

EDMONDS CITY COUNCIL APPROVED MINUTES

June 17, 2014

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

ELECTED OFFICIALS PRESENT

Dave Earling, Mayor
Kristiana Johnson, Council President Pro Tem
Lora Petso, Councilmember
Strom Peterson, Councilmember
Joan Bloom, Councilmember
Adrienne Fraley-Monillas, Councilmember
Thomas Mesaros, Councilmember

ELECTED OFFICIALS ABSENT

Diane Buckshnis, Council President

STAFF PRESENT

Phil Williams, Public Works Director
Carrie Hite, Parks & Recreation Director
Scott James, Finance Director
Bertrand Hauss, Transportation Engineer
Brian Tully, IT Supervisor
Rob English, City Engineer
Jeff Taraday, City Attorney
Scott Passey, City Clerk
Sandy Chase, Senior Executive Council Asst.
Jeannie Dines, Recorder

1. ROLL CALL

City Clerk Scott Passey called the roll. All elected officials were present with the exception of Council President Buckshnis.

COUNCIL PRESIDENT PRO TEM JOHNSON MOVED, SECONDED BY COUNCILMEMBER PETERSON, TO EXCUSE COUNCIL PRESIDENT BUCKSHNIS. MOTION CARRIED UNANIMOUSLY.

2. APPROVAL OF AGENDA

COUNCIL PRESIDENT PRO TEM JOHNSON MOVED, SECONDED BY COUNCILMEMBER PETERSON, TO APPROVE THE AGENDA AS AMENDED, ADDING "UNSCHEDULED IT EQUIPMENT REPLACEMENT" FOLLOWING AGENDA ITEM 5. MOTION CARRIED UNANIMOUSLY.

3. APPROVAL OF CONSENT AGENDA ITEMS

Councilmember Bloom requested Item J be removed from the Consent Agenda.

COUNCILMEMBER FRALEY-MONILLAS MOVED, SECONDED BY COUNCILMEMBER PETERSON, TO APPROVE THE REMAINDER OF THE CONSENT AGENDA. MOTION CARRIED UNANIMOUSLY. The agenda items approved are as follows:

- A. APPROVAL OF CITY COUNCIL MEETING MINUTES OF JUNE 10, 2014
- B. APPROVAL OF CLAIM CHECKS #208879 DATED MAY 30, 2014 FOR \$652.30, CLAIM CHECKS #208880 THROUGH #209000 DATED JUNE 5, 2014 FOR \$527,872.63 AND

CLAIM CHECKS #209001 THROUGH #209131 DATED JUNE 12, 2014 FOR \$1,270,234.91 (RE-ISSUED CHECK #209003 \$3,441.06). APPROVAL OF PAYROLL DIRECT DEPOSIT AND CHECKS #60976 THROUGH #60987 FOR \$464,150.57, BENEFIT CHECKS #60988 THROUGH #60996 AND WIRE PAYMENTS OF \$394,999.28 FOR THE PERIOD MAY 16, 2014 THROUGH MAY 31, 2014

- C. ACKNOWLEDGE RECEIPT OF A CLAIM FOR DAMAGES FROM ROBERT AND KIMBERLY GIDNER (AMOUNT UNDETERMINED)**
- D. AUTHORITY TO EXECUTE AMENDMENT TO ALLIANCE FOR HOUSING AFFORDABILITY INTERLOCAL AGREEMENT**
- E. WSLCB LIQUOR LICENSE RENEWALS FOR MAY 2014**
- F. OBJECTION TO MARIJUANA RETAIL LICENSE APPLICATION 414648-7B**
- G. 2014 APRIL BUDGETARY FINANCIAL REPORT**
- H. AUTHORIZATION TO APPROVE A CHANGE ORDER FOR THE CITYWIDE SAFETY IMPROVEMENTS PROJECT**
- I. AUTHORIZATION FOR MAYOR TO APPROVE ACCEPTANCE AND RECORDING OF A SIDEWALK ACCESS EASEMENT FOR 23220 EDMONDS WAY**
- K. LOCAL GOVERNMENT INVESTMENT POOL PROSPECTUS AND RESOLUTION**

Item J. AUTHORIZATION FOR MAYOR TO SIGN A PROFESSIONAL SERVICES AGREEMENT WITH STANTEC CONSULTING TO PROVIDE DESIGN SERVICES FOR THE 2015 WATERLINE REPLACEMENT PROJECT

Councilmember Bloom explained she believed her property was on the project map so she would abstain from voting.

COUNCILMEMBER FRALEY-MONILLAS MOVED, SECONDED BY COUNCILMEMBER PETERSON, TO APPROVE ITEM J. MOTION CARRIED (5-0-1), COUNCILMEMBER BLOOM ABSTAINED.

4. AUDIENCE COMMENTS

Charles Gold, Edmonds, referred to a proposed train trench, explaining other alternatives that have been proposed would be a patchwork solution that would permanently disfigure Edmonds but also cost more and prevent bringing together a partnership of stakeholders. Among the patchwork solutions is a 6+ lane tunnel under the tracks for ferry traffic to be shared with emergency vehicle and pedestrians. The problems with that alternative include the cost which would almost certainly exceed a trench and its vulnerability to flooding by a rain event or tsunami. A trench would provide some protection; a tunnel would not act as a barrier to a tsunami and could instead act as a conduit possibly even accelerating the force of a large tsunami. When water receded from a tsunami or rain event, an underpass would be plugged and full of water and debris, making it impossible for emergency vehicles to reach waterfront.

