

EDMONDS CITY COUNCIL APPROVED MINUTES

March 25, 2014

The Edmonds City Council meeting was called to order at 6:30 p.m. by Mayor Earling in the Council Chambers, 250 5th Avenue North, Edmonds.

ELECTED OFFICIALS PRESENT

Dave Earling, Mayor
Diane Buckshnis, Council President
Kristiana Johnson, Councilmember
Lora Petso, Councilmember
Strom Peterson, Councilmember
Joan Bloom, Councilmember
Adrienne Fraley-Monillas, Councilmember
Thomas Mesaros, Councilmember (arrived 7:24 p.m.)

STAFF PRESENT

Phil Williams, Public Works Director
Carrie Hite, Parks & Recreation Director
Scott James, Finance Director
Rob English, City Engineer
Leif Bjorback, Building Official
Renee McRae, Recreation Manager
Jeff Taraday, City Attorney
Scott Passey, City Clerk
Jana Spellman, Senior Executive Council Asst.
Jeannie Dines, Recorder

1. CONVENE IN EXECUTIVE SESSION TO DISCUSS PROPERTY ACQUISITION PER RCW 42.30.110(1)(b)

At 6:30 p.m., Mayor Earling announced that the City Council would meet in executive session to discuss property acquisition per RCW 42.30.110(1)(b). He stated that the executive session was scheduled to last approximately 30 minutes and would be held in the Jury Meeting Room, located in the Public Safety Complex. Action may occur as a result of meeting in executive session. Elected officials present at the executive session were: Mayor Earling, and Councilmembers Johnson, Fraley-Monillas, Buckshnis, Peterson, Petso and Bloom. Others present were City Attorney Jeff Taraday, Parks & Recreation Director Carrie Hite, and City Clerk Scott Passey. The executive session concluded at 7:53 p.m.

Mayor Earling reconvened the regular City Council meeting at 7:00 p.m. and led the flag salute.

2. ROLL CALL

City Clerk Scott Passey called the roll. All elected officials were present with the exception of Councilmember Mesaros.

(Councilmember Mesaros was not present for Roll Call but arrived at 7:24 p.m.)

3. APPROVAL OF AGENDA

COUNCIL PRESIDENT BUCKSHNIS MOVED, SECONDED BY COUNCILMEMBER PETERSON, TO MOVE AGENDA ITEM 8 TO AGENDA ITEM 5A. MOTION CARRIED UNANIMOUSLY. (Councilmember Mesaros was not present for the vote.)

COUNCIL PRESIDENT BUCKSHNIS MOVED, SECONDED BY COUNCILMEMBER PETERSON, TO APPROVE THE AGENDA AS AMENDED. MOTION CARRIED UNANIMOUSLY. (Councilmember Mesaros was not present for the vote.)

4. APPROVAL OF CONSENT AGENDA ITEMS

COUNCIL PRESIDENT BUCKSHNIS MOVED, SECONDED BY COUNCILMEMBER PETERSON, TO APPROVE THE CONSENT AGENDA. MOTION CARRIED UNANIMOUSLY. (Councilmember Mesaros was not present for the vote.)The agenda items approved are as follows:

- A. APPROVAL OF CITY COUNCIL MEETING MINUTES OF MARCH 4, 2014
- B. APPROVAL OF CITY COUNCIL MEETING MINUTES OF MARCH 18, 2014
- C. APPROVAL OF CLAIM CHECKS #207610 THROUGH #207759 DATED MARCH 20, 2014 FOR \$450,648.68. APPROVAL OF PAYROLL DIRECT DEPOSIT AND CHECKS #60860 THROUGH #60875 FOR \$454,471.94, BENEFIT CHECKS #60876 THROUGH #60882 AND WIRE PAYMENTS OF \$201,383.27 FOR THE PERIOD MARCH 1, 2014 THROUGH MARCH 15, 2014
- D. APPROVAL TO SURPLUS CITY COMPUTER EQUIPMENT

5. AUDIENCE COMMENTS

David Preston, representing the Port of Edmonds, referred to the \$150,000 grant the Port received from the Washington State Recreation Conservation Office to assist with a \$225,000 project to rebuild one of the Port's sling launches. That project has been completed; he invited the Council to the ribbon-cutting ceremony on Monday, March 31 at 6:00 p.m. The sling launch is an economic benefit to the community and bigger boats attract new businesses to Edmonds such as Jacobsen Marine. This is the only launch of its size between Everett and Shilshole, increasing the Port's launching capacity from 7,500 pounds to 10,000 pounds. This launch brings fisherman and other boats to Edmonds for overnight stays, eat in restaurants, etc.

Alvin Rutledge, Edmonds, suggested Fire District 1 report on the situation near Darrington including the assistance FD1 is providing. He advised service clubs in Edmonds are providing support to the service clubs in the Darrington area.

Roger Hertrich, Edmonds, said the presentation at the last meeting regarding 76th & 212th illustrated what happens when a grant gets carried away. Improving the intersection of 212th & 76th has expanded to improvements the length of 76th and 5 lanes to Westgate. He suggested the Council take further public input on that project, noting widening a road or roadway improvements affects adjacent property owners.

Rich Demeroutis, Edmonds, referred to Mr. Page's comments regarding Betty Mueller's contributions to the City. He relayed information about Ms. Mueller. She was a dance teacher for many years; Bridget Hanley said she would not have been successful in Hollywood without Ms. Mueller's influence. She was a 4th of July parade volunteer for many years, a member of the South Snohomish County Museum, founded the Edmonds Safety Foundation and the Edmonds Police Foundation, fought the City when the EMS transport fee was initiated, started the ban on casinos in Edmonds, founded the Alliance of Citizens for Edmonds, participated in many Council campaigns, and co-chaired the bond committee to construct the Public Safety complex. He urged the City to dedicate a fire station in her memory and requested a Councilmember take the lead on that effort.

At Mayor Earling's request, Public Works Director Phil Williams described improvements to 76th & 212th intersection, explaining there are no plans to acquire new right-of-way to widen the street. The project will restripe 76th from 220th to 208th to add right and left turn lanes at the intersection to improve the function of the intersection as well as address delays in the corridor. He summarized this is primarily a painting project, not a construction project.

Councilmember Fraley-Monillas relayed she and another Councilmember visited the area and found most of the area is already two lanes. Mr. Williams agreed north of 208th to 196th is currently 2 lanes; that will be changed to a 3-lane section. It does not require widening the street, it will be accomplished by eliminating the existing striped parking.

Councilmember Fraley-Monillas asked if the City has an agreement with Lynnwood as many of the parking spaces are on the Lynnwood side of the road. Mr. Williams advised there are 30 parking spaces on Lynnwood's side and 14-15 on Edmonds' side. Lynnwood is aware of the project and agrees with the project at the engineering level.

