could be demonstrated that there had been five accidents that could have been prevented by a traffic signal, a signal could be installed at the intersection. He noted in 2006 there were six accidents and five accidents in 2007. He disagreed with what accidents WSDOT determined could have been prevented by a signal.

Councilmember Orvis explained the second warrant was a systems warrant and although considered a weak warrant, if the intersection met that warrant, a signal could be installed. He explained the systems warrant was used in areas where there were traffic lights in a line; 196<sup>th</sup> was one of those streets and in his opinion could meet the systems warrant. He asked WSDOT what the City needed to demonstrate the intersection meet that warrant but was unable to obtain that "recipe" from WSDOT. He was frustrated by WSDOT's determination that a traffic signal could not be installed at the intersection without information that disqualified all the warrants. WSDOT offered to assist staff in identifying a mid-block crosswalk solution higher on the hill to improve visibility. He anticipated the Council could proceed in one of four ways, 1) the recommended action (right turn only from 88<sup>th</sup>), 2) stop all efforts, 3) wait until staff and WSDOT worked out the mid-block crosswalk and bring that proposal back to the Council with the recommended action, and 4) encourage the State Legislature to have WSDOT provide further information to assist the City in meeting the systems warrant. He preferred option 4 but felt option 3 was worth pursuing.

Councilmember Wilson requested staff review the consultant's recommendation and the Council's decision. City Engineer Dave Gebert explained the City hired Traffic Engineers Gray and Osborne to evaluate the intersection from a vehicular perspective, not from a pedestrian standpoint. They considered several alternatives to address the problem of sight distance at the intersection and recommended making the northbound leg of 88<sup>th</sup> at 196<sup>th</sup> a right-turn only with a raised traffic island that channeled traffic to the right. He recalled this was a relatively low cost option that could have been installed with funding from the City's annual street overlay program. The other alternatives the consultant considered either did not meet the warrants or were prohibitively expensive. The Council requested staff arrange a meeting with WSDOT Traffic Engineers and Councilmembers Orvis and Olson.

Councilmember Olson asked for a further explanation of the systems warrant and the type of accidents that had occurred at the intersection, recalling half of the accidents last year would not have been prevented by a traffic signal. **Mike Swires, WSDOT Snohomish County Area Traffic Engineer**, explained WSDOT had not used the systems warrant in the past 5-7 years. The places that warrant was typically used were downtown city grids where there were closely spaced intersections and the signal was used to keep vehicles together; 196<sup>th</sup> was not that type of street. The standards used for this class of road indicate signal spacing should be approximately ½ mile apart to keep traffic moving and provide vehicular access to businesses, etc. With regard to the number of collisions, he noted combining WSDOT with Edmonds data revealed there were six collisions in 2006 and five in 2007 and only two of the five in 2007, the T-bone type accidents, would have been correctable with a signal. The other types of collisions at the intersection were rear-end collisions and a vehicle that ran off the road. The warrants they typically

considered compared the volume on the side street, 88<sup>th</sup>, with the mainline volume on 196<sup>th</sup> and the delay at the cross street versus the delay the mainline would experience with a signal. Based on the consultant's study, warrant thresholds of 8 hours were not met; this intersection had only 1-2 hours when they meet these factors. He concluded this was not a high need intersection as the type of collisions that a signal would address were not occurring and there were not sufficient delays or volumes to warrant a signal.

With regard to volumes in that area, Mr. Swires noted volumes were relatively light northbound on 88<sup>th</sup>; only approximately 10 vehicles turned left during peak hours, and most turned right. There were slightly more left turns from southbound 88<sup>th</sup>. He explained a signal would result in an increase in rear-end type collisions and would not address all angle collisions. WSDOT's recommendation to City staff was rather than install a signal at an intersection that was not warranted, northbound turns on 88<sup>th</sup> be restricted to a right turn only; left turns would still be allowed from 196<sup>th</sup> to 88<sup>th</sup> in either direction as well as right turns from 196<sup>th</sup> to 88<sup>th</sup>.

Council President Plunkett thanked Mr. Gebert for his service to the City and the people of Edmonds, commenting his attitude and openness were recognized by the Council as well as by the public. He asked whether staff would proceed with discussing a mid-block crosswalk with WSDOT if the Council did not take any further action. He asked where the mid-block crosswalk would be located, anticipating it would have to be located considerably east. Mr. Gebert advised staff would consider a mid-block crossing in conjunction with the update of the Walkway Plan in the Transportation Element. The locations considered included two blocks to the east at the church, noting although pedestrians would have to walk slightly out of their way, it appeared to be a safer location for a crosswalk.

Council President Plunkett inquired whether it would be unusual to have a crosswalk on a State highway that was not at a lighted intersection. Mr. Gebert acknowledged it might be unusual and consideration may need to be given to a flashing light. He noted another possibility may be a pedestrian crossing as part of the fire station signal.

