

MEETING TRANSCRIPT- BAINBRIDGE ISLAND CITY COUNCIL-STUDY SESSION-10/20/2020

1

00:00:01.410 --> 00:00:02.340

Kol Medina: Sweet.

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00:00:06.120 --> 00:00:10.710

Joe Deets: It looks like colleagues will start right at six or thereabouts oh right now.

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00:00:15.030 --> 00:00:17.400

Joe Deets: Okay. It's six o'clock and

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00:00:18.449 --> 00:00:20.160

Joe Deets: I'm calling this meeting to order.

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00:00:21.210 --> 00:00:26.250

Joe Deets: This is the city council study session for Tuesday, October 20 2020

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00:00:27.390 --> 00:00:29.400

Joe Deets: I'm Deputy Mayor Joe deets.

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00:00:30.750 --> 00:00:47.610

Joe Deets: Deputy mayor's chair study sessions and attending here is all of us will do a roll call here in a moment. But I want to welcome our city manager MARTIN SMITH coming back from her break the city attorney.

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00:00:48.690 --> 00:00:55.530

Joe Deets: Joel the ban the city clerk is here in attendance as is our IT person.

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00:00:56.880 --> 00:01:01.080

Joe Deets: So quick roll call here a council member. Hey topless.

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00:01:04.050 --> 00:01:07.710

Joe Deets: Okay. She raised her hand. Councilmember car.

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00:01:08.910 --> 00:01:10.230

Christy Carr: Good evening. Hello.

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00:01:11.850 --> 00:01:13.020

Joe Deets: Council member now, sir.

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00:01:14.700 --> 00:01:15.150

Rasham Nassar: Well,

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00:01:17.250 --> 00:01:18.270

Joe Deets: Mayor, Leslie.

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00:01:20.070 --> 00:01:22.140

Leslie Schneider: I'm here very glad to be here. Thank you.

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00:01:22.950 --> 00:01:24.240

Joe Deets: COUNCILMEMBER Medina.

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00:01:27.180 --> 00:01:39.450

Kol Medina: Good evening everybody. I just want to let you all know, and the public know that I have a family thing. I can't get out of tonight. So I'm going to be leaving a little early. And if I back in time, I'll get back on that I'll be leaving about 740

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00:01:40.170 --> 00:01:43.680

Joe Deets: Okay, thank you for that heads up. Councilmember pilot

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00:01:44.700 --> 00:01:46.950

Michael Pollock: Good evening, everybody. Good to be here.

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00:01:48.030 --> 00:01:51.060

Joe Deets: Okay, excellent. So we're all here and

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00:01:54.210 --> 00:01:55.200

Joe Deets: Let me just start off

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00:01:56.430 --> 00:02:00.540

Joe Deets: I'm going to redo it landed on acknowledgement. You've heard me do this before and

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00:02:01.560 --> 00:02:05.190

Joe Deets: I will do one tonight. This is from the Squamish tribe.

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00:02:07.170 --> 00:02:14.460

Joe Deets: We'd like to begin by acknowledging that the land in which we gather is within the Aboriginal territory of the people of clear saltwater.

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00:02:15.540 --> 00:02:26.940

Joe Deets: Expert fisherman canoe builders and basket Weaver's the people have clear salt water live in harmony with the lands and waterways along Washington central sailor sees see

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00:02:27.360 --> 00:02:43.980

Joe Deets: As they have for thousands of years. Here, the people of clear saltwater live and protect the land and waters of their ancestors for future generations as promised by the point Elliot treaty of 1855

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00:02:45.750 --> 00:02:53.520

Joe Deets: Okay, move on to item number two approval of the agenda, um, any motions books.

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00:02:58.200 --> 00:02:59.190

Joe Deets: COUNCILMEMBER car.

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00:03:00.600 --> 00:03:11.310

Christy Carr: Okay, thank you. I wanted to ask my colleagues, if they would be interested in postponing items seven see under unfinished business.

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00:03:12.090 --> 00:03:21.570

Christy Carr: Regarding floor area ratio options. It's an important topic. I know Council is anxious to discuss, but the interim zoning control doesn't expire until

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00:03:22.530 --> 00:03:33.660

Christy Carr: March 10 of next year. So I'm not sure that it's urgent for our agenda tonight, particularly since it's a technically dense topic and we have a lot of other dense topics. Prior to that,

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00:03:37.230 --> 00:03:39.450

Joe Deets: So I'm trying to remember our Parliament.

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00:03:39.480 --> 00:03:46.560

Joe Deets: Oh. Is there a second to that, was that a second. Okay, so we have a I'll just say emotion to

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00:03:47.310 --> 00:04:01.020

Joe Deets: Postpone item seven, see we won't discuss it tonight which is considered Planning Commission recommendations prior to scheduling a public hearing on bonus floor area ratio options. Is there any discussion councilman, oh sorry your hands up.

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00:04:04.350 --> 00:04:17.310

Rasham Nassar: My hand was up just a second the motion I fully support it. Looking at our agenda. I think it's only fair that we give it a spotlight on a future study session, seeing as how there's no urgency to are discussing it tonight.

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00:04:18.600 --> 00:04:20.730

Joe Deets: Okay, thank you. Councilmember Medina.

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00:04:22.110 --> 00:04:22.590

Kol Medina: Thanks.

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00:04:23.610 --> 00:04:30.540

Kol Medina: My question is just, is there any urgency to discussing tonight. It was put on this agenda. So I'd like to hear from the folks who made the agenda, about the

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00:04:37.020 --> 00:04:37.890

Joe Deets: City Manager.

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00:04:38.940 --> 00:04:41.760

Morgan Smith: Yeah, I think we put it in the queue to bring forward.

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00:04:42.120 --> 00:04:51.690

Morgan Smith: Because council members and I don't want to call it, you out, but I believe it was COUNCILMEMBER hard topless. Who's the leaves on a Planning Commission indicated that their recommendation was ready and

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00:04:52.080 --> 00:05:01.650

Morgan Smith: Was that time was right to bring it forward. So we don't from the staff side, we don't have any urgency, other than we understood it was a request to bring it forward because it was ready for presentation.

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00:05:02.550 --> 00:05:04.890

Joe Deets: Okay, Counselor high populous

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00:05:05.760 --> 00:05:16.170

Kirsten Hytopoulos: Right. I mean, I just want to speak to that, I want to appreciate the fact that it has come forward that they were ready, a while ago, obviously we want to receive that. So I don't want to

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00:05:16.500 --> 00:05:24.000

Kirsten Hytopoulos: not respect the fact that it's ready to come forward. On the other hand, hopefully they will understand that I appreciate COUNCILMEMBER cars.

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00:05:24.630 --> 00:05:33.600

Kirsten Hytopoulos: Recognition that we're probably more than 60 minutes on on budget and we need to prioritize budget right now. So we probably have time to deal with this later.

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00:05:33.840 --> 00:05:39.960

Kirsten Hytopoulos: And we should respect the fact that we need the time. So hopefully the planning Commissioners will understand our

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00:05:40.350 --> 00:05:48.930

Kirsten Hytopoulos: Need to bump it if we all agree that would be appropriate, a bump it. So yeah, I think that they're ready for us to consider it, but it would be appropriate for us to move it out if we can

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00:05:49.740 --> 00:05:52.410

Joe Deets: Okay, thank you. Any other discussion.

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00:05:54.390 --> 00:06:01.140

Joe Deets: Okay. Not seeing any emotion to postpone item seven, see all those in favor say I.

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00:06:01.710 --> 00:06:02.190

Like

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00:06:03.600 --> 00:06:10.350

Joe Deets: This unanimous any needs, there's not so we are going to post file an item seven, see tonight.

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00:06:12.240 --> 00:06:16.890

Joe Deets: Right to have a motion to approve the agenda, as amended.

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00:06:18.540 --> 00:06:19.110

Kol Medina: So mode.

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00:06:20.790 --> 00:06:21.570

Joe Deets: Okay.

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00:06:22.650 --> 00:06:32.220

Joe Deets: A customer Pollock seconded that so don't see any more discussion. All those in favor of proving the agenda, as amended, say I

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00:06:32.640 --> 00:06:33.000

I

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00:06:34.050 --> 00:06:41.670

Joe Deets: OK, I was opposed. There's none. It's unanimous okay Council, the agenda is approved.

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00:06:42.750 --> 00:06:44.100

Joe Deets: Or the amended agenda is approved.

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00:06:45.690 --> 00:06:52.710

Joe Deets: Conflict of Interest disclosure disclosure. Does anyone have a conflict of interest. They should disclose tonight.

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00:06:55.500 --> 00:07:02.370

Joe Deets: Okay. Not seeing any now item three, we will move to the mayor's report mayor Leslie, the floor is yours.

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00:07:05.460 --> 00:07:05.910

Thank you.

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00:07:07.680 --> 00:07:21.360

Leslie Schneider: First, just a little bit of a report on some of our business. I wanted to let everyone know that the planning commission interviews will be proceeding fairly soon. We got the group together. That is the interview panel and made made some

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00:07:22.740 --> 00:07:34.860

Leslie Schneider: Made some great decisions. One of them was that we are going to in fact interview, all of the attendees and there are a lot of them. So, that is that is going to end up being a huge time commitment and

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00:07:36.690 --> 00:07:38.700

Leslie Schneider: I don't want to misspeak on anything and

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00:07:39.480 --> 00:07:41.670

Leslie Schneider: Basically will just be getting those started up

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00:07:41.730 --> 00:07:56.100

Leslie Schneider: About next week, I believe, and then I wanted to go back to Saturday. So my colleagues and I met with the assistance of staff and we spent three well invested hours this past Saturday in parliamentary procedure training.

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00:07:56.670 --> 00:08:06.240

Leslie Schneider: And some highlights for me of what we learned any council member can call out a point of order to state that a rule has potentially been broken.

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00:08:06.750 --> 00:08:21.000

Leslie Schneider: No. Second is needed, and there is no discussion, the chair rules well taken, or not well taken, or asks the rest of Council to make a ruling if the chair rules. Anyone can appeal.

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00:08:21.450 --> 00:08:31.440

Leslie Schneider: And if seconded the full Council votes and it is possible to interrupt a speaker. It's ideal if that is used judiciously.

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00:08:32.460 --> 00:08:41.760

Leslie Schneider: Another point is that the chair can and should enforce the rules directly without a point of order, and it can be appealed in the same way as a point of order.

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00:08:42.300 --> 00:08:51.540

Leslie Schneider: And then dress a parliament, the consulting company that we use recommends that Council imposed on itself a five minute limit for MEMBER COMMENTS.

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00:08:52.350 --> 00:09:05.550

Leslie Schneider: And for context Robert's Rules specifies 10 minutes. And that's kind of an archaic limit and we have not we have sort of we've created an informal rule.

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00:09:06.030 --> 00:09:17.430

Leslie Schneider: Or informal guidance amongst ourselves right now that we wouldn't go over three minutes. So we may decide to impose something like a hard five minute rule on ourselves at some point in the future.

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00:09:18.810 --> 00:09:20.460

Leslie Schneider: And then last

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00:09:21.510 --> 00:09:28.350

Leslie Schneider: In my, in my mind, who just the ones that stuck out there is a duty of loyalty to the body.

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00:09:29.730 --> 00:09:38.640

Leslie Schneider: And then to my last point here. The big news from last week. Is that the Washington State Supreme Court ruled initiative 976 is unconstitutional.

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00:09:39.090 --> 00:09:48.030

Leslie Schneider: And vehicle taxes and fees remain in place and that means for Bainbridge that we now have access to the transportation benefit district revenue.