Council President Buckshtnis suggested this project be referred to the Parks, Planning & Public Works Committee to consider it more closely.

5A. YOST POOL OPERATIONS (Previously Agenda Item 8)

Parks & Recreation Director Carrie Hite referred to an item in the Strategic Plan to create and implement a long term financial and operational strategy for Yost Pool. The recently adopted Parks, Recreation and Open Space (PROS) Plan has very aggressive goals to continue developing community partnerships to leverage resources for parks and recreation services. She presented this proposal with these goals in mind. Staff and representatives of the Dale Turner Y have had several conversations since the Y approached the City since last fall. The Y did a complete analysis of operations at Yost Pool and submitted a proposal to partner with the City to provide a pool manager and staff to operate the pool during the summer. Staff was impressed with the Y's emphasis on customer service, safety and best practices in operation of aquatics.

The City currently subsidizes Yost Pool by \$50,000 - \$60,000 per summer which includes all expenses such as maintenance, operations, chemicals, staffing, etc. The Y's proposal could save the City \$15,000 - \$20,000 per summer. She recommended the City proceed with a contract with the Y for operation of Yost Pool.

Mayor Earling advised following receipt of Ms. Hite's recommendation he met with representatives of the Dale Turner Y. He explained this would be a one-year contract. The proposal provides estimated savings for the City along with providing expanded opportunities for citizens, a win-win proposal.

Ms. Hite explained under this proposal the Y would staff the pool using the program developed by City staff that mirrors last year's program, incorporating some user feedback. The Y has the flexibility to add programs if the demand exists. For example if there is demand for additional swim lessons, the Y can provide additional staff to maximize use of the pool. The City does not have the flexibility to increase programs with the staff that is hired each summer.

Councilmember Fraley-Monillas inquired about current staffing of the pool. Ms. Hite explained temporary seasonal employees are hired including a pool manager, instructional staff, lifeguards and cashiers. The City will continue to provide cashiers, collect all revenue and do registration for all programs. The City would enter into a concessions agreement with Y for staffing costs.

Councilmember Johnson recalled a few years ago Yost Pool's shoulder season was reduced as a cost-saving measure. Ms. Hite advised the pool will be open June 2 through September 1. From June 2 until

school is out, there is minimal participation other than lap swimmers; use is maximized once school is out. School starts in September and the site becomes very chilly. She introduced Courtney Whitaker, Executive Director, and Brian McLaughlin, Associate Executive Director. Dale Turner Family YMCA.

Ms. Whitaker explained the Dale Turner Family Y serves the boundary areas of the Shoreline and Edmonds school districts. Approximately 2,500 Edmonds residents are Y members and the Y provides programs in several elementary, middle and high schools in the Edmond School District. This partnership will allow them to meet the recreation and wellness needs of Edmonds residents and ensure the aquatic and seasonal pool keeps the same and possibly expanded programming. The Y would staff pool operations and offer YMCA swim lessons with YMCA-certified staff to teach swim lessons and water exercise classes. She was confident in their ability to provide excellent programming and services to residents as well as their safety and operations record in aquatic programs. The Y has similar partnerships in Snoqualmie and with King County and the ability to help the City maximize resources and lower costs. They are able to lower costs by utilizing year-round staff, the expertise of an Aquatics Director, as well as hiring seasonal staff and moving them between the two locations.

Ms. Whitaker relayed the Y's commitment to hire local kids, helping to grow job skills in the local community. Many of their current lifeguards are students in the Edmonds School District. She pledged to be good stewards of Edmonds residents, to provide the best service possible this summer and she looked forward to demonstrating service that would result in a partnership that lasted more than one year.

Ms. Hite advised this agenda item was to answer Council questions. The Mayor has the ability to authorize this contract.

Council President Buckshnis said this was an awesome idea, go for it.

Councilmember Peterson echoed Council President Buckshnis' comment, expressing his appreciation for the creativity and community outreach to save money as well as enjoy the Y's reputation in safety and programming.

Ms. Hite thanked Recreation Manager Renee McRae for her efforts in developing this partnership.

6. 2013 ANNUAL REPORT - SNOHOMISH COUNTY FIRE DISTRICT 1

FD1 Commissioners present: David Chan (Chair), Bob Meador, Jim Kenny, Richard Schrock and Jim McGaughey. FD1 staff members present: Ed Widdis, Fire Chief; John Westfall, Fire Marshal; Shaughn Maxwell, Medical Services Officer; Bob Eastman, Fire Captain; Tim Hoover, Union President; Marsha Moore, Executive Assistant; and Shane Cooper, Community Paramedic. There were also several FD1 firefighters in the audience. Fire Commissioners and Councilmember introduced themselves. Chief Widdis advised Assistant Fire Chief Brad Redding is not present as he is the Incident Commander at the incident in Oso.

FD1 Fire Chief Ed Widdis reviewed information related to the Operations Division, advising FD1 has 12 stations, 3 of which are located in Edmonds. He displayed graphs related to Edmonds' call volumes and calls by type. In addition to 4 platoons and firefighters that work 24 hour shifts, on January 1, 2014 FD1 added a peak activity unit, a medic unit with 2 people that operates 12 hours/day in north FD1, as approximately 2/3rd of calls occur during the day. Another peak activity unit will begin operation in April. He anticipated peak activity units will improve response times and out-of-service times. He provided a list of major incidents in Edmonds during 2013.

Medical Services Officer Shaughn Maxwell reported FD1 received two awards for a checklist program that ensures firefighters and paramedics provide the most scientifically evidenced based key interventions

every time to help elevate care. The checklist has captured the attention of Harvard and the World Health Organization; requests are being received for the checklist from around the world. One of the items on the checklist is cardiac arrest. The national survival rate for a cardiac arrest is 10%; FD1 has achieved a survival rate of nearly 50% for the past 3 years. FD1 added a Medical Services Officer position in 2013 who also responds to top critical incidents.

Officer Maxwell explained to address non-emergency calls to 911, FD1 began a Community Paramedic program. The Community Paramedic works with at-risk citizens outside the crisis environment to assist them with medications, connect them to services, etc. FD1 has partnered with approximately 50 community services for this purpose. Chief Widdis noted approximately 50 people call 911 over 500 times a year; the Community Paramedic is intended to reduce call volume and avoid adding units.