Councilmember Dawson asked whether left turns would be restricted both directions on 88<sup>th</sup> onto 196<sup>th</sup>. She asked why it was not safe to travel through the intersection from northbound 88<sup>th</sup> but was safe southbound. Mr. Gebert advised the sight distances were adequate on southbound 88<sup>th</sup> but were not on northbound 88<sup>th</sup>; therefore the study recommended controlling the right turn only on northbound 88<sup>th</sup>. He noted the consultant's final report was to restrict turns on northbound 88<sup>th</sup> to right-turn only. Councilmember Dawson commented the sight distance of traffic coming up the hill was worse southbound on 88<sup>th</sup>, particularly with the two pronged intersection. Mr. Hauss responded traffic northbound on 88<sup>th</sup> did not meet the sight distance requirements for left turn or through movements; traffic southbound on 88<sup>th</sup> met the minimum sight distance standards. The consultant's presentation also compared volumes southbound to northbound volumes and found there was four times more volume southbound than northbound, yet northbound had a higher accident ratio due to sight distance issues.

Councilmember Dawson stated one of the challenges was traffic volumes varied considerably throughout the day depending on the arrival of ferries. She asked if the variation in volumes and lack of gaps in traffic had been considered. Mr. Swires answered the warrants considered traffic over the entire course of the day and only considered volumes for 88<sup>th</sup> as compared to 196<sup>th</sup>. Over a 24 hour period, the warrants for a signal were not high enough; there was not enough demand on 88<sup>th</sup> to drive the need for a signal.

Councilmember Dawson asked whether any consideration was given to the significant traffic volumes created by ferry arrivals. Mr. Swires answered there were warrants that addressed a shorter period of time; however, they were not used by WSDOT who balanced public need, delays and collision data. Councilmember Dawson asked whether there was any consideration given to this being a ferry route. Mr.

Swires answered no. He pointed out as drivers recognized turning left from 88<sup>th</sup> onto 196<sup>th</sup> as a difficult maneuver, many used alternate routes such as 80<sup>th</sup> which was only ½ mile out of their way.

Councilmember Dawson stated when the Council last discussed this, concern was expressed that the right-turn only would divert traffic onto Maplewood and to the unregulated intersection at 84<sup>th</sup> rather than the signal at 80<sup>th</sup>. She asked if staff had considered that. Mr. Gebert advised staff had not, and recalled that was identified as a potential alternate route that traffic would take if left turns were restricted on northbound 88<sup>th</sup>.

Councilmember Wambolt recalled the bigger concern expressed at the public hearing was pedestrian safety and none of the options including moving the crosswalk east improved pedestrian safety. In his experience, the only time a pedestrian was safe in a crosswalk was at a traffic signal. He asked whether it would be practical to install a pedestrian-activated signal. Mr. Gebert answered in his opinion there was not. Mr. Swires advised the threshold for a pedestrian activated signal was quite high such as the volumes at intersections in downtown Seattle.

Councilmember Orvis commented there was a pedestrian activated signal on 76<sup>th</sup> for the school. Mr. Swires agreed there was a school crossing warrant, however, the 196<sup>th</sup>/88<sup>th</sup> intersection had not been identified as a school crossing location. Councilmember Orvis asked whether there was a parks crossing warrant. Mr. Swires answered the warrant was driven by pedestrian volume. He reiterated their offer to install a camera in that location for a few days to record pedestrian volume.

Mayor Haakenson advised he directed staff to order crosswalk flags that would be tested in 2-3 intersections throughout the City.

Council President Plunkett noted the Council was not comfortable with the consultant's recommendation to restrict turns as most felt it would divert traffic from an arterial onto residential streets. He appreciated the additional research by Councilmembers Orvis and Olson and staff, and suggested delaying further consideration until staff made a proposal regarding a mid-block crosswalk.

Councilmember Orvis agreed it was appropriate to wait for the crosswalk information and seek the public's input.

Councilmember Bernheim asked whether signs could be installed to slow traffic. Mr. Hauss explained signs used for traffic calming worked in the short term but not in the long term. Councilmember Bernheim inquired about a radar speed indicator. Mr. Hauss advised radar speed indicator signs would be installed eastbound slightly east of Caspers and west bound at the Joyce Apartments.

Mayor Haakenson questioned whether speed was the problem, noting the problem was the inability for pedestrians to cross as well as sight distance for vehicles. He summarized the Council's action was to discuss the crosswalk as part of the Transportation Plan update.

Councilmember Dawson recalled at the last meeting when this was discussed, staff indicated they would continue to monitor the traffic in the area and determine whether drivers were avoiding the intersection. She supported continuing that effort as well as considering traffic that may be rerouted through the neighborhood by restricting left turns from 88<sup>th</sup>.

## 5. AUDIENCE COMMENTS

Purchase of  
Old Milltown  
Courtyard

**Alan MacFarlane, Edmonds**, recognized Roger Hertrich, Betty Larman, Fred Bell, Jack Hall and many others for their efforts in regard to the purchase of the Old Milltown courtyard. After a year of speaking

to the Council, the Mayor and City Council, particularly Councilmember Wambolt, were proceeding with the purchase. He remarked the Council had saved a small but very important and historic section of the City which would continue to bring visitors to Edmonds and hopefully act as a proforma for future historical acquisitions.