Roger Hertrich, Edmonds, referred to the project to restripe 76th, pointing out restriping would eliminate much of the parking. He referred to the 4th Avenue Arts Corridor project that has a \$5 million budget, relaying he has heard the Mayor decided not to do anything there. If the intent was not to proceed with the

4th Avenue Arts Corridor project, he suggested it be removed from the TIP. Mayor Earling assured he has done nothing to impact the 4th Avenue Arts Corridor.

Jen Antilla, Edmonds, commented on the lack of access on existing sidewalks due to overgrown vegetation. She has sent emails to Councilmembers and staff. While she supported constructing new sidewalks, she requested consideration be given to trimming vegetation that is growing onto the sidewalk such as on 5th Avenue N, 7th Avenue N and Bell Street. Staff recently trimmed the Photinia near the post office on Bell & 2nd. She suggested requiring a 20-foot setback from new sidewalks to avoid vegetation growing over the sidewalks.

Ron Wambolt, Edmonds, agreed with Ms. Antilla's comments, commenting the situation was probably worse than she described. He walks in the City daily; some sidewalks are impassible and in other areas there are no sidewalks. The existing codes are not being enforced; instead of only responding to complaints, he suggested the code enforcement officer spend half a day a week notifying people whose vegetation impedes the sidewalk in violation of the code.

5. PUBLIC HEARING AND POTENTIAL ACTION ON THE 2015-2020 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Engineer Bertrand Hauss provided an introduction to the Transportation Improvement Program (TIP):

- Revised Code of Washington (RCW) requires each city update their TIP prior to July 1.
- Document contains all regionally significant transportation projects that a city plans to undertake in the next six years
- City of Edmonds policy: TIP is financially constrained the first three years
- Federal and state grants and local funds are programmed as revenue sources for TIP projects

Mr. Hauss reviewed scheduled construction projects in 2015:

220th St. Overlay from 76th Ave. W to 84th Ave. W

- Project Description
 - 2" full-width grind & overlay
 - Pedestrian curb ramp upgrades
- Status/Schedule
 - Design Winter 2015 to Spring 2015
 - Construction Summer 2015 to Fall 2015
- Funding
 - \$780,000 Federal Grant (Pending PSRC Approval)
 - Estimated Total Project Cost \$1,040,000
 - Design \$ 100,000
 - Federal Funds \$ 75,000
 - Local Funds \$ 25,000
 - Construction \$ 940,000
 - Federal funds \$ 705,000
 - Local Funds \$ 235,000

228th St. SW Corridor Improvements

- Projection description:
 - Create additional east-west corridor
 - Eliminate southbound left turn from Hwy 99 onto 76th Ave
 - Install new traffic signals on 228th at Hwy 99 and 76th
 - New signalized pedestrian crossing on Hwy 99 at 228th

- Sidewalks and bike lanes on 228th
- Improved street lighting on Hwy 99
- Overlay on 228th from 80th Ave to 1,000 feet east of 72nd Ave
- Status/Schedule:
 - Design Complete in fall 2014
 - Right-of-way Complete in fall 2014 (8 of 10 property acquisitions complete)
 - Construction Spring 2014 – fall 2016
- Funding
 - Estimated Total Project Cost \$6,687,000
 - Design \$ 679,000
 - ROW \$ 347,000
 - Construction \$5,661,000
 - Secured Federal grant \$3,533,000
 - State Grant \$1,722,000
 - Local Funds \$ 406,000
 - Fund 112 \$ 80,000
 - Utility Funds \$ 326,000

Hwy 99 Enhancement (Phase 3)

- Project Description
 - Installation of luminaires along Hwy 99 from 220th St. SW to 212th St. SW.
 - Pedestrian / vehicular safety improvements
- Status / Schedule
 - Design / ROW Summer 2013 – Fall 2014
 - Construction Spring 2015 – Fall 2016
- Funding
 - Estimated Total Project Cost \$714,000
 - Design \$100,000 (100% grant funded)
 - Construction \$614,000
 - Secured Federal Grant \$584,000
 - Local funds \$ 30,000

236th St. SW Walkway from SR-104 to Madrona School / 238th St. SW Walkway from 100th Ave. W to 104th Ave. W

- Project Descriptions
 - 800 ft of sidewalk on 236th St
 - 1,200 ft of sidewalk on 238th St
 - Bicycle sharrow markings
- Status / Schedule
 - Design Summer 2014 – Spring 2015
 - Construction Spring 2015 – Fall 2015
- Funding
 - 100% transportation items funded by secured Safe Routes to School grant
 - \$439,000 for 236th Walkway (design & construction)
 - \$536,000 for 238th Walkway (design & construction)
 - \$110,000 for Education & Enforcement (for both projects)
 - Stormwater improvements for 238th project funded by Fund 422 (\$750,000 for construction phase)

Mr. Hauss reviewed scheduled projects in design (2015-2017):

76th Ave. W @ 212th St. SW Intersection Improvements

- Project Description
 - Add left turn lane for both approaches of 76th Av. W and right turn lane for WB, NB, and SB movements of 212th St. SW
 - Improve intersection delay (from LOS F to LOS D)
 - Installation of bike lanes and wider sidewalk
- Status / Tentative Schedule
 - Design / ROW Completed by Fall 2015
 - Construction Spring 2016 (federal grant pending PSRC approval)
- Funding
 - Estimated Total project cost \$6,228,000
 - Design \$ 412,000
 - ROW \$ 905,000
 - Construction \$4,911,000
 - Various Funding Sources
 - Federal Grant secured/tentatively secured: \$3,960,000
 - Design \$ 294,000
 - ROW \$ 646,000
 - Construction (tentatively secured) \$3,020,000
 - Local Funds \$2,268,000
 - Design \$ 118,000
 - ROW \$ 259,000
 - Construction \$1,891,000
 - Fund 112 \$ 366,000
 - Utility Funds \$1,525,000