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00:09:48.390 --> 00:10:02.970

Leslie Schneider: And we can again allocate that funding to traffic related expenditures and I'll let the city manager in the finance team dive into more of what that means for our budget talks, but it was very good news for context Bainbridge Island.

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00:10:04.290 --> 00:10:13.770

Leslie Schneider: Did voted against that amendment, but it won statewide even as it did not pass in the Puget Sound area.

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00:10:14.820 --> 00:10:19.020

Leslie Schneider: That's, I think, true, but don't hold me to it.

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00:10:20.100 --> 00:10:23.760

Leslie Schneider: All right, I'm Deputy Mayor it's back to you. Thank you so much.

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00:10:24.030 --> 00:10:34.530

Joe Deets: Great. Thank you, Mayor, Leslie. Yeah, I thought last Saturday was very, very informative and helpful so love to maybe at some point we can talk more about that.

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00:10:36.630 --> 00:10:40.560

Joe Deets: Going into item number for future Council agendas.

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00:10:42.180 --> 00:10:43.440

Joe Deets: Morgan, would you like to leave that

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00:10:43.890 --> 00:10:49.380

Morgan Smith: Center. Thank you, counsel. How's the volume. It's my first time with headphones. Okay, great.

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00:10:50.580 --> 00:11:01.620

Morgan Smith: A couple of pieces of housekeeping to work with you on. I'll try and move quickly through these. The first and most important is that Ron Holyfield from Sgr is ready to meet with you to review the

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00:11:02.220 --> 00:11:14.580

Morgan Smith: Applicants FOR THE CITY MANAGER POSITION. And that would be a one to our meeting his suggestion and preference is that you scheduled that at a time that's separate from your regular meetings and I would just

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00:11:15.570 --> 00:11:22.380

Morgan Smith: Echo that request because your meeting scheduled for next week on the 27th is particularly long and so work on that next.

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00:11:22.710 --> 00:11:29.010

Morgan Smith: But if you are open to considering meeting for one to two hours on a night. That is not a scheduled meeting night.

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00:11:29.640 --> 00:11:36.900

Morgan Smith: He is ready to meet with you as early as next week. And I'd like to encourage us to take a few minutes to schedule that now because the benefit of

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00:11:37.230 --> 00:11:47.100

Morgan Smith: Finding an opportunity to fit it in sometime during the week of the 26 next week means that as we move into November and December and begin to have some holiday.

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00:11:48.690 --> 00:11:55.440

Morgan Smith: Issues in terms of scheduling and next steps, it would be better to try and stick to a roadmap that has this

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00:11:55.950 --> 00:12:01.950

Morgan Smith: Next meeting as soon as possible because that gives us a little more latitude. As you move into November and December.

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00:12:02.340 --> 00:12:13.020

Morgan Smith: So, with your support, maybe we could take a couple minutes now and the mayor Deputy Mayor could help lead you through a discussion about whether you're open to doing it on a different meeting.

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00:12:13.470 --> 00:12:30.630

Morgan Smith: I'm sorry, on a different date and a scheduled meeting and what some opportunities might be for next week or beyond that it would be an Executive Session, just to clarify that. And again, we're looking for, at a minimum, one hour, but maybe a bit longer but certainly not more than two.

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00:12:32.130 --> 00:12:37.050

Joe Deets: Thank thank you city manager. Well, I think, oh, Mayor, Leslie. Go ahead.

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00:12:37.800 --> 00:12:53.940

Leslie Schneider: I was just going to propose that we schedule a special meeting next week on Wednesday evening, the day after our business meeting and it could start at our normal time six o'clock, but it doesn't have to where you know we don't have any public

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00:12:55.110 --> 00:12:59.820

Leslie Schneider: Requirements to meet your expectations to meet because this will be all Executive Session.

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00:13:01.290 --> 00:13:11.430

Joe Deets: Okay. Does anyone have a scheduling issue with Wednesday at next week. Tomorrow at six o'clock.

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00:13:12.630 --> 00:13:13.980

Morgan Smith: And so that would be the 28th.

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00:13:14.310 --> 00:13:14.820

Grade

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00:13:15.900 --> 00:13:16.800

Joe Deets: So,

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00:13:17.220 --> 00:13:19.110

Joe Deets: I'm Council customer Nessa

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00:13:19.500 --> 00:13:25.020

Rasham Nassar: The USC meeting the USC committee meets the 28 that from five to seven.

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00:13:27.480 --> 00:13:28.770

Rasham Nassar: So just throwing that out there.

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00:13:33.420 --> 00:13:34.710

Joe Deets: We meet at seven o'clock.

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00:13:38.010 --> 00:13:38.970

Rasham Nassar: Seven to nine.

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00:13:39.450 --> 00:13:44.820

Joe Deets: Definite nine. Does anyone have an objection to seven to nine, a week, Wednesday.

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00:13:45.990 --> 00:13:47.550

Joe Deets: Ron Holyfield might, but

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00:13:48.480 --> 00:13:53.400

Morgan Smith: Ron is eager to be flexible. He would really like to find a time next week, if at all possible.

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00:13:53.760 --> 00:13:54.990

Joe Deets: Yeah. Yeah, me too.

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00:13:55.680 --> 00:14:00.600

Rasham Nassar: What about can I propose meeting prior to the Council meeting or that

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00:14:03.330 --> 00:14:03.540

Morgan Smith: Just

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00:14:03.960 --> 00:14:05.190

Joe Deets: Makes a very long day.

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00:14:06.420 --> 00:14:07.500

Rasham Nassar: 430 to six.

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00:14:10.620 --> 00:14:11.880

Joe Deets: Customer Hi topless.

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00:14:12.810 --> 00:14:20.580

Kirsten Hytopoulos: I just kind of think in the next month or so we may have to not do some on some occasions, some of our liaison work. I mean, you know, we

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00:14:20.880 --> 00:14:30.480

Kirsten Hytopoulos: You know, take our interviews, we're gonna be doing for meetings for our interviews for the planning commission, for example, we've got would be, you know, we've got these related to the city manager search, they

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00:14:32.730 --> 00:14:39.030

Kirsten Hytopoulos: Might not have been or, you know, and so I'd ask that you consider maybe not doing that, that meeting.

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00:14:44.670 --> 00:14:55.350

Rasham Nassar: If the Council's okay with leaving the USC committee without the liaison. I just wanted to be upfront about that. So I wouldn't be attending as liaison to their meeting.

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00:14:55.860 --> 00:15:06.060

Rasham Nassar: That evening and exchange for attending this I'm perfectly happy and I understand. Councilmember had topless has points. I agree. We're very booked up into the holidays so

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00:15:10.050 --> 00:15:13.950

Joe Deets: Well, that opens the question that choice, starting at six or starting at seven.

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00:15:15.300 --> 00:15:22.710

Joe Deets: Do we want to make this harder on ourselves, maybe just pick a time, I was gonna say seven o'clock. That way we can accommodate the other meeting.

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00:15:26.550 --> 00:15:27.750

Joe Deets: Yes. Mayor, Leslie.

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00:15:28.530 --> 00:15:44.040

Leslie Schneider: What if we split the day if we did start at six then COUNCILMEMBER nisar could go to the first half of the meeting and just announced that she'd be leaving and that way you know anything that required liaison attention could get dealt with sooner.

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00:15:46.590 --> 00:15:47.970

Leslie Schneider: And if we were six. You're saying

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00:15:48.360 --> 00:15:53.580

Leslie Schneider: So if we just started at six then she would have an hour to go to her meeting.

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00:15:54.630 --> 00:15:55.710

Joe Deets: Better nothing. Yeah.

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00:15:56.940 --> 00:15:58.950

Joe Deets: Does anyone have an objection then or

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00:16:00.000 --> 00:16:08.340

Joe Deets: Raise your hand. Speak up or fee for whenever silent six o'clock. A week tomorrow special meeting with Ron Holyfield

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00:16:10.860 --> 00:16:11.310

Joe Deets: Okay.

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00:16:11.850 --> 00:16:24.900

Morgan Smith: Great. That's good. Okay, that's one down to to go. The second item to confirm with you is that you are supportive. You have already cancelled your scheduled meeting for Tuesday. The third of November.

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00:16:25.530 --> 00:16:35.790

Morgan Smith: But because budget work is still in progress. The plan. I believe was to discuss the potential to meet a have an additional meeting to replace that canceled meeting.

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00:16:36.210 --> 00:16:39.420

Morgan Smith: And the proposal is for that to be on Wednesday, November 4

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00:16:40.110 --> 00:16:48.750

Morgan Smith: And I just wanted to before we move in that direction, confirm whether you do want to do that schedule an additional meeting for Wednesday.

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00:16:49.050 --> 00:16:58.410

Morgan Smith: November 4 and, if so, we just need to talk about the start time and then my understanding is that would be a meeting that would just be dedicated to budget, perhaps for two hours.

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00:16:59.730 --> 00:17:09.090

Morgan Smith: Or if you didn't need to go that long, that's fine as well. But we wanted to sort of plan on that so that we can know that we're early in the month of November coming down the homestretch on your decision making.

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00:17:09.720 --> 00:17:10.980

Joe Deets: Okay, good.

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00:17:12.210 --> 00:17:28.380

Joe Deets: Mayor Leslie, or what could, you know, okay, let me just, I'll try and cut to the chase is instead of a meeting on election night, which I think it's safe to say none of us want to do that, we need set on Wednesday. So it's six o'clock.

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00:17:29.610 --> 00:17:31.230

Joe Deets: Does anyone have an objection to that.

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00:17:33.450 --> 00:17:34.770

Joe Deets: Okay, I don't see that.

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00:17:35.040 --> 00:17:42.060

Morgan Smith: I think we're good. Then I think this next part will be easy. You have a draft of the agenda for next week, the 27th, which is a business meeting.

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00:17:42.990 --> 00:17:50.550

Morgan Smith: Are working draft is slightly different than the one in front of you. But the issue is the same in that there is more content that we typically like to schedule.

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00:17:50.910 --> 00:18:05.550

Morgan Smith: So a couple suggestions on that front. Now that you have scheduled a dedicated time on the on the fourth to work on budget. I think we can safely reduce the plan for budget deliberations on the 27th to maybe 30 minutes that will be

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00:18:06.150 --> 00:18:11.520

Morgan Smith: save us some time and then also mayor Schneider has agreed that she would be

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00:18:12.420 --> 00:18:22.770

Morgan Smith: supports the idea of moving the Council liaison topic expectations for Council liaison topic, which I think is the last item on your draft under Council discussion weaving that to a later date.

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00:18:23.100 --> 00:18:30.870

Morgan Smith: So with those two changes, we would have an agenda that looks a lot closer to a regular schedule and

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00:18:31.920 --> 00:18:38.250

Morgan Smith: Go from there. So if you're supportive of that will make those two changes to the 27th and consider that our slate.

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00:18:39.060 --> 00:18:40.590

Joe Deets: Okay. Does anyone have enough

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00:18:42.360 --> 00:18:54.150

Joe Deets: Comes more Pala quick, are you, you just adjusting your camera. Okay. Does anyone have an objection to adjusting the budget, reducing the budget discussion to 30 minutes. This is on October 27

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00:18:54.690 --> 00:19:07.410

Joe Deets: And postponing I'll just say the item expectations for Council liaison. Does anyone have an objection to those two items being adjusted for next week's meeting.

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00:19:09.750 --> 00:19:10.920

Joe Deets: Okay, looks good.