196th/88th  
Intersection

**Merrily Altier, Edmonds**, a resident north of the 196<sup>th</sup>/88<sup>th</sup> intersection, explained by traveling through the neighborhoods, she could turn left at 86<sup>th</sup>, 84<sup>th</sup>, or 80<sup>th</sup> although left turns at those intersections were not very safe either. She remarked there was no safe crossing until the signal at 80<sup>th</sup>. She noted although crossing from the south provided a much better view of both sides, it was often difficult to see traffic traveling east up the hill due to the shady area. She agreed it was difficult for drivers in low cars traveling northbound on 88<sup>th</sup> to see cars on 196<sup>th</sup>. She suggested installing a speed limit sign at the Joyce Apartments as well as mirrors across the street on 88<sup>th</sup> to allow drivers to see traffic.

Pool Design

**Alvin Rutledge, Edmonds**, advised he submitted approximately 200 pages of information to the City yesterday regarding the work of the previous pool committee. He displayed drawings of a pool design at the old Woodway High School site that was rejected by the Edmonds School District because it eliminated the fields and tennis courts. He displayed a second design for the old Woodway High School site, noting these designs were nearly complete and could be used for a pool on the downtown waterfront site. He displayed a drawing of stadium seating on rollers, remarking this could be used in other areas to free up space for a pool. He noted Baseball America had a grant program for relocated fields.

Sound Transit  
Package

**Rebecca Wolfe, Edmonds**, thanked the Council for passing the resolutions tonight regarding the sustainable building policy, Cascade Agenda and environmental policies and principles. She urged the Council to support the Sound Transit package that was currently being developed. She read a piece from Michael Brian, Chair of the Cascade Chapter of the Sierra Club, explaining the Sierra Club worked hard last fall to defeat Proposition 1, the road and transit ballot measure because it included 182 miles of new, global warming, pollution spewing highways; this year was a chance to adopt a transit only package. She urged Council to use the phrase global warming instead of climate change as climate change was not as direct or persuasive. She noted the public was not making connections between other issues and global warming; a recent list of voters' chief concerns did not include global warming or environmental issues. She commented on the effect global warming had on the economy and pointed out children were not being adequately educated regarding global warming.

Pedestrian  
Crossing  
Islands

**Betty Larman, Edmonds**, pointed out in Europe there were pedestrian islands with barriers and signage in the center of the street so that pedestrians only crossed half of a street at a time. She noted this was an inexpensive solution to a pedestrian crossing.

Tourism

**Roger Hertrich, Edmonds**, referred to the crosswalk flags Mayor Haakenson indicated the City was purchasing, recalling his interest in having crosswalks repainted. He expressed concern there was little emphasis by the City on the upcoming Olympics and suggested the Economic Development Director's title be changed to Tourism Director. He also suggested forming a Tourism Committee comprised of members of the Chamber of Commerce, City Council, Port of Edmonds and the Snohomish County Tourism Bureau and led by the Economic Development Director. He commented when at the airport recently, he noticed there were brochures available for many cities but not for Edmonds. He recommended using tourism funds to actively promote Edmonds. Next he expressed his support for conservation and economically reasonable, practical actions to save on utility costs but was concerned with the generalities in the sustainable building policy. He preferred developing a list of specific actions that would reduce costs rather than a resolution.

Sustainable  
Building  
Policy

Lake  
Ballinger

**Dave Page, Edmonds**, thanked the Council for what was happening on Lake Ballinger, noting the problems on Lake Ballinger were going to be solved because of Council involvement that began three

Antique Mall  
and Skippers

years ago. Next he advised ACE was interested in pursuing a bond issue to purchase the Antique Mall and Skippers sites. He acknowledged although there was a lot of controversy around this proposal, it could be accomplished via a great deal of effort. They were beginning to raise funds to support the bond issue and he encouraged the City to be involved.

88th/196th  
Intersection

**Lynn MacFarlane, Edmonds**, suggested a time-activated 4-way stop sign at 88<sup>th</sup>/196<sup>th</sup> that could be activated during times when there were substantial amounts of traffic.

Lake  
Ballinger

Council President Plunkett recognized Mr. Page who began calling Councilmembers to his office 3 to 4 years ago to discuss Lake Ballinger and soon after that staff got involved. He summarized the work that was occurring regarding Lake Ballinger to a great extent was due to Mr. Page's perseverance.

Six-Year  
Capital  
Improvement  
Program

**6A. PROPOSED ORDINANCE ADOPTING A SIX-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) FOR THE YEARS 2008 THROUGH 2014**

Mayor Haakenson commented this was City Engineer Dave Gebert's last Council meeting and tomorrow was his last day before he retired. He reiterated how much he had enjoyed having Mr. Gebert on the staff, commenting he was a consummate professional as well as a nice guy. He summarized it had been a pleasure having him work for the City, he would be missed and it would be difficult to replace him.