Fire Marshal John Westfall reviewed information related to the Fire Prevention Division including a pie chart of inspections and permits. He described inspections conducted by engine companies, inspections of building sites and fire investigations. Every fire in Edmonds is investigated for origin and cause, usually by the Fire Captain and responding crews; more complex fires are investigated by investigation staff. He highlighted FD1 participation in community events such as the Edmonds Egg Hunt, 4th of July Parade and celebration, Waterfront Festival, Edmonds Night Out Against Crime, Taste of Edmonds and Edmonds Tree Lighting.

Fire Marshal Westfall relayed FD1 received a Vision 20/20 grant for 1,200 free smoke alarms. The program was so successful that Vision 20/20 provided additional smoke alarms. FD1 conducts neighborhood meetings following fire responses to answer questions about their response and provide safety and fire prevention tips. He described other services FD1 offers:

- Protect Care Connections
 - Funded by a grant from Verdant Health Commission
 - Helps connect patients with programs and social services.
- Bike helmets at fire stations
 - Firefighters provide fitting
 - Small donation requested
- Child Car Seat Checks
 - 80 checks conducted in 2013

The Fire 1 Foundation continues its fundraising efforts to create a 9-11 Memorial at the Edmonds Firefighters Memorial Park adjacent to Fire Station 17 to feature a steel beam recovered from the ruins of the World Trade Center.

Chief Widdis provided information regarding the Training Division:

- Fire training facility
- Company evaluations and tactical operations
- Regional partnerships
- New hires

Chief Widdis also provide information regarding the Volunteer Division:

- Alarms
 - Volunteers responded with Air Light unit (AIR 10) to 30 calls in 2013
- Training and career development
- New members
- Public education and community events

Fire Captain Bob Eastman reviewed the 1756 Compliance Report based on standards the City Council adopted in 2009:

- Turnout Time for all emergency incidents
 - Standard: 2:45
 - Actual 2013: 2:44
 - New technology employed in 2014 to improve dispatch notification time and potentially reduce turnout time
 - Actual 2012: 2:48
- Response time of the first arriving Engine Company to a fire suppression incident
 - Standard: 6:30
 - Actual: 6:48 (first arriving unit: 6:32)
 - Actual 2012: 6:10
- Response time for the deployment of full first alarm assignment to a residential fire suppression incident (15 firefighters on the ground)
 - Standard: 7:45
 - Actual: 8:55 (4 incidents)
 - Standard met on 3 of 4 incidents
 - Ladder 20 and the backup ladder were out of service in 1 incident requiring the responding ladder to travel considerable distance
 - Actual 2012: 8:00 (5 incidents)
- Response time for the deployment of full first alarm assignment to a commercial fire suppression incident (18 firefighters on the ground)
 - Standard: 9:00
 - Actual: 8:24 (6 incidents)
 - Actual 2012: 7:59 (3 incidents)
- Response time of the first-arriving unit with a first responder (BLS) or higher level capacity to an emergency medical incident
 - Standard: 5:15
 - Actual: 5:06
 - Actual 2012: 5:17
- Response time of the arrival of an advanced life support (two Paramedics) unit to an emergency medical incident
 - Standard: 6:45
 - Actual: 6:01
 - Actual 2012: 6:40
- Response time of the first-arriving apparatus with appropriately trained and equipped Hazardous Materials Operations level personnel onboard to a hazardous materials incident
 - Standard: 6:30
 - Actual: No qualifying incidents of this type in Edmonds in 2013
- Response time of the first-arriving apparatus with appropriately trained and equipped Hazardous Materials Technician level personnel onboard to a hazardous materials incident
 - Standard: 12:00
 - Actual: No qualifying incidents of this type in Edmonds in 2013
- Response time of the first-arriving apparatus with appropriately trained and equipped Technical Rescue Operations level personnel onboard to a technical rescue incident
 - Standard: 6:30
 - Actual: No qualifying incidents of this type in Edmonds in 2013
- Response time of the first-arriving apparatus with appropriately trained and equipped Technical Rescue Technician level personnel onboard to a technical rescue incident
 - Standard: 12:00
 - Actual: No qualifying incidents of this type in Edmonds in 2013

- Response time of the first-arriving apparatus with appropriately trained and equipped Marine Response and Firefighting personnel on board to a marine incident
 - Standard: 12:00
 - Actual: 4:06

Captain Eastman referred to the two standards that were not met, first, Response time of the first arriving Engine Company to a fire suppression incident (Standard: 6:30, Actual 6:48, first arriving unit 6:32), pointing out a unit other than an engine arrived within 6:32. In many cases delays are caused by engines already on other incidents. Regarding the second standard that was not met, Response time for the deployment of full first alarm assignment to a residential fire suppression incident (Standard: 7:45, Actual: 8:55), 1 of 4 incidents did not meet the standard because 2 ladder trucks were out of service, requiring the 3rd ladder to travel a longer distance.

Chief Widdis displayed photographs of the mudslide in Oso, identifying the slide area, the river and roadway. He explained 48 parcels have some type of structure; 179 people are listed as missing although the list may contain duplicate names. Efforts today recovered an additional ten bodies. Recovery efforts were partially shut down yesterday until a hydrologist and geologist could assess the situation. He met with County Executive Lovick, Governor Inslee and several Snohomish County Councilmembers at the site yesterday. FD1 has units and resources on site including its technical rescue unit. He displayed photographs of the slide, commenting much of the material is like quicksand. He described how resources have been moved around FD1 to assist with the response. The FEMA disaster declaration signed yesterday will provide more resources including an Urban Search and Rescue Team as well as the National Guard Search and Rescue and Mortuary Units.

Mayor Earling reported on a mayors meeting he attended today where Arlington's Mayor provided a briefing. Citizens interested in helping can make donations at U.S. Bank (4th & Dayton). On Friday Community Transit will begin bus service between Darrington and Arlington.

Union President Tim Hoover commented the partnership between FD1 and Edmonds has gone well, providing more resources to the community and allowing more efficient responses. Programs like the Community Paramedic and the checklist likely could not be provided by a standalone Edmonds Fire Department.

For Councilmember Mesaros, Chief Widdis described how responses times are measured. He noted consideration is being given to calculating times based on the time responders reach patient bedside or begin putting water on a fire rather than arrival time.

Councilmember Bloom observed the Community Paramedic was funded by a Verdant Health grant and asked whether that will be a continuing effort. Chief Widdis answered the program has been very successful and helps avoid adding another medic unit. He did not anticipate it would be difficult to convince the Board to fund the program as it is less expensive to operate one person in the community than to fund a crew for another unit.

Councilmember Bloom asked what time of day citizens could visit a fire station for smoke alarm checks, bike helmets fitting, child car seat checks, fire extinguishers filling, etc. Chief Widdis answered bike helmet fittings can be done at any time; appointments are made at fire stations for car seat checks by a person certified to check the car seat. FD1 does not fill fire extinguishers, not even their own.