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00:19:11.340 --> 00:19:13.860

Joe Deets: Great nothing any objection. Oh, very

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00:19:13.950 --> 00:19:14.820

Morgan Smith: Nicely but

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00:19:15.180 --> 00:19:34.920

Leslie Schneider: This is not an objection, but while we're on that topic. I was wondering if we could, I would like to propose that that item that expectations for Council liaison when it moves forward and finds a new home on the agenda that we clarify, I would like to propose that it become a

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00:19:37.170 --> 00:19:44.220

Leslie Schneider: That we're looking at the the governance manual and making actual changes to the governance manual. So it's not just a council discussion, but we

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00:19:44.250 --> 00:19:55.290

Leslie Schneider: Would hope to maybe move forward with changes to the governance manual and specifically around attendee issues which we have alluded to many times, but never had a chance to discuss

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00:19:55.920 --> 00:20:00.720

Leslie Schneider: And also take to put in the learnings that we had from this parliamentary procedure training.

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00:20:01.170 --> 00:20:18.030

Leslie Schneider: So just basically tweaking it from a discussion to actually having some proposals which I hope will be ready in the packet or we could just make motions during that discussion to make those changes firm.

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00:20:19.620 --> 00:20:20.520

Joe Deets: Any discussion.

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00:20:24.300 --> 00:20:26.430

Joe Deets: Okay, I'm not seeing any I think

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00:20:27.480 --> 00:20:36.090

Joe Deets: I assume with no discussion to folks are okay with that. Mayor, Leslie. Thank you. Okay. Alrighty. Anything else so

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00:20:36.630 --> 00:20:43.470

Morgan Smith: Now, I think I have what we need for now. And then when we get into November, we'll look at those agendas and it'll be more clear where things stand with

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00:20:43.890 --> 00:20:56.850

Morgan Smith: The budget and also what additional time and places we need to reserve for your work on the city manager search and the Council vacancy. So we'll, we'll pick up the November agendas. When we get a week or so down the road.

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00:20:57.540 --> 00:20:58.560

Joe Deets: Great, thank you.

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00:20:58.740 --> 00:20:59.160

Morgan Smith: Thank you.

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00:20:59.760 --> 00:21:06.000

Joe Deets: Does anyone have anything more to discuss that they wish to discuss relating to future Council agendas.

169

00:21:10.620 --> 00:21:15.180

Joe Deets: Not seeing any. I think we will move on to item five a budget discussion.

170

00:21:16.290 --> 00:21:17.520

Joe Deets: City Manager, I guess.

171

00:21:18.630 --> 00:21:25.800

Morgan Smith: Yeah, I'm going to kick this off. We're going to be joined. Of course, by Dwayne pits our finance director and can Kim done some our budget manager.

172

00:21:26.550 --> 00:21:39.390

Morgan Smith: A couple of things to highlight before you dig into your work tonight. One is that Dwayne is going to step through a short set of slides to try and give the big picture.

173

00:21:40.710 --> 00:21:41.820

Morgan Smith: takeaways from

174

00:21:41.820 --> 00:21:46.500

Morgan Smith: The impact of the I 976 ruling which is really significant for us.

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00:21:46.950 --> 00:21:58.320

Morgan Smith: And encourage council to think about it at that level at that high level. It's important context because it does really change our fiscal capacity because it's a significant amount of recurring revenue.

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00:21:58.740 --> 00:22:16.770

Morgan Smith: And I want Council and the community to understand that and be on the same page. And feel free to ask us questions, but I also want to say that the ruling creates some future decision making for us some things that we've set aside, particularly the new uses the Council approved and

177

00:22:18.090 --> 00:22:22.320

Morgan Smith: Will have to work with you to resume those plans, but we don't need to do that tonight.

178

00:22:23.370 --> 00:22:32.460

Morgan Smith: So just keep that in mind. And then the second point I want to make. I sent an email yesterday, but with reference to the scoring tool.

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00:22:32.850 --> 00:22:38.610

Morgan Smith: Kim is ready to review the results we've received from you, but I really want to highlight the

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00:22:39.240 --> 00:22:50.790

Morgan Smith: Purpose of that tool. The purpose is simply to facilitate your decision making and discussion amongst yourselves. Two years ago, the Council found that tool to be very useful and framed a lot of their

181

00:22:51.450 --> 00:22:56.190

Morgan Smith: Discussions with one another, around the results of that tool produced

182

00:22:56.790 --> 00:23:03.660

Morgan Smith: But if that's not something that this Council finds helpful. We can move straight to your discussion and really spend your time.

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00:23:03.990 --> 00:23:09.810

Morgan Smith: We're here to support you and answer questions and and you should spend your time in a way that moves us most quickly to the goal.

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00:23:10.200 --> 00:23:14.670

Morgan Smith: Which is for you to identify clearly what options you want to work together on

185

00:23:15.360 --> 00:23:30.900

Morgan Smith: Relative to changes for the proposed budget and at some point to begin to actually articulate those through motions and votes to try and identify the level of support for for for specific changes. So I just say that Kim and Dwayne, and I have no personal

186

00:23:32.430 --> 00:23:41.250

Morgan Smith: Feelings about the scoring tool and you should tell us here at the outset, if you don't want to spend a lot of time on that. I will also say that we've only received

187

00:23:42.180 --> 00:23:47.160

Morgan Smith: Scores from four of seven council members. So it's not as useful as when we have a complete set

188

00:23:47.490 --> 00:23:54.510

Morgan Smith: And to me, that's another indication that maybe this tool and this exercise doesn't have the same significance in this cycle as it did two years ago.

189

00:23:54.900 --> 00:24:03.960

Morgan Smith: Also say without maybe outing counselor I topless that there may have been some adjustments in scoring that make even these results, not quite where they

190

00:24:04.800 --> 00:24:13.080

Morgan Smith: You know, would be with perfect correctness. So I just want to encourage council, please don't hold back if what you would like to do is move straight to discussion and talk and and and

191

00:24:13.980 --> 00:24:21.720

Morgan Smith: Sort of beginning to talk about the trade offs of ideas that you want to share with one another. We can skip that part altogether or Kim can give it a very quick treatment.

192

00:24:22.020 --> 00:24:28.590

Morgan Smith: So you just need to guide us We're here to support you and to get you to that next phase of decision making as quickly as possible.

193

00:24:29.640 --> 00:24:42.810

Morgan Smith: So do we want to take a minute and talk about whether how much time to spend an emphasis to spend on the scoring tool and then let Dwayne do the transportation benefit presentation. I think that would help us know what you want tonight.

194

00:24:46.590 --> 00:24:53.070

Joe Deets: Okay, colleagues do have a discussion on the scoring tool comes from Brian topless.

195

00:24:54.990 --> 00:25:05.310

Kirsten Hytopoulos: Well, I just wait what what Morgan was alluding to is I just let her know today that I have dramatically changed my mind on two items for example today. So I was curious. Well, what will that do I went from a nine to zero.

196

00:25:05.790 --> 00:25:10.980

Kirsten Hytopoulos: And so, you know, so whatever we, however, we move forward with it. That's what changes some

197

00:25:12.240 --> 00:25:18.450

Kirsten Hytopoulos: Amelia for people scores. So for that influences anybody's feelings about using using the tool.

198

00:25:18.810 --> 00:25:32.610

Kirsten Hytopoulos: I would be curious to know if the rest of you who haven't turned in your, your scoring sheets or willing to turn them in my next time I'd be curious to know, but I'm not sure how useful it is if we don't have everybody's sheets.

199

00:25:34.230 --> 00:25:37.350

Joe Deets: Okay camp summer mayor, Mayor Leslie, sorry.

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00:25:38.550 --> 00:25:44.610

Leslie Schneider: I wouldn't mind spending a little bit of time on the scoring sheets, because I think that as a tool. It's one that could evolve and

201

00:25:45.510 --> 00:26:00.090

Leslie Schneider: Yeah, I think that it's it's kind of a nice checklist, especially if we are paying attention to the notes about why you know how firm. We are what. So yes, I would like to spend a little bit of time with the with the list.

202

00:26:00.660 --> 00:26:04.830

Morgan Smith: Okay, I don't want to. Time is precious. I don't want to spend. I don't want to beat a dead horse on this.

203

00:26:05.280 --> 00:26:11.820

Morgan Smith: Kim is ready to give you a quick walkthrough of the results we have today. Sounds like we've highlighted the fact that they're a work in progress.

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00:26:12.270 --> 00:26:20.100

Morgan Smith: And maybe for next if people want to either adjust or add scores that they haven't submitted between now and next week, we can take a look at that. So,

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00:26:22.470 --> 00:26:31.080

Morgan Smith: All right then, if you're ready. I'll turn it over to Duane to to take you through our transportation Benefit Fund presentation and we're happy to answer any questions about that.

206

00:26:32.640 --> 00:26:35.790

DeWayne Pitts: Good evening, everyone. I'm going to share my screen real quick here.

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00:26:41.910 --> 00:26:49.530

DeWayne Pitts: Before I get started, I want to apologize that this is not included in your packet. As you might imagine, with the decision coming out on Friday.

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00:26:50.040 --> 00:27:03.090

DeWayne Pitts: It took some time to put this together. So I apologize. This is not in your packet. I'm happy to share this information after tonight or just go ahead and email me and I'm happy to share this presentation with you if you're interested in having a copy of it.

209

00:27:05.640 --> 00:27:16.500

DeWayne Pitts: All right, good evening Council Duane pits finance director last Friday landmark decision was reached in the Supreme Court regarding initiative I 976

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00:27:16.980 --> 00:27:31.020

DeWayne Pitts: Otherwise known as the \$30 car tab fee initiative, we're going to spend just a few minutes tonight going over the impacts of the decision on the 2122 proposed budget, as well as discuss the impacts to our long term financial planning.

211

00:27:35.730 --> 00:27:42.540

DeWayne Pitts: So a little bit of history on 976 it was passed by the voters, about a year ago on November 5

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00:27:44.670 --> 00:27:57.390

DeWayne Pitts: It was set to take place 30 days later, but as everybody I think is quite aware it's been held up in courts really since the onset as a number of jurisdictions and governments filed lawsuits against

213

00:27:58.440 --> 00:28:03.150

DeWayne Pitts: Against the initiative and it's ran its way through the courts, all the way up to the Supreme Court.

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00:28:05.160 --> 00:28:19.380

DeWayne Pitts: And on October 15 last Friday, the Supreme Court overturned the initiative and what this means, as a ruling is it restores the city's ability to spend the funds accumulated and held since December of 2019

215

00:28:22.860 --> 00:28:26.610

DeWayne Pitts: So some history on it. Transportation benefit fun

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00:28:28.530 --> 00:28:44.910

DeWayne Pitts: It was initially started in 2013 and from 2013 to 2018 the city received approximately about \$400,000 per year. And those funds have been used primarily to support the annual chip seal and asphalt and repair program.

217

00:28:47.190 --> 00:28:47.370

DeWayne Pitts: In

218

00:28:48.780 --> 00:29:00.210

DeWayne Pitts: Council approved and increase from \$20 to \$30 which took place in August and this increased annually, a revenue about \$200,000 a year.

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00:29:00.630 --> 00:29:11.010

DeWayne Pitts: Of course, the timing of that was somewhat unfortunate because that was right around the time the initiative was floating out to voters and it was voted on in August. Just a couple of months after the

220

00:29:12.270 --> 00:29:30.660

DeWayne Pitts: Car tab initiative, or excuse me, the fee moved from \$20 to \$30 the additional \$10 component was designated for traffic calming and climate mitigation projects as per resolution two resolutions 20 1906 and 20 1908

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00:29:34.710 --> 00:29:46.080

DeWayne Pitts: In 2020. The city has been receiving revenues of about \$50,000 a month and we're estimating the total amount for 2020 to be approximately \$600,000 by the end of the year.