SR-104 Complete Streets Corridor Analysis

- Project Description
 - Improve vehicular & pedestrian safety along corridor
 - Access management improvements and streetscape design (implementing Complete Streets)
 - Coordinate with planning initiatives, include form-based code @ Westgate Village (SR-104 @ 100th Ave. W)
- Status
 - Consultant RFQ June/July 2014
 - Preliminary Study Summer 2014 to Summer 2015
- Funding
 - Local Funds \$150,000

2015 Transportation Plan

- Project Description
 - Plan updated every 6 years (previously completed in '09)
 - Updated Street System, with updated concurrency projects
 - Revise Traffic Impact Fee
 - Updated Bicycle and Pedestrian Plan
- Status
 - Consultant RFQ June/July 2014
 - Project duration Summer 2014 to Summer 2015
- Funding
 - Local Funds \$190,000

School Zone Flashing Beacons	2013	Federal	\$37,500
220 th St. SW Overlay from 84 th Ave. to 76 th Ave.	2014	Federal	\$780,000
76 th Ave. @ 212 th St. Intersection Improvements	Tentatively Secured	Federal	\$3,020,000
TOTAL			\$15,257,000

Mr. Hauss relayed staff's recommendation that the City Council approve the TIP.

Councilmember Bloom referred to the five projects that were added to the TIP and asked how it was decided to add those projects. Mr. Hauss answered for the 220th St. SW Overlay, a pavement condition analysis identified that as a priority. Grant funds were received for overlays a couple years ago on 212th between Five Corners and Hwy 99 and Dayton; 220th St. SW was omitted because the bids were higher than expected. Councilmember Bloom asked how projects were prioritized to be added to the TIP. Mr. Hauss answered the 2009 Transportation Plan ranked roadway projects; the ranking considered concurrency, how the project would fare in the grant process, pedestrian safety, accident history, etc. Public Works Director Phil Williams responded staff is recommending these projects be added to the TIP; it is up to the Council to include them.

Councilmember Bloom asked whether the 216th St. Walkway was added to the TIP because a citizen brought it to the City's attention. Mr. Williams answered staff has been contacted by numerous people about the hazards created by the missing segment of sidewalks between Hwy 99 and 72nd. Staff has had discussions with the land owner and the tenant. It appears to be a meritorious project to solve a significant problem and is worth adding to the TIP so staff can work on solving the problem. Staff cannot work on the project until it is included in TIP. Councilmember Bloom asked whether the same was true for the trackside warning system. Mr. Williams answered it is similar; there is a significant amount of interest in addressing a number of train-related issues. If Council wants staff to work on it, he recommended it be added to the TIP.

Councilmember Bloom commented one of the projects on the TIP, Sunset Avenue Walkway, has been hotly debated and there has been a great deal of public input. It was her understanding that project was coming back to the Council for further discussion, yet it is now on the TIP that needs to be approved by July 1. Mr. Williams answered the Sunset Avenue Walkway is not a new project; it is been on the TIP for a number of years. He recommended keeping the idea of a walkway on Sunset on the TIP so staff can continue working on it. Staff will return to the Council soon with revised sketches; to do that requires it remain on the TIP.

Councilmember Bloom referred to the 4th Avenue Corridor Enhancement Walkway; the TIP includes grant funds in 2015 and completion by 2018. She asked why that project was prioritized when there are no safety issues. Mr. Williams answered it is an arts-focused project although it has elements of a transportation project. Parks and Cultural Resources staff have been working on this project for a long time and recommended it be included in the TIP. Cultural Services Program Manager Frances Chapin was not available for tonight's Council meeting. If the Council approves including the 4th Avenue Corridor Enhancement Walkway in the TIP, Councilmember Bloom asked whether staff will seek funding as early as next year. Mr. Williams answered staff has been seeking funds for that project for a long time. Some local funds have been programmed for this year to begin developing that project.

Councilmember Petso asked what is meant by the first three years are financial constrained. Mr. Hauss answered funds have been budgeted for the projects in next three years. For example the 76th Ave. W @ 212th St. SW Intersection Improvements, the local match is funded and grant funds are allocated. Councilmember Petso referred to the \$1.6 million for street overlays over the next three years, and asked whether the TIP assumes the Council will allocate \$1.6 million in the budget for those three years. Mr.

Williams answered yes. Councilmember Petso asked whether a different amount could be budgeted for street overlays if the full \$1.6 million were not available. Mr. Williams answered yes, the amount included in the TIP represents the need. He was hopefully that program could continue into the future and that expectation is reflected in the TIP.

Councilmember Petso relayed the Council has been discussing how the City's plans fit together and what they mean to staff and Council. She relayed her understanding that the TIP was a document of first impression not final approval. In other words, approving the TIP does not mean the Council is sold on a project but directing staff to look into it. Mr. Williams answered if a project is on TIP, Council is saying a project should be developed to solve the problem as well as authorizing staff to consider how to fund it and determine elements to include in the project to successfully position it for funding. The costs for the new projects and the projects in the last three years of the plan are estimates. Council will see projects at decision points throughout the process.

Councilmember Petso referred to sidewalks priorities, recalling one sidewalk project north of Meadowdale Beach Road did not score high in the 2009 Transportation Plan but it was included in the TIP. She asked if there were plans to prioritize sidewalks again. Mr. Williams answered the City has a policy for establishing priorities that considers the number of pedestrians, facilities the sidewalk connects, etc. Some projects on the list have elements that staff believe will allow them to be funded. Councilmember Petso relayed her understanding that a project may be included in the TIP because staff thinks there is potential for funding.