Councilmember Fraley-Monillas asked whether the Community Paramedic is able to connect citizens with resources such as food bank, mental health services, etc. Captain Maxwell answered yes, FD1 has

partnered with 50 community organizations via Connected Communities. The Community Paramedic is a simple solution with many downstream benefits.

Council President Buckshnis suggested the Community Paramedic visit Senior Centers to inform them of the program. She asked why carbon monoxide alarms are not required in residences. Chief Widdis commented on the difficulty with mandating something in private homes. Carbon monoxide alarms are mandated in rental units. Fire Marshal Westfall advised carbon monoxide alarms are required when ownership of a home is transferred.

Councilmember Petso referred to the list of corrective actions to address the response time shortfalls and the use of proximity dispatch as part of the New World System. She asked when the New World System will be implemented. Commissioner Meador responded the goal is July although it may be later. Chief Widdis explained proximity dispatch utilizes automatic vehicle locators that allow dispatchers to dispatch the closest unit. He anticipated some initial training will be required regarding when a unit returns to service to prevent an out-of-area unit be dispatched close to a hospital where they transported a patient.

Councilmember Peterson commented one of the big concerns in Edmonds is rail traffic, including conflicts with at-grade crossings and possible increase in coal and oil trains. He inquired about crisis planning for an incident. Chief Widdis answered FD1 is working with BNSF and Sounder on a practice incident in June. He explained as long as trains are moving, the tracks can be accessed. Once a train stops, blocking the tracks causes problems. He acknowledged personnel can crawl across cars but removing patients is difficult other than by water or helicopter. He noted Marysville has a similar situation with their at-grade crossings.

Fire Commission Chair David Chan commented under Chief Widdis' leadership, FD1 continues to be creative, innovative and efficient. He encouraged Councilmembers to contact Commissioners with any questions.

Commissioner Schrock wished Edmonds a happy 110th anniversary of Edmonds Fire Service, advising FD1 is proud to be part of that legacy.

7. PUBLIC COMMENT AND CONTINUED DISCUSSION ON THE SUNSET AVENUE WALKWAY PROJECT

Council President Buckshnis explained this agenda item is only public comment and no decision will be made tonight because this meeting is a work session. Council deliberation and possible decision is scheduled for the April 1 meeting.

Public Works Director Phil Williams explained several questions were raised at the March 4 meeting as well as requests for a more complete list of options. Reasons for this project include maximizing view access, improve safety for all travel modes and provide accessibility. He displayed photographs of the view from the west edge of Sunset Avenue, of people walking in the street and a bicycle riding the wrong way on Sunset Avenue to illustrate safety issues, and of the dirt path on the west side of the curb to illustrate accessibility issues.

Mr. Williams displayed and described sections illustrating walkway options (elements listed from west to east):

- Existing Condition
 - Paved area between curbs 30 feet
 - 8' parking
 - 16' 1-way travel lane
 - Comparison: 2 travel lanes on Main 11' each

- 1-way vehicle traffic does not require 16'
 - 6' bike lane
 - 5' sidewalk
- Shared Use Path (recommended)
 - 5' shoulder
 - 10' shared use path
 - 2' mountable curb
 - 16' travel lane with sharrow (shared with bicycles)
 - 5' sidewalk
- Modified Shared Use Path
 - 5' shoulder
 - 8' shared use path
 - 2' mountable curb
 - 7' parking
 - 13' travel lane with sharrow
 - 5' sidewalk

Mr. Williams explained the nation and international standard for the operation of fire apparatus is 20 feet of clear pavement. Although there are some differences in interpretation, FD1's interpretation of clear pavement does not include parked cars. In an emergency FD1 will figure out a way to reach the location, however, a new design should accommodate the standard of 20 feet. The modified shared use path concept would not meet the standard of 20 feet of clear pavement if parking is retained on the west side. The shared use path does meet the standard with the 10-foot shared use path, a 2-foot mountable curb and 16-foot travel lane.

- Narrow Sidewalk
 - 5' shoulder
 - 5' sidewalk
 - 7' parking
 - 12' travel lane
 - 6' bike lane
 - 5' sidewalk

Mr. Williams advised the narrow sidewalk option does not meet the 20 feet of clear pavement standard for operation of fire apparatus of. He did not recommend either the modified shared use path or narrow sidewalk.

- Shared Use Path with Modified Parking
 - 5' shoulder
 - 10' shared use path
 - 2' mountable curb
 - 11' travel lane with sharrow
 - 7' parking
 - 5' sidewalk

Mr. Williams advised the shared use path with modified parking would meet the 20-foot clear pavement standard via the 10-foot shared use path, 2-foot mountable curb and 11-foot travel lane. He displayed a drawing of driveway radii on the southern end of Sunset Street with eastside parking, identifying areas where parallel parking could occur. He displayed a similar drawing of the north end of Sunset with eastside parking, identifying areas where parallel parking could occur and where driveways entrances would need to be widened to provide more turning radii. He summarized the shared use path with

modified parking may be a way to reestablish and possibly increase the amount of parallel parking on Sunset with a 10-foot wide shared use pathway.

Mr. Williams advised staff met with two residents on the south side of Caspers Street. He displayed a drawing of Caspers Street between Sunset and 3rd Avenue, identifying the right-of-way and the edge of the current street and property between the edge of the street and right-of-way that would be available for public use. He also displayed the shared street concept for Caspers Street, identifying the table top crosswalk (speed table) that slows cars and makes the pedestrian crossing easier because it is at the same level. A similar speed table would be provided at the other end of Caspers. The distance from the north curb to the existing 5-foot walkway is 35 feet; the proposal is to retain the parking and create a pathway at the same grade as the street via stamped concrete, pavers, etc. Pedestrians would use that pathway in the shared street. In response to concern expressed by residents with the original proposal to eliminate the existing sidewalk on the south side, staff proposes utilizing the same walkway treatment on the south side.

Mr. Williams summarized:

- Five options presented for Sunset Avenue
- Two will not provide the required 20-foot clear surface for fire apparatus
- Three viable options for the walkway
 - No action
 - Shared use path
 - Shared use path with parking on the eastside

Councilmember Fraley-Monillas referred to the narrow sidewalk option and asked why it had a bike lane rather than a sharrow. Mr. Williams answered the Councilmember who suggested this option asked that the bike lane remain. The 6-foot bike lane could be combined with the 12-foot travel lane to create an 18-foot sharrow. Councilmember Fraley-Monillas asked if that would provide adequate clear surface for fire apparatus. Mr. Williams answered no, there would still not be 20 feet as parked cars are obstacles.