Councilmember Wilson advised he pulled the CIP Agenda Item in order to vote against it.

City Attorney Scott Snyder advised the Council could only pass Comprehensive Plan amendments once a year; however, there were several exceptions including passing the CIP in conjunction with a budget amendment. At the last Council meeting, there was a budget amendment on the agenda; tonight there was not. He encouraged the Council to have their discussion; however, the next opportunity to pass the CIP would be with the June/July budget amendment.

Council President Plunkett observed there had been a number of issues raised with regard to the CIP including the downtown waterfront and he anticipated the Council would be having robust discussions regarding that issue in the future. Once further information was provided by staff and Council had those robust discussions, he was hopeful the Council could develop consensus on the CIP.

Councilmember Bernheim asked why the Frances Anderson Center seismic retrofit was funded from Fund 126, Parks Acquisition, rather than Fund 125, Parks Maintenance. Parks & Recreation Director Brian McIntosh answered there was very specific State language that prohibits the use of development funds for indoor recreational facilities.

Councilmember Bernheim commented he was inclined to support the CIP even though it did not allocate \$10 million over the next ten years for a swimming pool or allocate funds for the Senior Center, because the CIP could be modified in the future as necessary. He did not view the proposed CIP as an impediment to achieving any of these projects.

Councilmember Wilson summarized an email he forwarded to Council: Because plans such as the Comprehensive Plan, CIP, etc. were documents that reflected the Council's vision and priorities, it was important to be clear about their vision and priorities when passing these documents. When the Council approved the document, it became the Council's vision and priority. He identified three major policy questions that the Council had not fully addressed but would be answered by the passage of the CIP:

1. The waterfront and any public/private space; there had been no adjustments made to the CIP to reflect public input. He emphasized the need for the CIP to reflect public comment.

2. In 2007 Lake Ballinger endured a 500-year flood and recently endured a 100-year and a 50-year flood. In January 2007 the Council passed a resolution stating Lake Ballinger was among the City's highest environmental projects. He noted an Interlocal Agreement process was underway that would require funds be allocated to match \$200,000 in State funds. If it was the Council vision and among their priorities, funds should be included in the CIP.
3. With regard to transportation, the Council adopted a policy to allocate REET over \$750,000 to street overlays. Given the serious shortfall anticipated in REET funds, the amount available for overlays and fixing potholes had decreased to approximately \$150,000. He noted although there had not been a change in policy, the implication was a lowering of the priority of street overlays which he did not believe the Council had discussed at length. He summarized the Council may need to consider funding for parks versus funding for roads or a hybrid.

Councilmember Wilson indicated he had intended to vote against the CIP because the Council had not adequately addressed the above policy issues and the CIP did not reflect the City Council and citizens' viewpoint regarding those issues. He noted there was also a significant ongoing deficit in building maintenance funding.

Councilmember Wambolt stated REET funds allocated for street overlays were not used to fix potholes; the City still repaired potholes. The Council made the decision to allocate REET funds in excess of \$750,000 to street overlays because the City was collecting significantly more than envisioned when the original policy regarding the use of REET funds was established. This year REET revenue was much lower and projections envision only \$150,000 would be available for street overlays. He emphasized that was a short term problem and he did not support changing the policy because real estate sales were down one year as he envisioned REET revenues would increase next year and may not be as bad as originally anticipated. He referred to a *Seattle Times* article that reported condominium sales March 2007 compared to March 2006 had only dropped slightly and the average price was up 20%. He did not support making any change with regard to the policy regarding use of excess REET funds for street overlays.

Councilmember Dawson agreed with Council President Plunkett that the Council would have a great deal of discussion regarding the waterfront redevelopment area and it was not appropriate to include funds in the CIP without additional work. With regard to Lake Ballinger, she encouraged a Councilmember to propose an amendment to provide funding for the Lake Ballinger area. With regard to street overlay funding, she pointed out this had been discussed extensively by the Council and had not been an easy or uncontroversial decision for the Council to allocate excess REET funds to street overlays. Although that funding source was in a decline, it was a short term situation. The Council either needed to identify another source of revenue for street overlays or be truthful regarding the overlay cycle that the funds would provide. She expressed her appreciation to staff for including realistic amounts in the CIP consistent with available funding.

Councilmember Orvis commented although the CIP could be better, there were a lot of great projects in the Plan. He pointed out there was \$1.2 million cumulatively through 2014 in the Plan for Lake Ballinger and he was open to considering an amendment for Lake Ballinger subject to the availability of funds. At Councilmember Wilson's request, Councilmember Orvis identified Lake Ballinger projects including \$900,000 for the Interurban Trail and funding for Lake Ballinger in Fund 412 Stormwater. Councilmember Orvis did not support delaying the projects currently in the CIP until more information on the waterfront redevelopment area was available.

Councilmember Olson asked the ramifications if the Council continued to delay adoption of the CIP. Development Services Director Duane Bowman emphasized the Council could not pass the CIP tonight. It could be adopted when staff presented the next budget amendment or as part of budget discussion.