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00:29:46.950 --> 00:29:53.700

DeWayne Pitts: And have that amount one third, or about \$200,000 of that is for the traffic calming piece.

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00:29:54.090 --> 00:30:04.470

DeWayne Pitts: And as Morgan mentioned earlier, those programs are going to need to take a second look as none of those monies have been budgeted or earmarked for any specific purpose, they're just sitting there at this time.

224

00:30:06.180 --> 00:30:20.640

Morgan Smith: Dwayne, I'm going to jump in the point I want folks to take away is not necessarily the budgeting perspective, but the operational perspective, the use of those funds is called out very specifically in the second resolution and we were on a path in

225

00:30:21.960 --> 00:30:27.540

Morgan Smith: To work with concept transit to conduct a survey to determine what ridership change what

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00:30:27.960 --> 00:30:34.290

Morgan Smith: Service changes on the island might be the most beneficial and then to deploy those funds in part to support public transit expansion.

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00:30:34.650 --> 00:30:39.270

Morgan Smith: But none of that happened or move forward because of the prospect of I 976 so the point is

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00:30:39.510 --> 00:30:51.900

Morgan Smith: The money is there and we'll be ready when we're ready. But there's going to be some real work on the ground needed to figure out how to what programs were restarting and how to do that. So that will take some time and I just want to highlight that.

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00:30:52.740 --> 00:30:54.270

Thank you. Morgan for that clarification.

230

00:30:56.010 --> 00:31:02.940

DeWayne Pitts: So as far as the additional transportation benefit fund balance and what this means, at the beginning of January and

231

00:31:04.140 --> 00:31:22.170

DeWayne Pitts: The city had roughly five \$850,000 available for spending. That's the total balance of 930,000 less 70,000 that was received in 2019 for the one third, or the traffic common component. So that leaves \$850,000 that was available.

232

00:31:24.030 --> 00:31:40.830

DeWayne Pitts: The money in that fund balance up into the time of I 976 was generated from revenue that was accumulated mostly in the years from 2013 to 2016 prior to county council making any real decisions on the specific use of those transportation benefit funds.

233

00:31:42.060 --> 00:32:01.290

DeWayne Pitts: Following the passage of I 976 the city approved the, the use of the funds that were available up and to I 976 which were available to spend to spend that money on road maintenance expenses from 2020 through 2022 when it was expected that those monies would run out.

234

00:32:04.080 --> 00:32:13.650

DeWayne Pitts: Now that the city's access to the available funds for 20 and beyond is restored this available fund balance remains intact and can support future projects and programs.

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00:32:14.190 --> 00:32:16.140

Morgan Smith: So I just want to stop here for a second.

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00:32:16.290 --> 00:32:26.790

Morgan Smith: Sure, this is somewhat complicated to follow and if Council has questions about this aspect, I'd love to take them now and make sure we're on the same page with this.

237

00:32:28.110 --> 00:32:31.770

Morgan Smith: There was a significant fund balance available in the fund.

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00:32:32.820 --> 00:32:42.870

Morgan Smith: And it largely derived from the accumulated revenues in the early years of the transportation benefit district when Council was continuing to study how those funds would be used

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00:32:43.920 --> 00:32:54.330

Morgan Smith: Eventually, the Council made a decision about how those funds would be used, but that decision was structured as a go forward decision and apply to the revenues that came in from that point forward.

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00:32:54.870 --> 00:33:06.210

Morgan Smith: And essentially deferred decision making around the accumulated balance. So, it is it is remained there probably without as much insight as we should have carried forward.

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00:33:07.080 --> 00:33:21.600

Morgan Smith: The silver lining to that is that we had them this significant balance to draw from when I 976 past and we knew that it would provide us with a couple of years of cushion as we plan for what we would transition to as a result of it 976

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00:33:22.170 --> 00:33:24.390

Morgan Smith: Now that that's not the world that we're in.

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00:33:25.050 --> 00:33:33.390

Morgan Smith: I want to take this opportunity to highlight that you do have a significant fund balance sitting there and I would think of it as a sinking fund for future transportation projects.

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00:33:33.750 --> 00:33:42.240

Morgan Smith: We are able to fund and maintain our current road maintenance with the go forward plan we have now, which is that the \$400,000

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00:33:42.510 --> 00:33:48.120

Morgan Smith: Is used towards annual road maintenance. We think that's a pretty successful level of support for that program.

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00:33:48.600 --> 00:33:57.690

Morgan Smith: The additional \$200,000 has some very specific uses that are designated by the Council and those resolutions and will be working with you in the future to restart those

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00:33:58.650 --> 00:34:09.270

Morgan Smith: But the piece that there hasn't been Council decision making on previously is this accumulated fund balance from many years ago, so we don't need to decide that

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00:34:09.900 --> 00:34:19.410

Morgan Smith: Right now, but I do want to take this opportunity to highlight it and make sure that everybody understands these essentially these different buckets of transportation funds.

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00:34:20.880 --> 00:34:23.100

Joe Deets: Thank you. Councilmember now sorry your hands up.

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00:34:24.120 --> 00:34:33.360

Rasham Nassar: Yeah, I just wonder if what what the impact of this on this tip has been has there been any were any projects put into this tip that would have otherwise been

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00:34:37.590 --> 00:34:43.530

Morgan Smith: You know question the other way around. If we pull projects out because we didn't have TRANSPORTATION FUNDS you

252

00:34:43.830 --> 00:34:53.910

Rasham Nassar: Know, I mean, there, there are there are there are a couple of items in this tip that like, for example, to grow Avenue. I can't find it here.

253

00:34:54.480 --> 00:35:01.620

Rasham Nassar: Like the girl Avenue safety improvements and I remember when we talked about developing the traffic calming project program. Those are the kinds of things that we had in mind.

254

00:35:02.700 --> 00:35:05.520

Morgan Smith: So now I understand what you're asking about

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00:35:05.700 --> 00:35:15.930

Morgan Smith: So when the TV when I 976 past our perspective. Was that the only set of money that we had to spend in the anticipated traffic calming

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00:35:16.170 --> 00:35:23.790

Morgan Smith: Was not the annual program we envisioned building, but it was the \$70,000 of collections that came in and just the last couple of months.

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00:35:24.090 --> 00:35:33.240

Morgan Smith: So we worked with Council at the end of the year, made some choices of what to how to spend that \$70,000. Now, what I'm saying is we will we will

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00:35:33.720 --> 00:35:42.600

Morgan Smith: Have the opportunity. It's good news. We will have the opportunity to restart spending for the types of uses that are called out in those two Council resolutions.

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00:35:43.050 --> 00:35:46.020

Morgan Smith: But that will take a little time to ramp up. It's not like

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00:35:46.320 --> 00:35:59.340

Morgan Smith: Coming up, but so that portfolio of projects, the things that were on a list that didn't move forward or, like I said, the public transportation part with kids have transit, all those things now can come back into our portfolio.

261

00:36:00.000 --> 00:36:03.900

Morgan Smith: But it will take a little bit of time to organize and move ahead on those

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00:36:05.550 --> 00:36:08.280

Joe Deets: Okay, thank you. Councilmember hike I topless.

263

00:36:10.860 --> 00:36:24.990

Kirsten Hytopoulos: Okay, I am trying to wrap my head around this. So there's a pot of accumulated funds and there's also two streams of income. I mean, in a sense, because the two resolutions as the 400 and the 200 per, per year that right

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00:36:26.100 --> 00:36:32.460

Morgan Smith: You're almost right. And I hate to be too precise, but those two resolutions are both pointed towards the 200

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00:36:32.910 --> 00:36:47.280

Morgan Smith: There are two different resolutions that talk about that additional 200 the 400 isn't covered by any county council direction we use those funds, according to the state guidance. There isn't any additional specific local guidance that we use for how to use those.

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00:36:48.300 --> 00:36:52.800

Kirsten Hytopoulos: That and the 400,000 is for is used for resurfacing etc.

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00:36:52.890 --> 00:36:58.860

Morgan Smith: That is how we have been doing it because we are a city that has a major road network obligation that many cities don't have a

268

00:36:58.920 --> 00:37:04.290

Kirsten Hytopoulos: Seat. There's 400 a year. That is for that. There's 200 that is the is the other the

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00:37:04.320 --> 00:37:15.660

Morgan Smith: These new uses. And I think also, one thing Dwayne keeps highlighting for me and I want to share with you is that that additional increment the 200 for the very specific uses

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00:37:16.680 --> 00:37:20.730

Morgan Smith: Is will sunset in 2023 without further Council action.

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00:37:21.000 --> 00:37:35.250

Morgan Smith: Okay, so that'll be a future again future does much future decision making around this. I do want to encourage us to take the big picture away tonight and move ahead with our other budget discussions. We're happy to come back to this. So, so

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00:37:35.760 --> 00:37:41.970

Kirsten Hytopoulos: For the purposes if we want to look just for the purposes of of how this affects our budget decisions right

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00:37:41.970 --> 00:37:42.450

Now,

274

00:37:43.470 --> 00:37:54.840

Kirsten Hytopoulos: Is does the four does the existence of the 400 that's back that will now again become a stream that we can count on does that become. How does that does that become

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00:37:55.920 --> 00:37:57.060

Kirsten Hytopoulos: That suddenly exists.

276

00:37:58.410 --> 00:38:08.640

Morgan Smith: So the tubes. The two takeaways I would suggest council. Keep in mind at the again at this high level there's more thinking and more planning to do but for the high level, for the moment, there's two things I'd like you to have in mind.

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00:38:09.060 --> 00:38:18.300

Morgan Smith: One is that for eligible projects, you have this. I'm going to use the word again accumulated sinking fund, fund balance. That's a really significant amount of money.

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00:38:18.840 --> 00:38:24.510

Morgan Smith: And whether you make decisions with that in this budget cycle or just retain that as

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00:38:25.290 --> 00:38:37.020

Morgan Smith: Something to have for future plans. When the sustainable transportation project is concluded, for example, I just want to highlight that for general awareness. The other is the point you're making, which is that now looking at from

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00:38:38.430 --> 00:38:54.810

Morgan Smith: Forward, we now have basically required restored \$400,000 in capacity and because the mechanics of it, or that the transportation funds are used first for eligible projects.

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00:38:55.470 --> 00:39:04.860

Morgan Smith: The capacity actually lives back in the general fund. Right. So we now you should think about it as in for planning for this biennial budget 21 and 22

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00:39:05.640 --> 00:39:12.090

Morgan Smith: This decision results in us having \$400,000 of additional capacity, whether you spend it all or not.

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00:39:12.720 --> 00:39:21.150

Morgan Smith: Is a secondary question because one of the things Dwayne's about to show you is you'll remember that we highlighted that this was a challenging budget cycle and we weren't able to meet

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00:39:21.390 --> 00:39:28.500

Morgan Smith: The sustainability tests that we have been able to meet previously, this is significant enough that it changes that result in ways you can actually see

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00:39:28.980 --> 00:39:38.430

Morgan Smith: So if you don't have any more specific questions. I think maybe we could just go through that and that would kind of cover the things we want you to know and understand for tonight.

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00:39:42.420 --> 00:39:44.370

Joe Deets: I don't see any more questions, go ahead. Duane

287

00:39:45.000 --> 00:39:57.450

DeWayne Pitts: Okay. Speaking of the sustainability capacity here we're going to move on and talk about that real briefly, so before when you've seen our charts and you've seen the many times at this point.