Council President Buckshtnis commented there would be a tremendous expense to shore up the 5-foot shoulder owned by BNSF, particularly near the summit and Bell and Edmonds Streets. She asked whether that cost had been estimated. Mr. Williams offered to walk the alignment with Council President Buckshtnis, advising there was only 150 feet where the ideal solution would be something structural to avoid a railing. The goal has always been to have nothing blocking the view. An option to a railing on that 150 feet would be shoring it up. Council President Buckshtnis asked whether there was only 150 feet along the 2,000 feet that needed to be shored up. Mr. Williams estimated it was approximately 150 feet, reiterating the project has not yet been designed. The shoulder can be accommodated on the remaining length without any major work.

Council President Buckshtnis asked why consideration had not been given to enhancing the natural area on the west side rather than creating a pathway. Mr. Williams answered a gravel pathway could be provided but it would not be ADA accessible.

Councilmember Peterson observed the design phase will consider engineering challenges/opportunities. Mr. Williams agreed, explaining installation of a treatment on the bank in the 150-foot area rather than a 54 inch railing would require further discussion with BNSF. That could be beneficial to the walkway project as well as BNSF. Councilmember Peterson noted those answers would be provided during design, before construction began.

With regard to sharrows, Councilmember Peterson was confident Cascade Bicycle Club and Complete Streets prefer sharrows on a street with low speeds instead of a dedicated bike lane. With regard to

accessibility, he commented one of the concerns has been eliminating parking for people who like to park and enjoy the view. He preferred to err on the side of people being able to be out of their car and enjoy the space rather than enjoy the space from their car. He summarized accessibility was one of the key elements of this project for him, opening this incredible view corridor for everyone. Mr. Williams comments on his 87-year old mother's use of a walker and her inability to walk on Sunset even on the sidewalk on the east side.

Councilmember Fraley-Monillas questioned making Sunset Avenue a priority with regard to accessibility. As a person who advocates for people with disabilities, she asked whether every project had to be designed to serve everyone. Mr. Williams answered yes, noting a viable option was no action. If a pathway were constructed, it must be ADA accessible. Councilmember Fraley-Monillas pointed out the sidewalk on the east is ADA accessible. Mr. Williams answered it probably was at some point but standards change frequently and it no longer meets the standard. Councilmember Fraley-Monillas suggested the sidewalk on the east side of Sunset be updated as part of this project. She noted many people with disabilities would not be able to use a sidewalk on the west side for a variety of reasons.

Councilmember Fraley-Monillas did not recall the issue of ADA accessibility being mentioned initially other than scooters, skateboards, bikes, strollers and wheelchairs. Now it appears the focus is building this to accommodate people with disabilities. Mr. Williams explained accessibility has been part of previous presentations and has always been a requirement anytime a facility is constructed but previously has not received a lot of attention in this project.

Councilmember Petso asked how much additional right-of-way was available to the east of the existing sidewalk. Mr. Williams answered 18-24 inches. Observing this project began as a walkway, Councilmember Petso asked why the proposal now was a shared use pathway. Mr. Williams answered it has always been called the Sunset Avenue Walkway project and envisioned as a 10-foot wide space where bicycles and other non-motorized traffic would be welcome.

Councilmember Petso referred to the additional safety risk of putting wheeled vehicles on the west side of Sunset compared to the existing bike lane. She asked whether a sidewalk on the west and retaining the bike lane on the east could be a legitimate alternative. Mr. Williams referred to the Green Lake, Burke-Gilman and Interurban trails that are usually 10-foot wide pathways and successfully accommodate pedestrian traffic and other users. He did not envision a major hazard with a 10 foot wide multi use pathway. Narrowing the pathway requires users to operate in a smaller space and increases any conflicts. He noted 10 feet is considered an optimum minimum size for a multiuse path by AASTO and NACTO.

Councilmember Petso relayed her understanding that the same amount of space, five feet, would be needed west of the walkway if it were pedestrian only. Mr. Williams agreed. Councilmember Petso asked whether the likelihood of a fence increased if users included bicycles rather than only pedestrians. Mr. Williams answered he did not see any need for a fence and the City's project would not include a fence with the possible exception of the 150 feet where a railing could be required if BNSF will not allow installation of additional support.

Councilmember Johnson relayed her understanding that a 5-foot separation from the bank was required for a multiuse pathway and a 2-foot clear zone/mountable curb and that a sidewalk has the same requirements. Mr. Williams agreed with the statement regarding the 5-foot separation, advising the 2-foot clear zone would not be required for a sidewalk as a sidewalk would likely have a curb. He recommended a separation from the bank, noting most of the standards he has referred to are for multiuse pathways. The City was unlikely to receive funding from the granting agencies for a 5-foot sidewalk on the west side as it would not meet the state or federal funding expectations for that type of facility.

If the City chose to install a 5 foot sidewalk, Councilmember Johnson asked whether the 5-foot separation from the bank would be required. Mr. Williams answered good practice would suggest it but he was uncertain that the standards would require it. **Connie Reckord, McLeod Reckord**, answered some shoulder is recommended.

Councilmember Johnson relayed concern about shoring up the embankment and who would pay for it. She asked whether any alternatives had been considered that would retain 5 feet but curve it out. Ms. Reckord explained there are a number of utilities in the roadway in the lowest part of Sunset and she was uncertain the cost of relocating the utilities if the walkway were routed to the east.

Councilmember Johnson referred to erosion in that general area and asked whether it was caused by utilities and who would be responsible for addressing the existing erosion. Mr. Williams was uncertain it was a City responsibility. This project will address drainage; much of the north end of the project is not served by catch basins or stormwater pipes. He was not aware of a great deal of erosion but acknowledged there were some steep bank areas. He envisioned a partnership with BNSF to benefit both parties.

Councilmember Johnson requested the PowerPoint be emailed to Councilmembers.

Mayor Earling opened the opportunity for public comment.

Marilyn Lindberg, Edmonds, a resident on Sunset, stressed her opposition to the Sunset Avenue walkway. She questioned the ability to construct a 12-foot sidewalk, 7-foot parking in a 30-foot street as it leaves only an 11-foot travel lane. The railroad owns the property to the west of the curb on Sunset. If a walkway is constructed, people parked in cars to enjoy the view will be 12 feet from the existing curb. She urged the Council to stop this project now, envisioning the City had more important projects on its agenda that needed to be addressed and too much time has already been expended on this project.