Councilmember Wilson agreed with Councilmember Orvis with the exception of the specifics regarding Lake Ballinger; his reference to Lake Ballinger was projects related to water quality, flooding and ecology. He highlighted the total amount in the CIP for Lake Ballinger to address those issues over the next seven years included \$10,000 for lake monitoring, \$39,000 for a lake level analysis study, \$220,000 for Lake Ballinger and associated projects and no additional funds for water quality, quantity or ecology. He relayed Mr. Fiene's response that the \$20,000 in the CIP for a Basin Study was only a placeholder.

Councilmember Orvis suggested Councilmember Wilson propose specific funding requests for Lake Ballinger. Councilmember Wilson suggested it would be useful to invite the leaders of the Lake Ballinger Work Group to make a presentation to the Council regarding projects underway and additional funding requirements, advising a presentation was tentatively scheduled for May 20. The Lake Ballinger Work Group was composed of five cities (Edmonds, Mountlake Terrace, Lynnwood, Shoreline and Lake Forest Park), four legislators, WSDOT and Department of Ecology, King and Snohomish Counties, a representative of Congressman Jay Inslee's office, and U.S. Army Corp of Engineers may begin participating.

With regard to transportation, Councilmember Wilson inquired what park projects would be eliminated and what street overlay projects would be added if funding for street overlays was increased by allocating REET funds in excess of \$500,000 to street overlays. He commented Snohomish County's economy was cyclical with the national economy, and although the velocity of the turnover of housing stock, the primary driver of REET, has slowed significantly, when the national economy responded and Snohomish County's economy slowed in the fourth quarter of 2007 or early 2008, REET revenues could decline further.

Purchase of  
Old Milltown  
Courtyard

**6B. APPROVAL OF PURCHASE OF THE COURTYARD AREA AT OLD MILLTOWN.**

Mayor Haakenson commented after a significant amount of work by City staff, the City Attorney and himself negotiating with Mr. Gregg and his attorney, the Purchase and Sale Agreement was presented for Council consideration.

City Attorney Scott Snyder advised a revised Purchase and Sale Agreement was distributed to the Council this evening; the changes addressed issues raised by Councilmember Bernheim today. He suggested the Council consider amendments by motion.

**COUNCILMEMBER WAMBOLT MOVED, SECONDED BY COUNCIL PRESIDENT PLUNKETT, TO APPROVE THE PURCHASE AND SALE AGREEMENT.**

**COUNCILMEMBER BERNHEIM MOVED, SECONDED BY COUNCIL PRESIDENT PLUNKETT, TO AMEND SUBSECTION G IN THE INDEMNIFICATION SECTION ON PAGE 7 OF 16 TO READ, "...REGULATORY JURISDICTION OVER HAZARDOUS SUBSTANCES EMANATING ON OR MIGRATING FROM THE PROPERTY."**

Councilmember Bernheim explained this would expand the scope of hazardous consequences the seller may be responsible for by including all hazards emanating or migrating from the property.

**MOTION CARRIED UNANIMOUSLY.**

Councilmember Wambolt commented this purchase was not contained in the CIP. Parks & Recreation Director Brian McIntosh advised it would be funded from the Acquisition Fund 126 which included funds for open space and land and allowed the Council to make purchase decisions such as this. Until a

decision was made to purchase the property and a dollar amount established, it was difficult to include an amount in the CIP. Councilmember Wambolt inquired whether there was enough in that line item for this purchase. Mr. McIntosh answered there was enough in Fund 126 to cover the purchase.

Councilmember Wambolt thanked Mr. MacFarlane for his efforts to make this happen by bringing it to the Council's attention. He clarified the price the City was paying was below the appraised value; the City hired an appraiser who appraised the property at \$153/square foot; the owner paid \$104/square foot. The City negotiated a price that was 16% below the appraised value. He commented although it sounded like a lot of money for a little strip of land, Edmonds real estate was very expensive.

Councilmember Dawson commented this was a good decision and expressed her appreciation for staff, the Mayor, Councilmembers and the public's effort to negotiate this purchase. She noted the importance of maintaining public spaces as the city continued to grow and redevelop. She acknowledged although this was a lot of money for a small amount of land, once it was gone, it was gone forever and it was spaces such as this that gave downtown its character. She clarified this was not a General Fund expenditure; the funds were from REET that allowed the Council to make such purchases when the opportunity arose. These funds could not be used for general operating expenses or for Police or Fire.

Councilmember Wambolt recognized the group of citizens, led by Betty Larman, who volunteered to maintain the area.

Mayor Haakenson advised the actual price was \$282,766, well below the appraised value.

Councilmember Bernheim pointed out the seller retained a utility and maintenance easement so that up to 60 days per year if necessary the property could be utilized for utility easements by the seller. There was also a one year construction period that allowed the seller to have a crane operating from the site.

Councilmember Orvis expressed his joy at the City's purchase of this open space, a rarity in downtown that would allow the City to maintain open space for future generations.