Councilmember Petso referred to restriping on 76th between 220th and OVD, relaying her understanding that restriping will reduce the road to one lane each way with a center turn lane. She was concerned with that because southbound traffic turning into the high school from 76th already backs up but currently it only impacts one travel lane and through traffic uses the second travel lane. She feared reducing it to a single travel lane would create a disaster. Mr. Hauss answered meetings have been held with the school district about that issue; consideration is being given to restricting the right turn into the parking lot southbound on 76th and creating a one-way circulation whereby the parking lot would be accessed from 216th and exit onto 76th. Councilmember Petso commented if that could not be resolved, she was not interested in reducing the travel lanes on 76th. She looked forward to the Council seeing the final design before final approval. Mr. Hauss commented adjustments may also need to be made to the signal at 216th due to a higher volume of right turns.

Councilmember Petso asked how reducing travel lanes to one in each direction handles traffic volumes better than two lanes in each direction. Mr. Hauss advised an open house is scheduled on this project tomorrow and will include a video. With two lanes there is a great deal of queuing behind a vehicle making a left turn, more acceleration and more potential for accidents. Moving left turns from the through lane to the 2-way left turn lane allows for consistent speeds which are safer. Councilmember Petso summarized it was not intuitive that reducing travel lanes would make traffic flow better.

Councilmember Fraley-Monillas commented 76th would only be reduced from 4 lanes to 2 from 220th to 208th; it was already 2 lanes north of 208th to OVD. Mr. Williams advised north of 208th there is 1 lane in each direction lanes with parking on either side but no center turn lane. He explained it is not always the case that two lanes with a center turn lane would be more efficient than four lanes; it has do with the number of access points. In areas where there are few driveways or cross streets, it is more efficient to have two lanes in each direction. In an urban area with a lot of driveways and cross streets, a two-way center turn lane makes the corridor function more efficiently.

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

Charles Gold, Edmonds, explained a grassroots campaign supporting a train trench has been launched, www.edmondstraintrench.net. Future plans for the Edmonds's waterfront can be greatly enhanced by the train trench and will be diminished by any other alternative proposed to date. He encouraged the Council to visit the website, explaining the train trench would create a better and safer Edmonds waterfront in both quality of life and value. He has held meetings with Councilmembers, Mayor Earling and many other civic leaders. Everyone has been extremely interested and enthusiastic about a train trench; the only question he has received was whether a train trench can technically be done and the cost. In addition to addressing traffic conflicts and noise issues, the train trench provides a measure of protection along on the waterfront from airborne particulates, accidental toxic chemical leaks, and explosions and fire from flammable oil and other cargos. He reviewed information on the website, highlighting train trenches done in Reno and Vancouver Washington. The railroad paid \$60 million of the \$170 million total cost of the Reno trench; it was a much larger and elaborate trench.

Katherine Gold, Edmonds, ceded her time to her husband. Mr. Gold continued, displaying overhead views of the current Dayton Street and Main Street crossings and conceptual views of the trench with double tracks. He explained the trench would start north of the Willow Creek daylighting at a standard railroad grade of 1% and end up at 24.5 feet at Dayton Street, the standard depth required under the bridge, and remain at that depth 300 yards through Main Street and begin to return to the standard grade. It is an extremely simple trench that is partially below the water line. This is most elegant solution for Edmonds and likely the cheapest; an engineering firm is preparing an estimate. In the meantime, he suggested a satellite emergency station on the water side of the tracks staffed with an EMS truck and 1-2 EMTs. This project needs to get underway to take advantage of partnerships and cooperation with BNSF.

Peter Laylin, Edmonds, representing the Train Horn Noise Advisory Committee, thanked the Council for placing a Wayside Horn/Trackside Warning System on the TIP. The committee was initially formed to gain support for an LID to fund the creation of a train horn quiet zone in Edmonds to eliminate train horns at the Main and Dayton Street crossings. In conversations with staff and the Council, they realize funding a quiet zone via an LID would be nearly unsurmountable in the short term. Although they view a full quiet zone as the gold standard, a backup system in the form of the wayside horn now under consideration is realistic and doable. The wayside horn does not provide a quiet zone but the horn, mounted on trackside at crossings rather than on the train, will result in substantially lower sound levels. The cost of a wayside horn is far less than a full quiet zone and can be incorporated in the transportation budget, eliminating the need to create an LID. Due to the simplicity of the wayside horn, the operative elements could more easily be moved in the event BNSF installs a second track. For these reasons, the committee urges the Council to move ahead with funding the installation of the wayside horn/trackside warning system.

Steve Reidman, Edmonds, commented one of the drawbacks to living, dining and shopping in downtown Edmonds or the waterfront area is the noise from train whistles at the Main and Dayton Street crossings, deafening when one is close to the tracks. Although a full quiet zone may not be practical, the installation of wayside horns to create a partial quiet zone could result in a noise reduction of approximately 75%. The decibel level is lower and the area of the sound imprint is substantially smaller than the current train whistles. Another consideration is the likelihood of residential development in the Harbor Square area as proposed in the Port's Master Plan. Although currently on hold, less noise from passing trains may attract residential development and encourage businesses to locate at Harbor Square. He encouraged the Council to make funding of a quiet zone a budgetary priority so everyone can enjoy the benefits of less noisy train traffic.

Jim Wassall, Edmonds, a resident of Sunset Avenue, expressed concern with the proposed walkway on Sunset. He relayed seeing a car on Sunset today traveling at approximately 40 mph. The proposed walkway would eliminate most of the angle parking on the west side. Currently people park illegally to

see the sunset; the neighbors are not concerned about the illegal angle parking because they leave after the sun goes down. He relayed his understanding BNSF plans to install second track and asked whether BNSF planned to install a third track, noting there was no space for third track. He did not believe Mr. Williams' claims that the walkway would enhance safety. He feared mixing aggressive dogs, pedestrians, wheelchairs and people using walkers would not enhance safety. He summarized his neighbors do not want parking on the east side of Sunset.