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00:39:58.740 --> 00:40:07.710

DeWayne Pitts: We have showed you that the sustainability for recurring expenses and the reserves are about out to 2026 or six years.

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00:40:09.870 --> 00:40:20.490

DeWayne Pitts: With the ruling. It's now out to nine years, which is a pretty substantial difference and graphically, what we'd like to show you

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00:40:21.540 --> 00:40:31.440

DeWayne Pitts: Is this is the chart that you've seen in the past that shows you how close they were. This is the before they add the proposed budget as it is right now.

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00:40:32.640 --> 00:40:51.900

DeWayne Pitts: And of course, the blue line represents the revenues and the orange line represents recurring expenses and they are the lines are very close together. And it's hard to see graphically here, but they do cross in where the expenses actually start to exceed the revenues.

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00:40:55.350 --> 00:41:18.780

DeWayne Pitts: With the ruling the, the two lines get further apart and they go all the way out to 2029 and beyond before they actually cross so we're good, all the way up through 2029 and then the orange line actually crosses over the blue line where expenses are at that point exceeding the revenues.

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00:41:22.530 --> 00:41:25.500

DeWayne Pitts: In terms of our ending fund bounce in our target reserves.

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00:41:26.640 --> 00:41:47.400

DeWayne Pitts: The blue bar here represents historically where we're at and then starting in 2021 and 22 the blue bar represents the proposed budget as it is now, and the gray bar represents with the change. So you can see a pretty pretty big difference going all the way out to

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00:41:50.070 --> 00:42:10.110

DeWayne Pitts: Where that's actually the point where our reserves would no longer be met in 2030 so the orange line again represents our reserve levels. And I think this shows graphically a good representation of the change and impact in our fiscal picture over the next 10 years

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00:42:11.460 --> 00:42:26.310

Morgan Smith: And again, this is modeling we're showing you different scenarios, there'll be decision making that happens in those years that we're portraying. It's just a way to have a point of reference to compare fiscal capacity and where your opportunity is to

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00:42:27.330 --> 00:42:34.260

Morgan Smith: You know, have room for future decision making. So it's a significant rolling. We're pleased. It's happened.

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00:42:34.680 --> 00:42:40.050

Morgan Smith: It's hugely significant for a city like ours, where we have such a significant transportation infrastructure.

299

00:42:40.470 --> 00:42:51.750

Morgan Smith: And so with that, that's what we wanted to share tonight for that. Happy to answer more questions, but I think if you understand the two big top level takeaways. That's probably the goal for tonight.

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00:42:55.500 --> 00:42:56.490

Thank you, city manager.

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00:42:58.920 --> 00:43:00.030

Joe Deets: Comes from Professor

302

00:43:00.720 --> 00:43:12.030

Rasham Nassar: Yeah, I guess, I guess my biggest question city manager is whether we should be thinking about this, while we engage in our budget discussion whether this is just kind of a set aside, something that we Council needs to pick up and

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00:43:12.600 --> 00:43:16.470

Rasham Nassar: And and think about and talk about at a later date. Where's the Ross.

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00:43:16.860 --> 00:43:28.740

Morgan Smith: Yeah, that's, that's totally your prerogative. I am always going to be a strong advocate for keeping us on track to finish your decision making around the budget, the money is not going anywhere.

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00:43:29.880 --> 00:43:35.610

Morgan Smith: So if you again where you to make no changes to the proposed budget, for example.

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00:43:36.000 --> 00:43:48.030

Morgan Smith: The only thing that would happen is that, as shown in those last two graphs, you have more latitude, you have capacity and latitude more similar to what we had two cycles ago so you're sort of investing in additional

307

00:43:48.420 --> 00:44:01.650

Morgan Smith: cushion for future decision making, whether that's decision making in Q1 of 2021 or decision making three years from now, that's where that stands. The other thing is for the significant fund valid \$850,000

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00:44:02.340 --> 00:44:10.380

Morgan Smith: That's not necessarily something that you need to pick up in the moment, but it certainly I think bodes well for

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00:44:12.180 --> 00:44:17.190

Morgan Smith: What future support might be for transportation projects and how you

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00:44:17.730 --> 00:44:26.700

Morgan Smith: Convey that or articulate that, again, it's not going anywhere. We aren't going to spend that money without having that discussion with you. That's the reason the fund balance has accumulated

311

00:44:26.910 --> 00:44:36.120

Morgan Smith: Is because previous Council decision making was always from a go forward and never went back and addressed that. And that's something that I assume we the you know the organization wants to correct

312

00:44:36.420 --> 00:44:41.490

Morgan Smith: Going forward, particularly with sustainable transportation in the mix, but it doesn't need to be part of this budget cycle.

313

00:44:42.540 --> 00:44:45.090

Joe Deets: Okay, thank you. Councilmember high topless.

314

00:44:49.110 --> 00:45:04.530

Kirsten Hytopoulos: Well, I mean, I think it's exciting to think that would this additional capacity that we could possibly wind up maybe even with, you know, a budget additions and some adjustments that we could wind up with that sort of outcome. So I hope we do

315

00:45:05.640 --> 00:45:23.250

Kirsten Hytopoulos: Aim for that sort of better outcome and that we that we do our best to even as we add things which I know we will, and I hope we will that we also aim to cut some things so that we wind up taking advantage of. That's what outcome. We just saw projected. So I think that's really exciting.

316

00:45:24.630 --> 00:45:26.850

Joe Deets: Okay, thank you. Councilmember Medina.

317

00:45:30.750 --> 00:45:34.980

Kol Medina: So I just want to share my thinking on this products would everyone else's understanding as well but

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00:45:36.330 --> 00:45:37.380

Kol Medina: We're talking about two different

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00:45:38.460 --> 00:45:53.220

Kol Medina: Sources of money or uses of money. One is the ongoing revenue stream that will happen. Each year, and whether or not we want to factor that into our recurring budget and personally, I hope that we don't. I hope we tried to

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00:45:54.390 --> 00:46:07.740

Kol Medina: pass a budget for next year that has basically the same expense projection as what's in front of us. We just maybe change some things within there but end up with the same expense projection overall so that we maintain those lines stand apart. Nine years out.

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00:46:09.060 --> 00:46:17.910

Kol Medina: But that's separate from the 850,000 that has built up in the fund that 850,000 is money that we now.

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00:46:18.630 --> 00:46:26.070

Kol Medina: Don't have to use for transportation projects like we thought we would, and we could take that one time money and decide to

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00:46:26.670 --> 00:46:39.060

Kol Medina: add stuff to the tip right now to spend that one time money that won't have an impact on those, those two recurring revenue expense lines between in the future. So I think about those two bits of money very differently.

324

00:46:40.320 --> 00:46:48.240

Morgan Smith: And just for clarification. I think this was just the way you phrased it but the that fellas does need to be used for transportation projects.

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00:46:49.290 --> 00:46:56.010

Morgan Smith: It is just that it isn't pointed. We don't need to use it for road maintenance. The way we thought we might

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00:46:56.730 --> 00:46:58.260

Kol Medina: It's just not allocated anymore.

327

00:46:59.580 --> 00:47:04.380

Joe Deets: And to be clear, city manager to there's no time limit for for those monies so

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00:47:05.700 --> 00:47:19.980

Joe Deets: That 800 plus. So, but it needs to be sort of like you said transportation related. It does seem that the bag that we do have the sustainable transportation plan that we're working on. So it seems like there's a nice

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00:47:21.780 --> 00:47:22.680

Joe Deets: connection there.

330

00:47:23.850 --> 00:47:32.610

Joe Deets: The can point those monies towards that. Does any of our liaison to the sustainable transportation Task Force want to weigh in on that.

331

00:47:35.250 --> 00:47:36.210

Joe Deets: Mayor, Leslie.

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00:47:39.360 --> 00:47:44.850

Leslie Schneider: Well, I have lots that I want to weigh in on. And I just wonder when it's the appropriate time. So, um,

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00:47:45.570 --> 00:48:05.520

Leslie Schneider: I have been doing a little bit of thinking and researching on this and I do have two items to the tip that I'd like to add. So are we going to be going into it a specific tip conversation or is it appropriate for me to just mention these items now for consideration.

334

00:48:06.720 --> 00:48:24.270

Morgan Smith: We left tonight's deliberation on on programs, essentially, so that you could start your discussion with one another. Now, if that's if you're ready to do that at all. And I encourage you to do so because we'd like to start to shape your thinking as soon as possible. Great.

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00:48:24.510 --> 00:48:25.830

Leslie Schneider: Okay, so

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00:48:28.200 --> 00:48:28.770

Leslie Schneider: I have

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00:48:29.790 --> 00:48:37.290

Leslie Schneider: I have one request for this tip and I can make a motion on it in a minute. But let me just give a little bit of background so

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00:48:38.160 --> 00:48:53.250

Leslie Schneider: In in the past six months or so our public works department went for some funding for the next very small segment of the sound tool of its trail and we did not get the grant for that.

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00:48:54.660 --> 00:49:02.040

Leslie Schneider: And there you know were some issues kind of identified that would make us more competitive, you know, in the future, going forward.

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00:49:02.460 --> 00:49:08.340

Leslie Schneider: And so I understand that we don't have a prioritized list of

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00:49:08.820 --> 00:49:29.100

Leslie Schneider: Projects out of coming out of the sustainable transportation plan because it's just not time yet we've got another six months or ever before. That's going to actually be sort of gold stamped right. In the meantime, I think that the the sort of backbone of the

342

00:49:30.240 --> 00:49:40.980

Leslie Schneider: SEO is always going to be a big part of our transportation or multimodal transportation strategy. And specifically I

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00:49:41.460 --> 00:49:49.230

Leslie Schneider: Have always wanted to see that going to extending the STA to get to copper top and then through copper top to get to the

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00:49:49.920 --> 00:50:04.620

Leslie Schneider: The middle schools and so I would move to add to this tip \$200,000 to plan and design the copper top sekai Woodward trail, which extends the SEO from the pond in sekai Park.

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00:50:04.950 --> 00:50:21.210

Leslie Schneider: North to sportsman's club road and creates new safe access to sekai to the sky and would would schools through the copper top industrial park so it would it would not be justice to it would actually go to the destinations of copper top and the and the middle schools.

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00:50:22.830 --> 00:50:31.950

Leslie Schneider: This would this \$200,000 is a conversation that I've had with our public works director, so it's not pulled willy nilly.

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00:50:32.370 --> 00:50:33.150

And

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00:50:35.550 --> 00:50:54.510

Leslie Schneider: And this planning would set us up for a more successful chance at getting grants. It's kind of a long term horizon. So, you know, it might even be longer term than than what the sustainable transportation plan is hoping to deliver to us more of the short term projects that that will

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00:50:56.610 --> 00:51:07.320

Leslie Schneider: You know, give us the short term benefit. This is more setting us up for a longer planning horizon and it benefits Bainbridge islanders in a very, very direct way.

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00:51:09.330 --> 00:51:18.510

Leslie Schneider: So there you go. That's I I would move to add that 200,000 to this tip for the cover top sekai would were trail.

351

00:51:19.410 --> 00:51:34.530

Joe Deets: So there's people in second by second by Councillor Medina. Okay, so we have a motion and a second to use \$200,000 to extend the SEO. This would be, I think, past the

352

00:51:35.850 --> 00:51:38.460

Joe Deets: Discovery trail, I guess, extending it. Would that be correct.