City Attorney Scott Snyder explained while the City had been negotiating for some time, there were 2-3 fairly significant changes made at the Council's suggestion. The offer would be proposed to the seller and could be returned to the Council.

**MOTION CARRIED UNANIMOUSLY.**

**7. MAYOR'S UPDATE ON CLIMATE PROTECTION COMMITTEE**

Climate  
Protection  
Committee

Mayor Haakenson commented the Committee was not interested in the politics of global warming but wanted to recognize the problem and identify things everyone could do to improve the situation. The Committee meets monthly, usually on the first Thursday of the month. There were often 25 or more people in attendance and often include representatives from Sustainable Edmonds and GreenforGood. Agenda topics they have discussed include fuel economy tips, Environment Day in Olympia, Energy Star partnership, possible environment open house, City's greenhouse gas findings, and discussion regarding the Governor's comprehensive climate approach report.

Guest speakers have included Edmonds School District to discuss what the District is doing and a presentation on "Harnessing the Earth's unlimited free energy – geothermal heat pump technology." A subcommittee, consisting of Steve Bernheim and several citizens, are working on a greenhouse gas reduction program geared toward local businesses and will be the featured program at this week's Chamber of Commerce luncheon. The City's Recycling Coordinator Steve Fisher collected and analyzed

the City's greenhouse gas output in order to identify the greatest sources of greenhouse gas emissions from City buildings, understand emission trends, quantify the benefits of specific City activities, provide a basis for developing an action plan, and set goals and targets for future reductions. Mr. Fisher used ICLEI's (International Council for Local Environmental Issues) government analysis program to analyze data for the years 1999 (base year) and 2006 for the following sectors: buildings, water/sewer, streetlights, vehicle fleet, employee commute, waste, and "other." Results can be found under "Climate Protection Committee" on the City's website. His goal was to collect and analyze communitywide data for the same years.

The Committee has undertaken a study of "green" building codes with the help of Planning Manager Rob Chave and Planner Jen Machuga and are working on a low-impact development program for the City to address green building codes and sustainable-building practices. This will be presented first to the Planning Board and then to the City Council. He referred to PCC's plans for a platinum LEED-certified building and plans for City LEED certified buildings.

Facilities Manager Jim Stevens has led the effort in signing the City as a partner in the Energy Star program. This provides the ability to track energy consumption in City buildings and to work toward the Energy Star "stamp," meaning a building is rated in the top 25% of energy efficiency (on a scale of zero to 100%). Currently, City Hall is at 73%. City staff installed an electrical outlet at the Public Safety Complex to allow owners of electrical cars to recharge their vehicles. In conjunction with the Puget Sound Bird Fest in September, the Committee plans an environmental fair to increase awareness and provide a fun way for families to learn more about sustainability. Liz Stachow, *Edmonds Beacon* reporter, is a regular attendee at the meetings and plans to include committee information in her weekly column. The committee also utilizes the quarterly City newsletter, "Update on Edmonds," to communicate information to citizens. He referred to Earth Hour on Saturday, March 29 from 8 to 9 p.m., an effort to encourage citizens to turn off their lights for one hour to conserve energy. He advised background information as well as upcoming meeting dates and meeting notes were available under Climate Protection on the City's website ([www.ci.edmonds.wa.us](http://www.ci.edmonds.wa.us)).

## **8. COUNCIL REPORTS ON OUTSIDE COMMITTEE/BOARD MEETINGS**

Disability Board
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 Councilmember Orvis reported the Disability Board recently considered funding for preventative care such as an annual physical. He explained the Disability Board oversees benefits for LEOFF1 retirees, a small group of retirees for whom the City is responsible for their medical care. The Board decided to allow \$300/year for preventative care. Although some studies indicate this preventative care does not save money, when studies are limited to the age range of the LEOFF1 members, preventative care does save money. He commented on stories relayed at the Disability Board of people caring for someone unable to care for themselves, particularly those whose brain has been injured by disease. He recognized the grueling, exhausting and thankless nature of providing this care and assured the caregivers that people did appreciate and care about what they did.

Climate Change
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 Councilmember Wilson referred to a New York Times article regarding things people could do personally to cut back on climate change. He noted airline travel was one of the major contributors to greenhouse gas emissions; Britain would need to cut every other source of emissions in their country to meet their emission goals if they did not address aviation. For example a recent flight from London to Chicago had only five passengers, equal to a carbon footprint of 43.2 tons of CO<sub>2</sub> per passenger. He noted if all greenhouse gas production was halted now, there would be another 1.6 degree Celsius increase over the coming century and a .1 inch per year sea level rise for the foreseeable future.

Public Facilities District
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 Councilmember Wilson reported on the Edmonds Public Facilities District (PFD) Board meeting, the Board that oversees the Edmonds Center (ECA) for the Arts. Three PFDs in addition to Edmonds operate

under the Snohomish County PFD, the Future of Flight Museum, the Comcast Arena and the Lynnwood Convention Center; the Snohomish County PFD is debating how to allocate excess funds between the four PFDs. The ECA plans to convert a line of credit to bonded debt and the City is the guarantor of that debt. He encouraged the public to attend ECA events to ensure the City would not be responsible for that debt.