Jenny Antilla, Edmonds, was glad the issue of train noise was being raised as it gets worse every year. A wayside horn would be a start and as more money is identified in the future, a quiet zone could be established. Regarding Sunset Avenue, she suggested increasing the width of the existing sidewalk on the east side and leaving everything else the same. A walkway on the west side seems like a waste of money.

Mike Echelbarger, Edmonds, a resident on Sunset, said for all the reasons Mr. Wassall stated, he is in favor of the Sunset walkway. He said cars going 40 mph, cars and bikes going the wrong way, illegal parking, etc. are all reasons for the process to continue. He urged the Council to allow the process to continue; staff has made revisions to the plans.

Ken Reidy, Edmonds, reported the audio of tonight's broadcast stopped when the screen was raised. He thanked the Golds for their presentation and looked forward to further study. He asked for clarity regarding on how much work staff can do on transportation improvement items that have not yet been added to the TIP. He recalled Mr. Williams saying staff cannot work on a project until it is on the TIP. The minutes of the public hearing on the 6-year 2012-2017 TIP held on July 19, 2011 include a Councilmember comment that there had been a lot of work done on the Sunset Avenue project as well as comments by the Public Works Director that the Sunset Avenue project includes a 12½-foot wide sidewalk and an adjacent 5-foot wide bicycle facility. He questioned why staff had done a lot of work on a project that had not yet been added to the TIP.

Mr. Williams responded two Councilmembers as well as several citizens asked about the feasibility of adding a walkway on Sunset Avenue. Staff proposed the concept of a bike lane adjacent to a multi-use pathway to judge the Council's interest in proceeding with a project. He assured that did require a lot of work.

Roger Hertrich, Edmonds, referred to the SR-104 Transportation Study, recalling the budget was \$150,000 yet only \$75,000 is shown in the budget and he has heard staff say \$160,000. Next he referred to the SR-524 (196th St SW)/88th Ave. W Guardrail project, suggesting this was a safety issue and should not be delayed 3 years. With regard to the Sunset Avenue Walkway, he questioned how the City can proceed when funding from PSRC may be denied due to lies in the application.

Mr. Williams responded \$150,000 is the total cost of the SR-104 Transportation Study, \$75,000 this year and \$75,000 next year. With regard to Mr. Hertrich's suggestion there were lies in the grant application, he recalled staff clarified that, acknowledging there were mistakes made in application. He found Mr. Hertrich's characterization of the issue offensive to himself and staff.

Hearing no further comment, Mayor Earling closed the public participation portion of the public hearing.

Councilmember Petso requested the Council delay action until next week to provide, 1) an opportunity to review the draft TIP the Council was provided tonight, and 2) determine if there is any feedback on the train trench idea and whether citizens are interested in the Council adding that to the TIP. Mr. Williams commented a train trench is one of potential alternatives to resolve conflicts with the railroad and is embedded in the alternatives analysis.

Councilmember Mesaros asked whether this is the only opportunity to place a project on the TIP or can projects be added over the course of the year if a project arises. Williams answered a project could be added during the year; projects are typically added at this time each year.

Councilmember Bloom agreed with Councilmember Petso's request to delay to action and preferred action is delayed until July 1 as next week is a work session. Delaying approval would provide more opportunity for citizen comment and she wanted the Council to consider whether want to continue supporting the 4th Avenue Corridor project as a priority with an estimated cost of \$5 million when there are so many other safety issues. She suggested the next work session include a discussion regarding the traffic calming program, how citizens can add projects in their neighborhood and how citizens can suggest projects to be included in the TIP in preparation for further consideration of the TIP on July 1..

Councilmember Bloom explained Councilmember Fraley-Monillas took her on a tour of Hwy 99 to see issues as well as development potential. There is a preschool in Councilmember Fraley-Monillas' neighborhood that walks to a nearby park yet there are no sidewalks. She was certain there were places throughout the City where new sidewalks, sidewalk improvements, stop signs, etc. were needed and those should be prioritized over the 4th Avenue Corridor project where there are no safety issues. She recommended the City determine its priorities; it was fine to have beautification projects in the future but the safety issues should to be addressed first.

Councilmember Fraley-Monillas asked if the Council could delay approval until next week or the following week. Mr. Williams commented reworking Hwy 99 as well as \$10,000/year traffic calming are included in the TIP. With regard to the 4th Avenue Corridor project, staff would seek special funding for that project; it would not compete with intersection safety projects. Councilmember Fraley-Monillas expressed support for an additional week to review the information.

Councilmember Peterson expressed concern with removing a project from TIP, specifically the 4th Avenue Corridor project. It ranks highly on the Strategic Plan and has been a topic of discussion at the Council for a number of years. Similar to frustrations voiced by citizens and Councilmembers that projects are added at the last minute, removing something at the last minute was equally as troubling. As Mr. Williams, stated the 4th Avenue Corridor will not compete with funding for Safe Routes to Schools, overlay projects, signal upgrades, etc. If Ms. Chapin were here, she could address the funding sources and economic benefits. A week's delay was acceptable to him but he was concerned with delaying approval until July 1 and will be out of town on July 1.

Councilmember Bloom clarified she was not suggesting the 4th Avenue Corridor project be removed from the TIP; she was suggesting the Council look at its priorities. The 4th Avenue Corridor project is prioritized to seek funding in 2015 for a project with an estimated cost of \$5 million to be completed in 2018. By contrast the ADA ramps which are a requirement are not identified as funded until 2018. She pointed the sidewalks on the 4th Avenue Corridor are fine; by comparison the sidewalks on Main near the post office need repair but they are not prioritized. She suggested a work session to discuss prioritization and how citizens can bring their concerns to the City and get them on TIP instead of feel-good beautification project like the 4th Avenue Corridor. She summarized her primary concern right now was safety.