Thalia Moutsanides, Edmonds, a resident on Sunset, expressed concern with safety, noting there have not been any facts provided with regard to injuries or deaths on Sunset. The proposal encourages the use of non-motorized modes of transportation on a sidewalk above an embankment with a train hurtling below. None of these modes of transportation are allowed on other sidewalks in the City and she envisioned a tangled mess. She relayed seeing a family with small children learning to ride bikes and none of the adults paying attention; she envisioned this scenario on the proposed walkway with a train passing below and the children interacting with other modes of transportation. She pointed out neither Kirkland nor Magnolia had 12-foot wide sidewalks and did not allow wheeled modes of transportation on their sidewalks. She questioned spending a large amount of money on a 3-block sidewalk above train tracks. She envisioned project costs would exceed \$1.9 million and that funds for design had already been expended. She asked the Council to scrap this project.

Carol Nickisher, Edmonds, a resident on Sunset, relayed she spoke to 77 people on Sunset and collected 70 signatures in 4 days; 90% did not know about this project. Five people did not sign because they wanted more information and two did not sign because they work for the City. She relayed some of the comments she heard, I think it will be ugly; it's the last strip of natural waterfront in this area, everything else is commercial or private; I love it like it is; oh no, it's going to bring more people, there will be increased crime like in Green Lake; it sounds terrible, you come here to get away from concrete; leave it as it is; if they change it, I'm not coming here; and leave it as it is, just nature is beautiful. She noted artwork was included in the project; a number of people questioned how nature's art could be improved. She disagreed with the allegation Sunset residents of Sunset do not want more people; residents enjoy seeing people on Sunset. She did not want to deny those unable to walk access to the view from their cars.

Mark Moody, Edmonds, a resident on Caspers Street, said he and a neighbor meet with three City staff members today and did not get the impression that the process was at a point where a decision would be made in the next two weeks. He has a number of questions about the Caspers Street project; many of the questions have been deferred because the project has not been formally engineered. He felt the discussion about the project's design elements was part of engineering the project.

Mike Echelbarger, Edmonds, a resident on Sunset, commented on the 20-foot clear space for fire apparatus, expecting less space could be adequate as the trucks are only 8½ feet wide. With regard to shoring up the bank, he pointed out this project includes installing drainage on the north end of Sunset where there are currently no drainage facilities. Installing drainage would make the bank more stable and result in less erosion and less potential for slides. He felt the 5-foot sidewalk on the west side would be a bad idea because it would require people to walk single file when passing people in the opposite direction. He said the walkway must be wider than 5 feet; 8 feet might be workable. Wheelchairs often use the bike lane on Sunset because the existing sidewalk on the east side is not ADA accessible. He did not support improving the sidewalk on the east side, questioning who would walk on the east side once a path was constructed on the west side.

Linda Hedges, Edmonds, recalled she never had any mishaps when visiting Sunset with her children and grandchildren in strollers. She reported on her observation of the parking space in front of her house, 12 vehicles came and went during a 1½ hour period, illustrating the number of people who visit Sunset by car and need and deserve a water fix. Moving the parking to the east side will prevent them from enjoying the water. Many elderly people, including her mother, must enjoy the view from their car or indoors because the weather is too cold much of the time. She commented on the importance of guest parking for Sunset Avenue residents. In the current parking configuration there are plenty of areas over 20 feet for the fire department to use.

Rick Hedges, Edmonds, urged the Council to abandon the Sunset Avenue walkway project as more distressing information is provided at every meeting. For example in the beginning residents were told there would be no parking changes and fencing would most likely not be triggered; now all the parking has been removed north of 344 Sunset and up to 150 feet of 54-inch high fencing will be installed. There is no long term commitment from BNSF about the use of the property where improvements would be installed to stabilize the bank. He was concerned BNSF will require a fence if a 10-foot multiuse walkway is installed. He did not support allowing bicycles on a walkway particularly next to railroad tracks. He urged the City to rethink the project and leave the serenity and access to Sunset the way it is. The current view corridors in the parking would allow fire trucks to weave in and out. Many people park and enjoy the view from their car; parking 10 feet away would not provide the same experience.

Robert Suydam commented on unforeseen logistics of this plan including the lease imposed on the City by BNSF as a result of this plan. He questioned why BNSF has not been included in the conversation and what BNSF's stance is on the proposed plan. He commented on problems of doors opening into traffic on Main Street due to the narrow lanes, anticipated the same would occur on Sunset. In the Edmonds Beacon 97 people opposed the walkway project, 17 were in favor of it. As a student who crosses the Burke Gilman trail several times a day, cyclists exceed the speed limit and do not stop for pedestrians. He anticipated combining kids, pedestrians and bikes on a multiuse pathway would create logistical problems and liability for the City. The embankment is very steep with railroad tracks below; the Green Lake trail is a very gradual slope into water. The problems on Sunset are people committing suicide, drainage and possibly the existing sidewalk that is not ADA compliant. He suggested improving the existing sidewalk and drainage on Sunset via a project that would address the problem, but not create liability for the City or harm the City's relationship with BNSF.

Richard Blacklow, Edmonds, a resident on Caspers, thanked Ed Sibrel, Rob English and Phil Williams for meeting with him and his neighbor today. The new proposal that include more parking could reduce the need for parking on Caspers. The current plan calls for adding parking on Caspers. He encouraged the Council to spend more time considering the improvements planned for Caspers Street. He suggested the width of the crossing table be reduced and moved closer to the turn from Sunset to Caspers. If the need for parking were reduced, possibly the sidewalk on the south side of Caspers could be retained. Vehicular traffic is already close to the houses and even closer under the current plan.

Paxton Hedges related concerns with safety. He could not image allowing his youngest child, who is learning to ride a bike, to ride on a sidewalk with a train below without a fence. He recommended the City be good stewards of grant money which is actually taxpayers' money and not waste it on an unnecessary project.

Roger Hertrich, Edmonds, agreed with Mr. Sudan's comments to leave the current configuration of Sunset alone. Sunset and Caspers have existed with minor changes over the years that benefitted the general public. He estimated people enjoying the view from their cars represent 10 times as many people compared to walkers. He suggested a better sidewalk is needed on the east side. Few people ride bikes in that area and many people walk in the bike path. He disagreed with the concept of a multiuse path, finding it impractical for a three block section. He urged the Council to leave Sunset and Caspers as they are.

Bruce Jones, Edmonds, commented the Council is wrestling with competing public uses. He advocated for the people who can only visit Sunset by vehicle. Many parks require exiting ones vehicle to access the amenities; the only other place to enjoy the view from a vehicle is Brackett's Landing but divers often block the parking. He summarized the parking on Sunset is not just storage of vehicles, it is a park use.

Hearing no further comment, Mayor Earling closed the opportunity for public comment.