SeaShore  
Transportation  
Forum

Councilmember Olson reported the SeaShore Transportation Forum included an update on the Alaskan Way Viaduct; crews are working on the south end at street level and plan to begin working on the north end. She was hopeful by year end a decision would be made with regard to the raised portion. The Forum planned to discuss Sound Transit next month, commenting none of the SeaShore members were in favor of Sound Transit's current proposal. The Forum changed their meetings to the first Friday of the month.

Port  
Commission

Councilmember Wambolt reported the Port Commission approved the design of the Jacobsen Marine building and Jacobsen is scheduled to apply for a permit for their new building in mid-April. He noted this would be a nice addition to the Port and will produce sales tax revenue for the City via boat sales. He reported the Port was having problems with otters; 12% of maintenance time was applied to cleaning up their messes. The Harbor Inn is now a member of the Best Western chain; one of the last things they had to do to be accepted by the chain was to build a swimming pool. He referred to comments that there were no pools in the City, remarking there was a very nice pool at the Harbor Square Athletic Club. The name of the Deer Creek Hatchery was changed to Willow Creek Hatchery. Councilmember Wambolt reported the Edmonds-Woodway High School students who presented their redevelopment plans at the Council meeting would be making a presentation at the Port's next meeting on April 28.

Community  
Transit

Councilmember Dawson reported there would be a public hearing and update at Community Transit next week regarding Bus Rapid Transit along Hwy. 99, one of the biggest Community Transit projects in the Edmonds area. Councilmember Dawson reported Community Transit held their retreat at Semiahmoo last week and suggested the Council consider it as a location for a future retreat as it was a nice, reasonably priced facility and an example of a lower level development that fit into the surroundings.

Councilmember Dawson explained due to Marysville's increased population there were now three cities that meet the definition of large cities but there were only two large city representatives on the Community Transit Board, Marysville and Edmonds; Lynnwood has two alternate seats on the Board. She referred to an editorial in the Lynnwood and Mountlake Terrace edition of the *Enterprise* suggesting Community Transit consider a geographical districting for their Board which would result in two representatives from the South County area. She noted there were currently three representatives from those cities serving on the Community Transit Board, a representative from Edmonds, Mountlake Terrace and the Vice Chair from Brier as well as two alternates from Lynnwood.

Sound Transit

Councilmember Dawson referred to Ms. Wolfe's comments regarding the Sierra Club's support for a Sound Transit vote this year to provide real solutions to congestion in this area, pointing out the other local officials on the Sound Transit Board and she felt Sound Transit's proposal did not provide real transportation solutions for South Snohomish County as it relied on Bus Rapid Transit on I-5 and there were no guarantees from WSDOT regarding a dedicated lane. Further investigation was needed to develop a regional solution to transportation and congestion. She reported the Sound Transit Board would be reviewing draft proposals later this week and deciding whether to move them forward for public comment. She noted this did not necessarily determine whether there would be a vote in 2008 but would move toward that path. She invited Councilmembers to provide her feedback, noting the feedback she had received to date had not been favorable toward a 2008 Sound Transit vote.

Councilmember Dawson advised she was appointed to a newly formed Sound Transit Operations Committee; their first meeting was scheduled on April 24. As a result of that meeting she was unable to attend the entire SnoCom retreat and asked whether Mayor Haakenson or Assistant Police Chief Gannon could attend the retreat.

Puget Sound  
Regional  
Council

Councilmember Dawson reported she would also be attending the Puget Sound Regional Council general assembly meeting on April 24. She encouraged all Councilmembers and the Mayor to attend as they were all members of the general assembly. She invited Councilmembers to provide her with input for that meeting.

Association of  
Washington  
Cities

Councilmember Dawson advised she was the only Councilmember planning to attend the Association of Washington Cities (AWC) Conference in Yakima in June which was the opportunity for cities to vote on the platform that AWC would act on for the year as well as vote for committee representatives. Because the City has three votes, she encouraged two other Councilmembers to attend at least on June 20 when the votes would occur.

## 9. MAYOR'S COMMENTS

Dave Gebert's  
Retirement

Mayor Haakenson congratulated Mr. Gebert on his retirement and wished him well in his new life as a grandfather, Mariner fan and Husky fan.

## 10. COUNCIL COMMENTS

Council President Plunkett reminded there would be no Council meeting on April 29th as it was the fifth Tuesday of the month.

Health Board

Councilmember Orvis reported one of the biggest issues facing the Snohomish County Health Board was funding and the District would be operating at a deficit next year unless cost reductions were made. Next, he relayed that recent studies have indicated people in mid-life with large mid-sections were more likely to develop dementia. He encouraged everyone to lose weight.

EMS Levy on  
May 20

Councilmember Wilson commented by the next Council meeting, voters would have received their absentee ballots for the May 20 EMS election. He noted the Council was on record supporting the EMS and he urged the public to vote, hopefully in favor of the EMS levy.