Parks & Recreation Director Carrie Hite explained the 4th Avenue Cultural Corridor is also in Parks CIP and the goal is to have the CIP and TIP be consistent. The 4th Avenue Corridor is a street and sidewalk project as well as economic development and arts tourism. She agreed the 4th Avenue Corridor was safe but the project is about more than safety in the Parks Plan; it is about economic development, arts tourism, and generating additional revenue.

Mr. Williams pointed out the version of the TIP that was distributed tonight changed the funding years for the 4th Avenue Corridor to 2018, 2019 and 2020.

Council President Pro Tem Johnson explained all the walkway projects were prioritized in the 2009 Transportation Plan. A citizen group walked every sidewalk and worked with Mr. Hauss on their prioritization. To participate in the traffic calming program, citizens complete a form and staff will respond. Mr. Hauss explained the Walkway Committee formed in 2009 developed criteria for ranking sidewalks that included pedestrian safety, connectivity, services or facilities in close proximity, amount of pedestrian activity, public support, compatibility, environmental impacts, distance to school, connection to transit routes/facilities, and existing facilities. The result was 24 long walkways and 10 short walkways primarily in downtown Edmonds. That plan has been used, for example the Maplewood project was ranked second, the walkway on 236th received a Safe Routes to Schools grant and some projects have already been completed.

With regard to traffic calming program, Mr. Hauss explained there is a flowchart in the Transportation Plan describing the process for citizens to submit concerns. For example, a citizen concerned with speeding in their neighborhood calls or emails him and a speed study is typically conducted to determine the magnitude of the speeding issue. If the 85th percentile is less than 8 mph over the speed limit, staff will not address it because there are other areas where the 85th percentile exceeds 8 mph over speed limit. If the 85th percentile is over 8 miles over speed limit, alternatives for traffic calming will be considered.

Pointing out 2009 was 5 years ago, Councilmember Fraley-Monillas asked how changes in population, development, etc. affected the list of projects in the TIP. Mr. Hauss responded staff will be updating the Transportation Plan next year which will include a walkway committee, etc.

COUNCILMEMBER FRALEY-MONILLAS MOVED, SECONDED BY COUNCILMEMBER PETERSON, TO MOVE THE TIP DISCUSSION TO NEXT WEEK'S MEETING WITH POSSIBLE ACTION. CARRIED (5-1), COUNCIL PRESIDENT PRO TEM JOHNSON NO.

Mayor Earling declared brief recess.

(Councilmember Petso left the meeting at 8:45 p.m.)

5A. UNSCHEDULED IT EQUIPMENT REPLACEMENT

Mayor Earling explained the City has been experiencing problems with its technology the last few weeks and staff has been working on a potential solution. It has reached a point where aggressive action is needed to solve the problem.

IT Supervisor Brian Tully explained staff has been formulating a plan for offering IT services. The plan covers equipment, policy recommendations and a long range strategic plan for equipment replacement schedules. Due to recent failures and increased downtime, that plan needs to be expedited. The City's technology infrastructure has three legs: servers, storage and network that all work together; a bottleneck in any of the three slows the system. The City is currently experiencing breakdowns in all three legs. The City has reached a point where piecemeal or break-fix is not in the best interest of the City or staff. A real fix to the technology as whole is needed and includes replacing all three legs.

He displayed an age matters graph illustrating the chance of failure for hard drives over time. He described the age of Edmonds' equipment:

Device	Age
Servers	6 years
Storage	5.5 years

Network (core switches)	8 years
Telephony	10+ years

He explained older equipment requires more staff time to maintain, has less capacity, less feature set and it is less energy efficient. Maintenance contracts for older equipment are significantly more expensive. Compatibility decreases over time. Staff met with a vendor yesterday and their engineer designed a preliminary system and provided preliminary estimates:

Project Infrastructure	Year 1	Year 2	Year 3
Infrastructure			
Servers	45,000		
Storage	\$35,000	\$33,000	
Network	\$40,000	\$40,000	\$25,000
Software	\$16,000		
Contingency	\$15,000		
Design/install/train	35,000		
Total	\$186,000	\$73,000	\$25,000
Telephony	\$25,000		

Staff is meeting with two more vendors this week and expects firmer pricing over the next week to ten days. He plans to return to Council with a more detailed cost proposal in two weeks. Tonight he asked the Council to approve hiring a consultant and design engineer to continue with this project. He thanked Mayor Earling for his support and direction over the past week and recognized IS Specialist Mark Cockrum for his efforts to fix City's system. He also thanked City staff and the public for their patience.

Councilmember Fraley-Monillas asked how this would be funded. Mr. Tully answered a decision package was approved in the 2014 budget; that equipment has not been purchased and will be used to offset this cost. There were also funds set aside for system upgrades such as the Windows XP initiative that could be used. He is also working with Finance Director Scott James to identify other sources. Mr. James advised it will be funded from ending fund balance. Sales tax revenues are up significantly.

Councilmember Mesaros asked about the scope of new telephone system, whether it was only City Hall or all City facilities. Mr. Tully answered the City's 12-year old phone system in City Hall, Public Safety and Public Works is no longer supportable. The ultimate goal is a voice-over-IP system but the current network will not handle that. The phone system is kicking out errors and when it is down, the Police Department does not have phones. The proposed solution to the telephones will get the City through the next three years until a voice-over-IP solution can be funded. Councilmember Mesaros asked the cost of a voice-over-IP. Mr. Tully answered \$120,000 - \$150,000 for the entire City.