Mr. Williams clarified the number of angle parking spaces would not change and may be increased. He agreed the angle parking was well used by people enjoying the view and sea breezes from their car. Parallel parking can be maintained if the Council choses; an option presented tonight would move it to the east side of the street, providing the same view of the water, sunsets and Olympic Mountains.

Council President Buckshnis commented tonight's meeting is a work session. The Council has been considering the Sunset Avenue walkway since November. The intent is to begin deliberations and give guidance to staff next week. The Council has heard a great deal of public comment and the public is welcome to continue providing comment during Audience Comments. She express interest in viewing the 150-foot area.

Councilmember Petso asked Fire Marshal Westfall to comment on the 20-foot requirement for fire apparatus. Fire Marshal Westfall explained when he discussed this with Mr. Williams and Mr. English, he pointed out the 20-foot fire lanes are a not FD1 standard but are required by ordinance in Edmonds. Shared use on a street is an option; 20 feet is the requirement but it can be shared.

Councilmember Petso referred to comments about a drainage project at the north end of Sunset and asked whether that project could be accomplished with or without the walkway project. Mr. Williams agreed improvements are needed in the drainage system on Sunset. They would be done as part of a walkway project but could be done as a separate project.

Councilmember Petso did not recall the Sunset walkway being mentioned as a priority in the Strategic Plan. She asked whether this specific project was identified in the Strategic Plan or only in a general way

as waterfront or view access. Mr. Williams did not recall whether this was specifically identified as a project; he recalled interest in the Strategic Plan in enhancing the public's access to the waterfront. He offered to research that. He noted the Sunset walkway was specifically identified in the recently adopted Parks, Recreation and Open Space Plan.

Councilmember Peterson commented on the history of this project, explaining this project was initiated several years ago by a citizen who approached him and then-Councilmember Bernheim about creating a walkway on Sunset. He and then-Councilmember Bernheim discussed the idea with staff. He assured this was a citizen-driven, not a staff-driven project.

9. MARCH 2014 BUDGET AMENDMENT ORDINANCE

Finance Director Scott James provided the following information regarding the budget amendment:

- 35 decision packages
- 17 decision packages are carry-forwards and have been previously discussed by Council (pages 10-26)
- 18 new decision packages for Council consideration (pages 27-44)
- \$4,035,842 in new revenues to pay toward \$5,830,111 in expenditures

Mr. James reviewed the budget amendment summary (page 9), advising the net change in ending fund balance is a decrease of \$820,056. He reviewed new budget amendments:

- Page 27: Develop City Wellness Program
 - The City's insurer, United Healthcare, recommends the City establish a Wellness Program
 - Benefits to the City include lower premiums
- Page 28: Edmonds Municipal Court – change from office to probation budget
 - No impact budget amendment
- Page 29: Grant for Fitness Room equipment
 - Grant funds to purchase \$39,513 in fitness equipment
- Page 30: Facilities Maintenance – salary/budget adjustment
 - Collective bargaining agreement requires facilities maintenance staff assigned to work in the Police Department receive a higher pay
- Page 31: Public Works – Construction Inspection, Swedish Hospital Utilities
 - Fund additional inspections related to Swedish Hospital expansion
 - Fee revenues will fund the new inspector
 - Subsequent budget amendment will be proposed for the new revenues

Councilmember Petso questioned the need for outside staff rather than in-house staff when the budget included hiring a Project Manager. City Engineer Rob English advised the packet includes a response to a question Councilmember Petso raised at the Finance Committee regarding staffing levels. He explained one of the Project Manager positions approved in the 2014 budget has not been filled. If a Project Manager is diverted to Swedish inspections, capital projects such as water mains, studies, will not be done. The proposal is to hire a consultant to do construction inspections for the Swedish Hospital expansion.

Council President Buckshnis thanked staff for the additional information they provided in response to questions raised at the Finance Committee. She noted the Swedish inspection requires special skills.

Mr. James continued his review of the proposed amendments:

- Page 32: Finance – 2003 UTGO Refunding
 - Will save the City \$88,000 over the next two years
- Page 33: Street Department/Public Works – Reinstatement of vacated position

- Ongoing expense, will be included in the 2015 budget

Councilmember Petso observed this position was funded in 2011, 2012 and 2013 without filling it. Public Works Director Phil Williams explained an employee transfer from the Street Division to the Water Division resulted in a vacancy. The position was not filled in 2011 when it became vacant due to budget constraints. The position was not funded in the 2012 or 2013 budgets. It was his understanding that the FTE carried forward and the only thing missing was funds for the position; however, he later learned that although funding was included in the 2014 budget, the FTE had not carried forward.

Councilmember Petso observed the budget narrative appears to indicate this position was funded in 2012 and 2013. Mr. Williams answered the Street Division has had 7 maintenance workers for over 25 years; 1 position was not filled for 2 years due to budget constraints. The goal is to return the Street Division to historical levels. The position was funded in the year the vacancy occurred but was not funded in the following year. Councilmember Petso observed the 2014 budget reflects the reduced number of Street Division employees. Mr. Williams advised funds for the position were included in the 2014 budget and it is programmed into the 5-year outlook.

Councilmember Petso observed the \$300,000 was allocated to the category of other. She asked if the funds would be available for paving projects if they were not needed for salary/benefits. Mr. Williams answered \$1.2 million is allocated in the 2014 budget for paving. The \$300,000 was to balance the Street Division budget based on increasing costs and fill this vacant position.

COUNCILMEMBER JOHNSON MOVED, SECONDED BY COUNCILMEMBER PETSO, TO EXTEND THE MEETING FOR 30 MINUTES.

Council President Buckshnis recommended Agenda Item 11 be moved to next week.

MOTION CARRIED UNANIMOUSLY.

Mr. James continued his review of the budget amendments:

- Page 34: Finance – add transfer into Fund 132
 - Housekeeping
- Page 35: Finance – eliminate transfer into Fund 617
 - Housekeeping
- Page 36: Fleet Maintenance – Replacement vehicle for Assistant Police Chief
- Page 37: Parks, Recreation and Cultural Services – funds for Woodway Fields
 - Approved in the 2013 budget, auditor request not to transfer funds
- Page 38: Parks, Recreation and Cultural Services – Edmonds Marsh project
 - Approved in the 2013 budget, auditor request not to transfer funds
- Page 39: Parks, Recreation and Cultural Services – Fourth Avenue Cultural Corridor Project
 - Approved in the 2013 budget, auditor request not to transfer funds
- Page 40: Public Works – 2013 Sanitary Sewer Replacement Project
 - Programs unspent funds from 2013, \$300,000 in bond proceeds and transfer \$500,000 in funds from the Citywide CIPP sewer rehab project
- Page 41: Public Works-Engineering – Perrinville Creek High Flow Management Project
 - \$50,000 grant to fund the project
- Page 42: Public Works-Engineering – 105th/106th St. SW Drainage Improvements
 - \$35,000 to supplement grant funds
- Page 43: Public Works-Engineering – Perrinville Creek Flow Reduction Retrofit
 - \$16,000 to supplement grant funds and complete the project
- Page 44: Connected Sumps on 238th St. to Hickman Park