Stevens  
Hospital

Councilmember Wilson expressed disappointment that Stevens Hospital CEO Michael Carter cancelled his presentation to the Council and deferred any further discussions with the Council until August. Councilmember Wilson asked if the Council wanted to invite any of the Hospital Commissioners to speak to the Council, noting some of them would like to speak to the Council and feel stifled by the current administration. He listed several questions he had planned to pose to Mr. Carter: Why does the new Development Director, whose job in part is to raise funds for the hospital and who oversees three people, have a salary of \$200,000 and has not raised any funds to date? Why did the Development Director earn more than the Director of Nursing? Why did Mr. Carter say he did not know what the nurses did with all their time and why did they need to earn as much as they did? Why after having laid off the Director of Marketing and saying he was not interested in marketing the hospital externally, the Vice President of Development hired his wife under a no bid contract to do marketing for the hospital and why that continues with no public process? Why the Compensation Committee that planned to meet to consider Mr. Carter's salary never met and why was the work of the never-meeting committee then confirmed at a Commission meeting at which two of the five members were absent? Why when the first year end numbers were announced and Mr. Carter's compensation was tied to whether the hospital operated in the red or black, Stevens Hospital was in the red in January but by February the hospital operated in the

black? Why was the newest Commissioner, who was elected with the highest percentage victory than any other election held last year in Snohomish County, had not yet received her orientation packet?

Councilmember Wilson recalled his comments to Mr. Carter that were the hospital to put an initiative on the ballot in August to raise funds to move the hospital, he would not be informed until it had been filed with the Snohomish County Auditor, to which Mr. Carter agreed he probably wouldn't. As a result of that comment, Councilmember Wilson found it particularly disturbing that Mr. Carter had delayed his discussion with the Council until August. Councilmember Wilson assured he wanted to be a strong supporter of Stevens Hospital and wanted a hospital in the community and felt it belonged in the current location. He pointed out the public was outraged at the Seattle Sonics asking the State for \$300 million; Stevens Hospital was asking for \$400 million to build a facility.

Councilmember Olson thanked WSDOT for attending tonight's meeting, remarking the City was fortunate the WSDOT Traffic Engineer lived in Edmonds.

Port  
Commission

Councilmember Bernheim encouraged the public to attend the April 28 Port Commission meeting where the Edmonds-Woodway High School students would present their redevelopment proposal to the Port. He inquired whether the Harbor Square Athletic Club pool was open to the public. Next he encouraged people waiting in the ferry holding lanes, admiring the view at Sunset Park, waiting to pick up school children, etc. not to leave their vehicles running as emissions from idling vehicles caused health problems in areas where pedestrians gathered. He also pointed out an idling vehicle consumed approximately one gallon an hour or approximately 5 cents a minute.

Stevens  
Hospital

Councilmember Wambolt acknowledged Harbor Square was a membership organization that required a monthly fee; admission to a public pool would not be free. Next, he expressed concern with the failure of the Stevens Hospital CEO to speak to the Council and asked whether he provided a reason for canceling. Mayor Haakenson relayed Mr. Carter said he was not prepared to come before the Council. Councilmember Wambolt suggested the public email/write to Mr. Carter asking why he cancelled his discussion with the City Council. Councilmember Wilson commented he would have provided his questions to Mr. Carter in advance to allow him to prepare a response.

Senior Center

Councilmember Dawson reported last week Councilmember Bernheim and she spoke at the Senior Center membership meeting and had a great discussion on a number of topics. She remarked there were exciting things happening at the Senior Center and she encouraged the public to join. She advised on Tuesday, April 29 the Council planned to tour the treatment plant.

Snohomish  
County  
Medical  
Examiner

Councilmember Dawson referred to Councilmember Orvis' comment regarding preventative care, noting the Snohomish County Medical Examiner Office had experienced an increase in cases due to people in their fifties whose death required review by the Medical Examiner's office because they were not treated by physicians and had no medical history. She commented this was an interesting trend that the lack of health insurance and lack of preventative care led to unexplained deaths.

Appreciation of  
Administrative  
Professionals

Councilmember Dawson advised this was Administrative Professional's Week and tomorrow was Administrative Professional's Day. She voiced her appreciation to Jana Spellman, Senior Executive Council Assistant for the amazing work she does for the Council. She noted Mayor Haakenson had one of the finest administrative professionals in the area, Linda Carl. She thanked Ms. Spellman and Ms. Carl for the great work they and all the administrative professionals in the city did.

Student Representative Scheibert described a conference she attended in Washington DC on reproductive health and population concerns. She encouraged the public to research the link between access to family planning and deformation of the environment. She pointed out families in ecological hot spots were using

slash and burn agriculture to support large families that often were unintended due to limited access to family planning services. She noted the Sierra Club was one of the hosts of the conference and she encouraged the public to support their work.

**11. ADJOURN**

With no further business, the Council meeting was adjourned at 9:47 p.m.