Councilmember Peterson asked if staff's request tonight was to authorize hiring a consultant. Mr. Tully answered it was to hire a consultant and vendors to design a system. Councilmember Peterson asked whether the consultant was associated with a specific vendor. Mr. Tully answered no, the national vendor staff meet with yesterday sells many different brands. Councilmember Peterson asked whether the consultant could identify a fix for the time being as well as a new system. Mr. Tully yes, implementing a project of this size would be a minimum of three months. Councilmember Peterson summarized he wanted to be able to make an educated decision about the investment in technology.

Council President Pro Tem Johnson relayed her understanding that staff was seeking authorization to work with a consultant to identify needs and return to the Council on July 1. Mr. Tully advised he would return to the Council on July 1 with firmer pricing and a more complete package.

Councilmember Mesaros requested staff also include options for a long term solution to the telephone system.

Mayor Earling expressed appreciation for the work staff has been doing. Staff has been discussing upgrading/changing the system for a number of years and has done a remarkable job keeping the system going. The original plan was to bring this issue to committee next month and to the full Council but the recent issues with telephone system last week and email this week illustrate the need for this project to proceed. Once the Council approves a solution, it will take 10-12 weeks to install.

COUNCILMEMBER FRALEY-MONILLAS MOVED, SECONDED BY COUNCILMEMBER MESAROS, TO AUTHORIZE STAFF TO WORK WITH THE CONSULTANT OVER THE NEXT COUPLE WEEKS, FOR A COST OF APPROXIMATELY \$35,000. MOTION CARRIED UNANIMOUSLY. (Councilmember Petso was not present for the vote.)

6. REPORT ON FINAL PROJECT COSTS FOR 2013 SEWERLINE REHABILITATION PROJECT AND COUNCIL ACCEPTANCE OF THE PROJECT

City Engineer Rob English described the project scope:

- Rehabilitation fixed root intrusion issues, structural cracks in pipe and infiltration of groundwater at these locations:
 - Dayton (5th-6th Ave)
 - Alder/Maple (6-7 Ave)
 - 100th Ave/8th Pl (15th St. -14th St)
 - Alder St/Walnut (3rd Ave – 2nd Ave)

He described secured-in-place technology, a liner that adheres to the interior of pipe that reestablishes the structural integrity of the pipe and addresses cracks and displaced joints. The result is rehabilitated pipe that serves as new pipe without excavation. He described the construction budget, funded by the Sewer Fund:

- Approved contract: \$135,345
- Construction budget: \$183,345
- Final construction: \$151,144 (under budget)

He provided photographs of before and after conditions addressing root intrusion and structural cracks.

Councilmember Bloom commented this was an example of a project that was done well and was under budget.

COUNCIL PRESIDENT PRO TEM JOHNSON MOVED, SECONDED BY COUNCILMEMBER BLOOM, TO ACCEPT THE 2013 SEWERLINE REHABILITATION PROJECT. MOTION CARRIED UNANIMOUSLY. (Councilmember Petso was not present for the vote.)

7. NAMING OF CITY-OWNED FACILITIES

Public Works Director Phil Williams explained there have been requests to name City facilities and staff determined there was no policy regarding the process and procedure. The proposed policy was presented to the Parks, Planning & Public Works Committee in May and their recommended revisions have been

incorporated into the draft ordinance. Once the Council adopts a policy, staff will begin to process naming requests.

COUNCILMEMBER MESAROS MOVED, SECONDED BY COUNCILMEMBER PETERSON, TO APPROVE THE POLICY AS PRESENTED. MOTION CARRIED UNANIMOUSLY. (Councilmember Petso was not present for the vote.)

8. DISCUSSION AND POTENTIAL ACTION ON AN ORDINANCE AMENDING ECC CHAPTER 2.35 ADOPTING AN UNPAID HOLIDAY PROVISION

Parks & Recreation/Human Resources Reporting Director Carrie Hite explained a new State law was adopted (SSB 5173) that allows employees to take two unpaid holidays for faith or conscience. The proposed ordinance amends ECC 2.35. The packet also includes updated policy language for the Personnel Policy to reflect the new law. The law was passed in March and effective June 12, 2014; the City informed of it in late May which is the reason it was not presented first to committee.

Councilmember Fraley-Monillas commented the Snohomish Health District and the State are also revising their policies.

COUNCILMEMBER FRALEY-MONILLAS MOVED, SECONDED BY COUNCILMEMBER PETERSON, TO ADOPT ORDINANCE 3972, AN ORDINANCE OF THE CITY OF EDMONDS, WASHINGTON, AMENDING ECC CHAPTER 2.35 (“VACATION AND SICK LEAVE”) TO ADOPT AN UNPAID HOLIDAY PROVISION. MOTION CARRIED UNANIMOUSLY. (Councilmember Petso was not present for the vote.)

9. DISCUSSION AND POTENTIAL ACTION ON CONTRACT EXTENSION AND WORK FROM THE FALCONER GROUP TO COMPLETE PHASE II

Parks & Recreation/Human Resources Reporting Director Carrie Hite explained Mr. Reid has been in contact with her and Council President Buckshnis and provided a recommendation for the next steps in working with the City Council, Mayor and executive leadership team. His proposal is for two phases, Phase 2 would occur in the summer/early fall with four more meetings, one with the leadership team and the Mayor; two with the Council, Mayor and department directors; and a fourth meeting to check on progress at the first three meetings. He also proposes to continue with executive coaching and mediation throughout that time period. If needed, Phase 3 would include additional executive coaching and mediation and a meeting in mid-December. She relayed Mr. Reid’s comment that he has enjoyed working with City and offered a 25% discount. The cost of Phase 2 would be \$6,750 and \$1,875 for Phase 3.