- o \$284,870 from ending fund balance to complete the project, bringing the total budget for the project to \$343,160

Councilmember Petso referred to page 13, building professional services, relaying her impression this was not charged to the projects that created the need for additional inspections. Mr. Chave answered professional services in the building division have historically been used for permit reviews. Building fees fund the City's review of permits; reviews can be done by existing staff, temporary staff or professional services via contracting with a private company to do the review. Professional services have historically been budgeted in building but were decreased during the recession. Now that building activity has increased, this request is to restore professional services to fund additional reviews. The request is for professional services due to the uncertainty regarding permit activity. He noted Building Official Leif Bjorback found a reviewer who not only charges less but does reviews quickly.

Councilmember Petso relayed her understanding the 2014 budget included funds for a plans checker/building inspector. She asked whether that was the same position this request would cover. Mr. Chave answered the budget request was to replace a person lost during the recession; the request for professional services is in addition to that person.

COUNCIL PRESIDENT BUCKSHNIS MOVED, SECONDED BY COUNCILMEMBER JOHNSON, TO APPROVE ORDINANCE NO. 3963, TO APPROVE THE MARCH 2014 BUDGET AMENDMENT.

Councilmember Bloom did not recall this many large a budget amendment in previous years. Mr. James agreed it was a large budget amendment; many of the items have been previously discussed by the Council and represent carry-forward items.

Council President Buckshnis agreed it was a large budget amendment but none of the items were improper.

COUNCILMEMBER PETSO MOVED, SECONDED BY COUNCILMEMBER BLOOM, TO AMEND THE MOTION TO NOT INCLUDE THE INCREASED STAFF IN THE STREET DEPARTMENT.

Councilmember Petso explained she proposed the amendment because staff was typically added during the budget process not via a budget amendment. In addition, this position has been vacant for over three years and she was not convinced it was necessary to add it at this time.

Councilmember Fraley-Monillas suggested due to the late hour and remaining questions this item be referred to the Finance Committee. Mayor Earling explained this position is critical due to increased workload as a result of funding in the budget for overlays as well as street maintenance.

UPON ROLL CALL, AMENDMENT FAILED (2-5), COUNCILMEMBERS PETSO AND BLOOM VOTING YES; COUNCIL PRESIDENT BUCKSHNIS AND COUNCILMEMBERS PETERSON, MESAROS, FRALEY-MONILLAS AND JOHNSON VOTING NO.

MAIN MOTION CARRIED UNANIMOUSLY.

10. TRAFFIC IMPACT FEE ANNUAL REPORT

City Engineer Rob English provided the following information:

- Council adopted Transportation Impact Fee (TIF) in 2004
- Rate Study calculated a \$764 per trip cost which equates to \$841 per single family unit TIF

- TIF revised in 2010 as part of the Transportation Plan update
- Rate study calculated a \$1049 per trip cost which equates to \$1,196 per single family unit TIF

He reviewed capital improvements that impact fees can/cannot pay for:

- Can pay for system improvements
 - Concurrency projects included in the Capital Facilities Plan
- Cannot pay for street maintenance or operations
- Cannot pay for on-site development improvements
- Cannot pay for existing deficiencies

Mr. English reviewed calculation methods and payment of TIF:

- Land Use Category (ITE Manual)
 - Types – single family, apartment, shopping center, fast food, medical office, etc.
 - Calculated by unit or square footage of development
- Independent Fee Calculation
 - Prepared when land use categories do not capture impacts of new development
- Paid upon issuance of:
 - Building permit
 - Business License

Mr. English reviewed the 2013 report:

Beginning Balance	\$347,126.62
Impact Fees Collected	\$156,463.10
Interest	\$188.79
Expenditures	\$117,581.22
<ul style="list-style-type: none"> • Debt service on 220th • Five Corners Roundabout 	
Ending Balance	\$386,197.29

Mr. English provided a comparison of TIF collected 2004-2013:

2004 – 2013 Impact Fees	
2004	\$5,641
2005	\$165,024
2006	\$106,842
2007	\$160,429
2008	\$62,686
2009	\$54,150
2010	\$34,873
2011	\$307,678
2012	\$29,966
2013	\$156,652
Total	\$1,083,941

Councilmember Mesaros referred to what TIF can/cannot be used for and asked the difference between system improvements to accommodate new growth and system deficiencies. Mr. English explained system improvements are improvements to the overall transportation system. A system improvement cannot automatically be included in the TIF calculation; the amount of the existing deficiencies must be assessed. City Attorney Jeff Taraday provided an example using level of service (LOS): the City's adopted LOS is C, an intersection currently functions at LOS D and an improvement will bring the LOS

to B. A formula is used to allocate the cost of the project to raise it from LOS D to C (deficiency) and to raise it from C to B (accommodate new growth).

11. REPORT ON OUTSIDE BOARD AND COMMITTEE MEETINGS

Due to the late hour, this item was rescheduled to the April 1 meeting.

12. MAYOR'S COMMENTS

Mayor Earling reported Swedish Hospital submitted a check for \$120,000 to start the expansion on their site; a similar amount will be paid in the near future.

Mayor Earling advised donations to assist residents affected by mudslide near Darrington/Arlington can be made at US Bank. He looked forward to the Senior Center's annual meeting tomorrow.

13. COUNCIL COMMENTS

Councilmember Fraley-Monillas relayed citizens' thoughts and prayers go out to the citizens and councils in Oso, Darrington and Arlington. She observed the importance of sticking together in a tragedy.

Councilmember Peterson echoed Councilmember Fraley-Monillas' comments. He reported Synergize Edmonds is promoting solar panels in Edmonds. Information on rebates and tax credits for adding solar panels to a home is available at Solar-u.com.

Council President Buckshnis advised US Bank is located at 4th & Dayton. She agreed with Councilmember Fraley-Monillas and Peterson's comment about the residents of Oso.

14. CONVENE IN EXECUTIVE SESSION REGARDING PENDING OR POTENTIAL LITIGATION PER RCW 42.30.110(1)(i)

This item was not needed.

15. RECONVENE IN OPEN SESSION. POTENTIAL ACTION AS A RESULT OF MEETING IN EXECUTIVE SESSION

This item was not needed.

16. ADJOURN

With no further business, the Council meeting was adjourned at 10:33 p.m.