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00:51:40.620 --> 00:51:44.550

Joe Deets: Through sekai park to the copper top

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00:51:45.690 --> 00:51:58.350

Leslie Schneider: But just be clear that this is not building the trail. This is \$200,000 to get it to a certain percentage of design and planning, like maybe 15% was what Chris and I talked about

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00:51:58.800 --> 00:52:07.440

Leslie Schneider: So if there. And one of the issues that he brought up is that, you know, the, this is a fairly complex piece of the trail and it goes

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00:52:07.830 --> 00:52:18.420

Leslie Schneider: When it's on the when it's on the ASR 305 right away. It has some complications with wetlands and so forth and might have some very expensive boardwalk.

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00:52:18.750 --> 00:52:27.780

Leslie Schneider: That needs to be created this would give us a chance to actually do the work to see if there might be some alternate trail routes that might require easements but in the end, make it

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00:52:28.230 --> 00:52:37.410

Leslie Schneider: You know, less expensive. We don't know is the bottom line, but all the more reason to put them put the effort and focus on the planning and and design.

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00:52:37.980 --> 00:52:43.080

Joe Deets: Okay, thank Thank you Mayor Leslie I'm just want to see about discussion. Councilmember NASA

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00:52:47.550 --> 00:52:50.370

Rasham Nassar: COUNCILMEMBER Medina had his hand up before me.

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00:52:50.580 --> 00:52:52.470

Rasham Nassar: Oh, ocean council member

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00:52:52.830 --> 00:52:56.400

Joe Deets: Did you want to say, did I miss that. Okay. Councilmember Medina. Go ahead.

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00:52:56.490 --> 00:53:08.130

Kol Medina: No thank you. I actually had my head up. Originally, because I have another issue I want to bring up so I hope I can kind of get myself in place for will be moved to a different subject, and that's a senior center.

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00:53:09.180 --> 00:53:26.820

Kol Medina: But on this topic, and it might be useful for folks who haven't gone through this budgeting exercise with this two years ago to to understand what happens if this motion passes. So this motion passes. Then this will be put into the draft budget and then next week, or maybe tonight live

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00:53:27.930 --> 00:53:39.300

Kol Medina: In Oregon, but we'll see this spreadsheet that shows us the impact of all of our decisions on the budget and shows us if suddenly our lines are looking horrible. We have to cut some stuff.

366

00:53:39.720 --> 00:53:47.730

Kol Medina: So this is these motions tonight or is kind of a first whack and putting things into the budget, then we have to refine as we go forward. Is that, is that accurate.

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00:53:51.600 --> 00:53:52.710

Kol Medina: Just wanna make sure we understood that.

368

00:53:54.750 --> 00:54:01.650

Joe Deets: Okay, I'm okay I guess we're looking for discussion on this motion counselor NASA

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00:54:02.250 --> 00:54:14.010

Rasham Nassar: Yeah, I just want to thank mayor center for bringing this forward. It's a really interesting concept. I think I've heard it floating around the community in the past. And so I'm excited that we're talking about it. Finally tonight.

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00:54:15.150 --> 00:54:21.120

Rasham Nassar: I have a lot of questions because I conceptually, I can't real from from the way that you described it, I can't really

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00:54:22.680 --> 00:54:31.230

Rasham Nassar: You know overlay the design as you've illustrated into the geographical area of that three or five core door to sportsman club.

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00:54:32.700 --> 00:54:40.710

Rasham Nassar: I don't know if we want to get into that level of detail tonight or if there's some material that you could provide through the clerk and circulate to the Council, just to help

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00:54:41.820 --> 00:54:48.060

Rasham Nassar: You know, provide some material to support your proposal. I'm certainly interested in learning more.

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00:54:48.570 --> 00:55:02.850

Rasham Nassar: And you referencing it as the viscosity trail, and I guess I do want to know whether or not it is proposing to pick up where the, you know, we had to be having this tip of his coffee trail portion that

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00:55:03.360 --> 00:55:12.900

Rasham Nassar: Kind of curves around the pond and connects up to the parks trail through sekai is what you're proposing a continuation of that through Madison over New Brooklyn.

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00:55:13.830 --> 00:55:24.750

Rasham Nassar: And then delivering to the sportsman club triangle, or are you actually proposing a new trail that picks up from the 305 high school road intersection and then run straight north

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00:55:25.380 --> 00:55:32.820

Rasham Nassar: Through the wetland area of the pond and then turns up and then turns left it's at sportsman club is that more went

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00:55:33.780 --> 00:55:42.900

Leslie Schneider: So, good question. No. So just for clarity. The, the piece that this content we has been called the Wisconsin trail and we need to change that name.

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00:55:43.770 --> 00:55:53.280

Leslie Schneider: That doesn't go very far. It just basically kind of tucked into sekai Park and it does not go around the pond and then back up again.

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00:55:53.520 --> 00:56:01.380

Leslie Schneider: So that's what this proposal would do is it would pick up at that little spur that we're going to get built that will in fact connect us to

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00:56:01.770 --> 00:56:12.960

Leslie Schneider: The sky trail that the parks department has built that's very exciting. I walked it this past weekend and I'm just super excited about that. But so this would continue

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00:56:13.560 --> 00:56:20.610

Leslie Schneider: What has been thought of as the S to around the pond picking up where this currency ends, but discuss. He doesn't go very far.

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00:56:21.660 --> 00:56:22.320

Leslie Schneider: And then

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00:56:23.370 --> 00:56:42.720

Leslie Schneider: The, the easements versus right of way just means it's still straight up highway 305 but it could get potentially moved over maybe so that it's a little further away from the, from the highway, but not a lot. I mean, conceptually, you could just imagine that it's going up the highway.

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00:56:43.800 --> 00:56:45.570

Joe Deets: Okay, thank you. Mary, Leslie.

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00:56:47.280 --> 00:56:51.450

Joe Deets: I'm not sure if we want to have a back and forth on this. Are we any Kelton my Republic.

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00:56:54.930 --> 00:56:57.720

Michael Pollock: Yeah, and he wanted to just thank you for bringing this forward.

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00:56:59.130 --> 00:57:06.210

Michael Pollock: I'm just, I'm assuming that you're in or the cities in contact with parks district on this.

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00:57:08.010 --> 00:57:10.260

Michael Pollock: And communication with them on.

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00:57:11.280 --> 00:57:14.160

Michael Pollock: Yeah, okay. Okay, great. Okay, that's all.

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00:57:14.610 --> 00:57:16.980

Joe Deets: OK, I will be ready to vote on this.

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00:57:18.600 --> 00:57:24.870

Joe Deets: Okay, so there's a motion on the table to allocate I think \$200,000 to

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00:57:25.740 --> 00:57:27.090

Joe Deets: Improve my language, who's

394

00:57:27.750 --> 00:57:31.650

Joe Deets: Married Leslie, why don't you repeat your motion, please. And then we'll let's do about. Okay.

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00:57:32.940 --> 00:57:53.760

Leslie Schneider: Thank you. I moved to add to this tip \$200,000 to plan and design the copper top sekai Woodward trail, which extends the SDO from the pond in sekai PARK NORTH to sportsman's club road and creates new safe access to sekai and Woodward schools through the copper top industrial park.

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00:57:54.690 --> 00:57:56.790

Joe Deets: Okay, all those in favor say aye.

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00:57:57.600 --> 00:57:58.500

Kol Medina: Aye. Aye.

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00:57:59.220 --> 00:58:00.150

Joe Deets: Any opposed.

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00:58:01.590 --> 00:58:04.410

Joe Deets: OK. OK, those two. So we had

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00:58:06.180 --> 00:58:13.530

Joe Deets: Five days, two days, the nays our council member Hi topless and council bumper MSR

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00:58:14.580 --> 00:58:14.910

Joe Deets: Okay.

402

00:58:16.620 --> 00:58:21.510

Joe Deets: I think I got that right. Okay, I'll just go to sorry customer Nessa did. Were you

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00:58:22.260 --> 00:58:28.890

Rasham Nassar: Yeah, I just wanted. I just wanted. I mean, this is really important because the SEO is a really big conceptual project for the community.

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00:58:29.130 --> 00:58:35.820

Rasham Nassar: And other communities and wanting to have that conversation. And the only reason that I voted no is because I think that we should have the conversation about the S to

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00:58:36.090 --> 00:58:45.150

Rasham Nassar: With the community. I really appreciate mayor Snyder's proposal, I would like to see more. And specifically I recall when we were talking about this viscosity trail segment. There was a lot of

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00:58:45.510 --> 00:58:56.580

Rasham Nassar: Debate, a lot of feelings in the community back and forth, and especially from parks that to cut the trail. Any other way through sekai would mean the removal of significant number of cedar trees.

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00:58:56.910 --> 00:59:03.330

Rasham Nassar: And even parks, provided the recommendation if I could call if I recall correctly, that they would not support the city and doing that.

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00:59:04.290 --> 00:59:13.170

Rasham Nassar: So I have all of those things in the back of my mind as we're talking about this. I'm still happy to learn more. Mayor center, and I hope that you do at some point circulate more materials to counsel on this.

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00:59:13.200 --> 00:59:30.180

Joe Deets: Okay, thank you, kind of councilman, so I'm going to put on my parliamentary training hat. Once they voted on item we move on. So all of the work and continue to discuss this in the future, but we voted on this one. Moving on, Counselor Medina. You had another item you want to discuss

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00:59:30.900 --> 00:59:41.040

Kol Medina: Yeah, thank you. I would like the Council to includes some money in the CFP for the senior center improvements that have been identified to us before

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00:59:41.700 --> 00:59:54.000

Kol Medina: Especially now that we have this 150,000 that had been allocated for this other work, we must be able to move some funding around to provide some funding for the senior center.

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00:59:55.530 --> 01:00:04.560

Kol Medina: I don't know what amounts. I don't remember the amounts that is being asked for. I hope the Council member does. And I don't know if those amount should be placed in the CFP.

413

01:00:05.160 --> 01:00:18.630

Kol Medina: In the next biennium or in a farther out biennium say three or four years from now, to give the senior center. Time to get a campaign going and fundraising towards that hopefully some other council members will pick up this ball and and answer those questions.

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01:00:18.870 --> 01:00:21.570

Joe Deets: To pick a city manager had her hand up out

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01:00:24.600 --> 01:00:30.330

Morgan Smith: I would rather speak after the counselors have had a chance. But I would like to try and fill in some of the blanks.

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01:00:31.080 --> 01:00:32.400

Joe Deets: Okay, thank you. I'm

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01:00:32.790 --> 01:00:34.110

Joe Deets: Come from a real high topless.

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01:00:35.190 --> 01:00:52.950

Kirsten Hytopoulos: So my understanding was that they were looking for \$60,000 this biennium that they could match and \$100,000 the next biennium. But I think we could start with that and get them to verify that. But that was the motion that I was going to make and hope for verification on that. Okay.

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01:00:53.580 --> 01:00:55.290

Joe Deets: Thank you. Councilmember car.

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01:00:58.590 --> 01:01:10.290

Christy Carr: Yeah, I actually in terms of some of the comments. We've heard and hopefully this is what the city manager is going to help us understand in terms of moving money around. And if we had put

421

01:01:10.860 --> 01:01:21.750

Christy Carr: That if we didn't anticipate the the revenue from car tabs than we needed to put money from our general fund into

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01:01:22.170 --> 01:01:36.090

Christy Carr: That to cover that budget item. Do we then now have that money available again in the general fund to that is now available because we have the revenue source from car tabs.

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01:01:36.660 --> 01:01:48.960

Christy Carr: So that's a general question, and then I can't fill in the math. It sounds like council member Hi tapulous remembers the amounts but I support providing additional money to the senior center. Okay.