Councilmember Fraley-Monillas explained she suggested the Council continue utilizing Mr. Reid’s services; the Council has made a lot of progress and can continue to make progress. Mr. Reid earned the Council’s trust and admiration for his ability to work through issues. She encouraged the Council, Mayor and Staff to continue working with Mr. Reid.

COUNCILMEMBER FRALEY-MONILLAS MOVED, SECONDED BY COUNCILMEMBER BLOOM, TO FOLLOW THROUGH WITH THIS CONTRACT.

Mayor Earling asked how the additional phases would be funded. Ms. Hite answered Mr. Reid’s first contract was funded from the Council Contingency and the intent was to utilize the same funding source.

Councilmember Peterson echoed Councilmember Fraley-Monillas’ points. He noted a lot of the work that has been done and will be done would be good for any Council or Board in the State to do and was not as out of the ordinary as was originally thought. It has been a positive experience and he looked forward to it continuing. It makes the Council and City better and he hoped future Council would consider utilizing a

similar consultant every couple years. He appreciated Mr. Reid's work and the work the participants have done individually and as a group.

MOTION CARRIED UNANIMOUSLY. (Councilmember Petso was not present for the vote.)

10. REPORT ON CITY COUNCIL COMMITTEE MEETINGS OF JUNE 10, 2014

Finance Committee

Council President Pro Tem Johnson reported on items the committee discussed and the committee's recommendation:

- A. Washington State Local Government Investment Pool (LGIP) Resolution – Consent Agenda
- B. Report of the Edmonds Public Facilities District – Consent Agenda
- C. 2014 April Budgetary Financial Report – Consent Agenda

Parks, Planning & Public Works Committee

Councilmember Bloom reported on items the committee discussed and the committee's recommendation:

- A. Briefing on the 2015-2020 Six-Year Transportation Improvement Program – Full Council tonight
- B. Authorization to award a construction contract for the 2014 Waterline Replacement Project – Full Council on June 24
- C. Authorization for Mayor to sign a Professional Services Agreement with Stantec Consulting to provide design services for the 2015 Waterline Replacement project – Consent Agenda
- D. Authorization for Mayor to approve acceptance and recording of a Sidewalk Access Easement for 23220 Edmonds Way – Consent Agenda
- E. Report on final project costs for 2013 Sewerline Rehabilitation Project and Council acceptance of the Project – Full Council tonight
- F. Authorization to approve a Change Order for the Citywide Safety Improvements project – Consent Agenda
- G. Amendments to Alliance for Housing Affordability Interlocal Agreement – Consent Agenda

11. MAYOR'S COMMENTS

Mayor Earling reported he hand-delivered a press release to the local media tonight regarding the City's inability to send/receive email. He apologized to the public who have been calling or emailing staff and asked that they re-email or call staff again. The City's phone system is working.

Mayor Earling reported on the very successful Edmonds Arts Festival this weekend in spite of the weather. He reported the Town Hall meeting last Thursday was attended by approximately 60 local residents. Each director made a presentation and good questions were asked. He expressed appreciation to Councilmember Mesaros for attending the Town Hall meeting. The next Town Hall will be held in August/September.

12. COUNCIL COMMENTS

Councilmember Mesaros reported he attended his first SnoCom Board meeting along with Police Chief Compaan who is a board member. The primary topic was a report on SnoCom's 42 day support of communications during the Oso crisis. By comparison, a typical disaster is 3-5 days. On the second day, SnoCom was notified they would also begin supporting air traffic. He summarized it was educational and good to see such professionals at work supporting public safety.

Councilmember Mesaros reported he is working with Councilmembers Fraley-Monillas and Johnson to develop a process for evaluating the work of Lighthouse Law Group. They developed an initial framework at their first meeting. He met with City Attorney Jeff Taraday to discuss the process from his

perspective. A second meeting is scheduled on Thursday to continue developing the process. Although it was initially thought the process could be developed by June 24, a report on the process will be made at July 1 meeting.

Councilmember Bloom reported Councilmember Fraley-Monillas and she attended the Snohomish County Affordable Housing Consortium. The main takeaway was the City needs to look at providing affordable housing for the people expected to move into the area. She commented on percentages of median income which reveal the affordable rent or mortgage for many people is surprisingly low. Providing affordable housing will require partnerships with developers and subsidies. It is a serious challenge as the cost of housing in Edmonds limits where affordable housing can be located.

In response to the public comments about code enforcement, Councilmember Peterson explained he was talking to a resident concerned about an abandoned, bank owned home in their neighborhood. The Code Enforcement Officer (CEO) was contacted and took some action to the relief of the neighborhood. He encouraged anyone with an abandoned home in their neighborhood to contact the CEO who, if unable to help, could direct residents to an agency that can help. Often a call from a City staff member to the bank has more weight than a call from a neighbor.

Councilmember Fraley-Monillas commented the Affordable Housing Consortium meeting was worthwhile; Development Services Direct Shane Hope also attended. The question is how the City will be able to provide the housing necessary for the population expected to locate in Edmonds by 2035. The demographics in Snohomish County have changed over the years from rural to urban areas.

Councilmember Fraley-Monillas thanked the Golds for their presentation regarding the train trench. She invited Council, Mayor Earling and staff to tour Hwy 99 with her on Monday, June 23 at 3:00 p.m.

Council President Pro Tem Johnson reported this weekend in Edmonds included the Art Festival, dads and grads. Yost Pool opened on Monday and summer starts this weekend.

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

This item was not needed.

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

This item was not needed.

15. ADJOURN

With no further business, the Council meeting was adjourned at 9:34 p.m.