424

01:01:48.990 --> 01:01:54.750

Joe Deets: Thank you. And I'll just how can I support funding for the senior center to so city manager.

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01:01:58.980 --> 01:02:08.010

Morgan Smith: Yes. First, just to make sure I know it's we take you through a lot of information on the transportation funds, but I want to make sure we're as clear as possible.

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01:02:08.760 --> 01:02:16.800

Morgan Smith: The way. Councilmember car described it is correct. And I would encourage you, because we've sort of for clarity purposes 2020

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01:02:17.340 --> 01:02:33.600

Morgan Smith: Is not part of the discussion we're having now. So from 2021 forward. The ruling this week last week restores \$400,000 essentially OF TRANSPORTATION FUNDS support for our road maintenance, which means we do not

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01:02:34.050 --> 01:02:46.380

Morgan Smith: Need and the way we were backfilling that was with the fund balance. So one way to think about it is that we have an additional \$400,000 of capacity and the general fund.

429

01:02:47.070 --> 01:02:59.250

Morgan Smith: How you choose to use that capacity is Council's decision. You could identify \$400,000 of spending would be one extreme every year and be in the same position you were before the ruling.

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01:02:59.940 --> 01:03:14.040

Morgan Smith: In terms of capacity or you could take the position. Councilmember Medina was advocating for which is to try to not increase spending to use up that capacity so that the benefit is that it's there available for future decision making.

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01:03:15.360 --> 01:03:24.030

Morgan Smith: The only thing I wanted to make sure when COUNCILMEMBER Medina was speaking. I thought I heard him reference \$850,000 which is the fund balance number

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01:03:24.720 --> 01:03:36.780

Morgan Smith: If you said \$800,000 and we're talking about the two years of annual money in the biennium. Then that's correct. So I just want to make sure we have apples and oranges and the numbers are very similar.

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01:03:37.230 --> 01:03:45.300

Morgan Smith: But it isn't the case that we were we hadn't program that 850 for other uses weren't backfilling from the general fund for that so

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01:03:46.680 --> 01:03:51.840

Morgan Smith: I think I made it murkier not clear. I would encourage you to think about timing I think

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01:03:52.350 --> 01:03:59.070

Morgan Smith: My understanding of at least one component of the request from the senior center is that their project have a representation in the tip.

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01:03:59.940 --> 01:04:05.100

Morgan Smith: We have worked hard to have the CFP be an actual implementation guide.

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01:04:05.610 --> 01:04:12.360

Morgan Smith: And putting a project in in 21 and 22 that isn't going to occur in those years works against that.

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01:04:12.660 --> 01:04:19.890

Morgan Smith: And it also suggest that we have staff capacity and are planning and ready to go on that and I just don't think that that is actually what's

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01:04:20.400 --> 01:04:29.370

Morgan Smith: The case in this scenario, I think there's a suggestion, there'll be a project sometime down the road, maybe not very far down the road. But at some point in the future.

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01:04:29.790 --> 01:04:37.350

Morgan Smith: And that the senior center would like to have some time to fundraise around that and that having the project represented in the CFP might assist with that.

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01:04:37.710 --> 01:04:46.440

Morgan Smith: But that doesn't mean that it needs to be placed in 21 and 22 because that really sort of suggests that that's a project that we're rolling up our sleeves on and launching in those years.

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01:04:47.040 --> 01:04:56.790

Morgan Smith: Unless as COUNCILMEMBER hydrocephalus was alluding to what you're looking for is support for design work or some sort of initial steps of planning.

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01:04:58.050 --> 01:04:59.910

Joe Deets: Thank you. Councilmember, I suppose.

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01:05:02.070 --> 01:05:15.480

Kirsten Hytopoulos: So I think, you know, I just looked again at their stuff today. And I think these are some pretty small things like the 60,000 that they're gonna match with 60,000 and make those little like replacing some doors you know couple other things. I mean, they literally that they really do into

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01:05:16.380 --> 01:05:20.430

Morgan Smith: Some small scale improvements in the time ahead of the larger projects.

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01:05:20.730 --> 01:05:26.250

Kirsten Hytopoulos: And then like the other in the next biennium. So 2320 so was at 2324

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01:05:26.490 --> 01:05:37.740

Kirsten Hytopoulos: Was removed fireplaces and enlarging this thrift store. So, I mean, we have time right so if we if Council who give direction to really verify that that is not unrealistic. But in this tip.

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01:05:38.160 --> 01:05:43.650

Kirsten Hytopoulos: I would like to ask council to have have us verify that it's not. These are not unrealistic projects to put in the car.

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01:05:44.220 --> 01:05:48.300

Kirsten Hytopoulos: And they're not like we building this, you know, the senior center redesigning the whole senior center.

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01:05:48.990 --> 01:05:56.580

Kirsten Hytopoulos: They're relatively small, um, I'd like to have a look at that. And then I just want to follow up on what what COUNCILMEMBER car was talking about.

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01:05:57.030 --> 01:06:03.210

Kirsten Hytopoulos: I am I am hoping we are willing to do what COUNCILMEMBER Medina was talking about, which is that we're going to try not to touch.

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01:06:03.960 --> 01:06:21.030

Kirsten Hytopoulos: As much as possible, that we're going to try to preserve the fund balance. We're going to take advantage of what's you know the that's capacity that has been created. Not I, said we're going to try to retain that that nine year, you know, keep that nine year

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01:06:22.260 --> 01:06:31.560

Kirsten Hytopoulos: Span until the lines cross and not use that and that is why sorry Joe, but why I didn't vote for the 200,000 to go back to the last item.

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01:06:31.950 --> 01:06:40.830

Kirsten Hytopoulos: So I was going to make this motion about senior center and hope that we're going to do some cuts to pay for this and not take advantage of the Supreme Court decision.

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01:06:43.110 --> 01:06:46.410

Joe Deets: Sorry, I'm COUNCILMEMBER Medina.

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01:06:53.640 --> 01:06:57.420

Kol Medina: Thank you. I think the city manager had a response to that point. And I'd be happy to let her go.

457

01:06:57.840 --> 01:07:07.440

Morgan Smith: Oh, I would just going to suggest that rather than council members doing the legwork of dialoguing with the senior center. It might be more constructive if the public works director

458

01:07:07.680 --> 01:07:15.210

Morgan Smith: Prepared some information to bring back for you to look at your next discussion on the 27th related to this specific project and some alternatives.

459

01:07:15.810 --> 01:07:24.780

Morgan Smith: And so if that's of interest to you. Maybe you could craft emotion to just express your support for additional consideration of of a phased approach.

460

01:07:25.620 --> 01:07:28.410

Joe Deets: Okay, thank you. A couple more Medina, you want to do that.

461

01:07:29.160 --> 01:07:35.400

Kol Medina: Um, I guess I'm not ready to make that motion on the fly and they weren't talking simple well come up with and be ready.

462

01:07:36.210 --> 01:07:37.020

Kol Medina: And I just want to

463

01:07:37.080 --> 01:07:50.040

Kol Medina: Respond to something councilman topless was saying, if we make some one time expenditures, those aren't going to impact that nine year line, those, those are recurring expenses versus recurring income.

464

01:07:51.060 --> 01:08:00.000

Kol Medina: The one making some one time expenditures will impact that other bar chart that shows when we might go below our fund balance, however many years from now.

465

01:08:00.480 --> 01:08:08.460

Kol Medina: So I just want to make sure we all get that. And if someone thinks I'm wrong please correct me. And then about this senior center right and I

466

01:08:09.720 --> 01:08:19.260

Kol Medina: I'd support emotion to just put 60,000 in the next tip and then 100,000 in the next biennium. And then 100,000 in this next biennium.

467

01:08:19.830 --> 01:08:28.200

Kol Medina: And then we'll have time to get some more information about that. Verify before we approve the final budget, but if I export just put it in there. Now, let the verification code.

468

01:08:31.320 --> 01:08:32.400

Joe Deets: COUNCILMEMBER Nessa

469

01:08:35.220 --> 01:08:42.330

Rasham Nassar: I support what COUNCILMEMBER Medina just said, and I'm going to check with you chair. Is there a motion on the floor to that effect.

470

01:08:42.660 --> 01:08:45.930

Joe Deets: There's not a motion right now so I'm waiting to hear one

471

01:08:46.260 --> 01:09:01.890

Rasham Nassar: I will make one I moved to put \$60,000 of funding in this 2021 2020 to see IP for senior center improvements and \$100,000 in the

472

01:09:05.070 --> 01:09:07.200

Rasham Nassar: Budget for senior minor improvements.

473

01:09:08.310 --> 01:09:08.670

Kol Medina: Second,

474

01:09:09.390 --> 01:09:26.520

Joe Deets: Okay, second, so there's emotion and second into put \$60,000 in the 2021 budget for senior center improvements and \$100,000 for senior center improvements in 2022 if I got that. Correct.

475

01:09:27.840 --> 01:09:28.830

Joe Deets: Customer Pollock.

476

01:09:29.610 --> 01:09:30.570

Morgan Smith: I'm sorry.

477

01:09:30.810 --> 01:09:34.920

Morgan Smith: Debbie me. I just want to correct you did not restate the motion correctly. So I want to make sure that, oh, we

478

01:09:34.920 --> 01:09:36.090

Joe Deets: Do please do. Yeah.

479

01:09:36.900 --> 01:09:45.960

Morgan Smith: That emotion is energy understand it and COUNCILMEMBER star, you can and COUNCILMEMBER Medina, if you can double check me. Councilmember Medina suggested placing 60,000 in the

480

01:09:47.040 --> 01:09:59.850

Morgan Smith: Budget tip and 100,000 in the 23rd, 24th tip and 100,000 in the 2526 tip the motion that was actually made by council member nisar

481

01:10:00.360 --> 01:10:14.430

Morgan Smith: Included the first two of those, and not the third and then Deputy Mayor, the way you restate it it was 60 and 2021 and 120 22 so I think we want to make sure everyone's on the same page before you conduct your voting and discussion. Yeah.

482

01:10:14.700 --> 01:10:15.300

Joe Deets: Yeah, no thanks.

483

01:10:15.540 --> 01:10:16.020

Joe Deets: I'm

484

01:10:16.230 --> 01:10:17.670

Kol Medina: Okay counts. I don't want to clarify.

485

01:10:18.060 --> 01:10:29.010

Kol Medina: I, I understand how I kind of pitched by words and you might have heard you say existing free. I only meant to only with the 61 which is, I believe, we can't remember the smart meter.

486

01:10:29.250 --> 01:10:30.210

Joe Deets: Okay, that's what

487

01:10:31.680 --> 01:10:33.180

Joe Deets: Kept me customer Pollock. You had your hand up.

488

01:10:34.260 --> 01:10:34.980

Kol Medina: I

489

01:10:35.550 --> 01:10:46.140

Michael Pollock: It's fine. It's been corrected. I just noticed the same thing that the city manager node. So it's COUNCILMEMBER on the Venus corrected. So my hands, Lord.

490

01:10:46.620 --> 01:10:48.030

Joe Deets: Okay. Any more discussion.

491

01:10:49.830 --> 01:10:53.370

Joe Deets: Okay. Not seeing any. All those in favor, say aye.

492

01:10:54.060 --> 01:10:55.020

Kol Medina: Aye. Aye.

493

01:10:55.440 --> 01:10:56.310

Joe Deets: Any opposed.

494

01:10:57.420 --> 01:11:14.910

Joe Deets: Okay, there's it was unanimous, and I'm not gonna try and repeat the motion because I didn't do such a good job last time. So I think we got better to just what's what's out there city manager, I think you've got that and COUNCILMEMBER Medina.

495

01:11:16.560 --> 01:11:25.500

Kol Medina: I think you change of subject, I just like the city manager for my understanding of something and just make sure we're all on the same page.

496

01:11:26.460 --> 01:11:42.420

Kol Medina: Of the so for the the extra 200,000 from the car licensing fees that a year or two ago we programmed to use for path for climate change and half for practical me

497

01:11:44.370 --> 01:11:59.550

Kol Medina: That will now continue until 2023 when those resolutions sunset. So those resolutions are still in place. So unless something less the Council changes those resolutions that 200,000 will be used for those purposes until 2023, is that correct

498

01:12:01.320 --> 01:12:02.220

Morgan Smith: That is correct.

499

01:12:03.270 --> 01:12:16.620

Morgan Smith: So then, then the net impact is that we will be doing things we otherwise weren't going to be able to do, but it doesn't generate additional capacity because the use of those funds is already been very specifically identified by Council.

500

01:12:17.700 --> 01:12:18.180

Kol Medina: Then

501

01:12:18.210 --> 01:12:26.490

Kol Medina: So I just want to confirm that, and then say that I hope that the Council will leave that the way it is, especially the

502

01:12:26.970 --> 01:12:33.780

Kol Medina: Climate change implementation part of it that hundred thousand year that's already identified or earmarked for climate change.

503

01:12:34.500 --> 01:12:46.020

Kol Medina: We can just add that to the 300,000 it's already in the budget, and then we're looking at \$400,000 a year or at least through 2023 that would be dedicated to our climate action plan implementation. Okay.

504

01:12:46.320 --> 01:12:46.740

Kol Medina: Thank you.

505

01:12:49.650 --> 01:12:57.420

Joe Deets: I do. If you beg with me. I have a quick question for the finance director. So the increase in the car tabs.

506

01:12:58.590 --> 01:13:03.930

Joe Deets: From what 20 to 30 that expires in 2023, is that correct

507

01:13:04.230 --> 01:13:05.640

DeWayne Pitts: January of 2023

508

01:13:06.360 --> 01:13:18.090

Joe Deets: So, would our fight if if we end that past 23 does that because I assume your financial projections are based on that ending in 2023

509

01:13:18.660 --> 01:13:19.260

DeWayne Pitts: That's correct.

510

01:13:19.590 --> 01:13:22.800

Joe Deets: Okay. So would there be an expectation. I'm just curious if we

511

01:13:24.300 --> 01:13:32.820

Joe Deets: Looking in the future if we extended that from 2023 too much farther date would that improve our financial projections

512

01:13:33.660 --> 01:13:41.310

DeWayne Pitts: Those funds as they are now would be earmarked for those specific purposes. So the money would be freed up but it would be more restricted in its use.

513

01:13:42.960 --> 01:13:49.530

DeWayne Pitts: So yes, there would be an additional \$200,000 available, but it would be for those specific purposes.

514

01:13:50.040 --> 01:13:56.700

Joe Deets: So we wouldn't see the the crossover would change the crossover timeline, like you were mentioning before,

515

01:13:57.840 --> 01:13:59.970

Joe Deets: You know, between revenues and expenses.

516

01:14:00.570 --> 01:14:04.290

Joe Deets: Correct. Okay. Okay. Thank you. Councilmember high topless.

517

01:14:10.500 --> 01:14:17.670

Kirsten Hytopoulos: Yes, I wouldn't want to do, make sure that everybody had a chance to read the letter from the Historic Preservation Commission.

518

01:14:19.890 --> 01:14:23.580

Kirsten Hytopoulos: And I went to make a motion with regards to that if if everyone has

519

01:14:24.540 --> 01:14:25.680

Joe Deets: Oh, go for

520

01:14:26.430 --> 01:14:31.440

Kirsten Hytopoulos: And I guess before I made that motion. I just wanted to just for the, for the sake of the public.

521

01:14:32.460 --> 01:14:43.830

Kirsten Hytopoulos: Just kind of give some background about the fact that you know we we have this is regarding the the structures on the CEO Matsu farm we. There are a number of historic structures there.

522

01:14:44.520 --> 01:14:51.060

Kirsten Hytopoulos: If the property was designated a historic property under our ordinance on the island and we have

523

01:14:51.600 --> 01:14:59.280

Kirsten Hytopoulos: We have an obligation as a city to maintain the structures minimally, we have an aspiration to restore them create a

524

01:14:59.610 --> 01:15:06.600

Kirsten Hytopoulos: Historic Site that can be visited and can be an educational site that can be used by the community and visited and so forth and

525

01:15:06.930 --> 01:15:14.100

Kirsten Hytopoulos: We've had a study done. I think it's two or three years ago now with to plan how to do that. And I want to say, and I wish I had in front of me. The materials but

526

01:15:14.730 --> 01:15:26.070

Kirsten Hytopoulos: That we were looking at potentially 800,000 plus eventually that we're going to need to spend to accomplish that all of that. And I don't think any of us believe that right now. That's something that we can feasibly undertake.

527

01:15:26.490 --> 01:15:36.090

Kirsten Hytopoulos: But we do arguably have a need to get started, at least on the the minimal preservation of the state and the historic preservation

528

01:15:37.680 --> 01:15:38.670

Kirsten Hytopoulos: This the history

529

01:15:41.010 --> 01:16:00.450

Kirsten Hytopoulos: Of the HTC has come forward and asked us to at least undertake the be picker cabins, this, this, this budget cycle. And so I would like to make a motion that the Council budget for this biennium \$78,000 to

530

01:16:01.950 --> 01:16:04.410

Kirsten Hytopoulos: To hold on. I've got my motion here.

531

01:16:06.180 --> 01:16:21.870

Kirsten Hytopoulos: For the stabilization of the for this structural preservation work to include the stabilization, the picker cabins and the clearing of brush and debris from structures on the suits suits of sight and hold on.

532

01:16:23.940 --> 01:16:26.730

Kirsten Hytopoulos: As well as interpretive signage.

533

01:16:29.340 --> 01:16:30.810

Kirsten Hytopoulos: And as well as interpretive signage.

534

01:16:32.580 --> 01:16:36.120

Joe Deets: So there's emotion on the table to I see a second

535

01:16:37.830 --> 01:16:42.600

Joe Deets: Second mayor Leslie okay discussion on this motion.

536

01:16:45.060 --> 01:16:45.870

Joe Deets: Mayor, Leslie.

537

01:16:52.350 --> 01:17:00.900

Leslie Schneider: I had my hand up for a different topic. So I'm happy to second and support this this motion. And then if you could come back to me, that'd be great.

538

01:17:01.230 --> 01:17:03.210

Joe Deets: Okay, I'm customer Medina.

539

01:17:06.600 --> 01:17:12.240

Kol Medina: Yeah, I just add that I proceed, bring it forward and I'm happy to vote to put it in the draft we're considering.

540

01:17:13.860 --> 01:17:27.390

Kol Medina: So that we can see everything in there and some things are probably going to have to come out at some point. But I'd like to go ahead and go to put it in there and, you know, I'll have to weigh it against the other things that get put it there before I make a final decision at the end.

541

01:17:28.590 --> 01:17:29.040

Kol Medina: Okay.

542

01:17:29.100 --> 01:17:34.320

Joe Deets: Thank you. Any other discussions on this matter. Customer Hi topless your hands up.

543

01:17:34.920 --> 01:17:36.330

Kirsten Hytopoulos: Oh no, that's still up. Sorry.

544

01:17:36.690 --> 01:17:37.110

Okay.

545

01:17:38.790 --> 01:17:49.740

Joe Deets: Okay, and I take it. Mayor, Leslie. You want to talk about something else. Okay, so we have emotion on the table. I'm not going to try and repeat this because I'll get it wrong, but it was

546

01:17:50.880 --> 01:17:54.900

Joe Deets: Counselor, I suppose, could you please repeat the motion and then we'll vote.

547

01:17:55.920 --> 01:18:01.860

Kirsten Hytopoulos: Okay, sorry, I promise. I went off I went off my, my, hold on a second here.

548

01:18:06.060 --> 01:18:06.810

Christy Carr: Um,

549

01:18:08.310 --> 01:18:12.570

Kirsten Hytopoulos: I move. Okay, hold on a second. Can you come back to me.

550

01:18:13.710 --> 01:18:15.750

Joe Deets: Okay, we'll come back. That's all right. I just

551

01:18:16.410 --> 01:18:21.090

Kirsten Hytopoulos: Loved it. Can I, can I can I, I'm going to recreate it and come back to me is that okay can I

552

01:18:21.750 --> 01:18:24.420

Joe Deets: Just also raise your hand when you're ready.

553

01:18:24.720 --> 01:18:26.070

Kirsten Hytopoulos: Okay, I'm really sorry about

554

01:18:26.070 --> 01:18:29.340

Joe Deets: That, well don't worry about, um, okay. Mayor, Leslie.

555

01:18:30.870 --> 01:18:41.940

Leslie Schneider: Great, thank you. So I have one comment and then another and then another motion. Um, I just wanted to get back to COUNCILMEMBER Medina's comment about

556

01:18:43.470 --> 01:18:48.390

Leslie Schneider: I don't know. There was something that that seemed kind of wrong and maybe I've lost it right now.

557

01:18:51.000 --> 01:19:05.460

Leslie Schneider: I'm going to have to come back to that one. So I'm going to go ahead and say that with what what the city manager expressed earlier about the roughly 850 or whatever that is in the fund balance for the transportation benefit district.

558

01:19:06.630 --> 01:19:16.980

Leslie Schneider: There was some general assumption that that fund could be available for sustainable transportation as the the beginning funding that we have for the projects that come out there.

559

01:19:17.460 --> 01:19:26.490

Leslie Schneider: So I moved to add 600,000 for high priority short term projects resulting from the sustainable transportation plan.

560

01:19:27.810 --> 01:19:40.440

Leslie Schneider: And this is not going into this tip. It's more going into a fund, the way that we have a fund for implementing the Climate Action Plan or the fund for implementing racial equity.

561

01:19:41.100 --> 01:19:55.650

Joe Deets: Thank you, Mayor Leslie, what I'd like to do is we have emotion ahead of you. And I really want us. I don't want to have get our emotions and mixed up. So COUNCILMEMBER a topleess. Are you ready to present this motion, and then we'll go back to the mayor, Leslie.

562

01:19:57.720 --> 01:20:03.150

Kirsten Hytopoulos: am so sorry. Can I, can I, it's my fault, but can I can I would draw my emotion procedurally

563

01:20:05.850 --> 01:20:06.270

Kirsten Hytopoulos: Um,

564

01:20:07.650 --> 01:20:08.520

Kirsten Hytopoulos: Is that a problem. I

565

01:20:08.760 --> 01:20:09.210

Know,

566

01:20:10.590 --> 01:20:12.240

Kol Medina: Just raise a point of order, I'm

567

01:20:12.360 --> 01:20:13.620

Joe Deets: Sorry, guys. I mean,

568

01:20:13.650 --> 01:20:19.170

Kol Medina: We have to hear her say that motion. Again, I heard it said we second did it, I'm

569

01:20:19.200 --> 01:20:19.710

Just

570

01:20:21.300 --> 01:20:34.320

Kirsten Hytopoulos: Going to make one motion I prepared and i and i added something and I thought I could pull it off ad ad ad libbing it. And so I just want to get it right. Um, but I think I got it right. I think that the mouth right

571

01:20:36.930 --> 01:20:38.220

Just let's see.

572

01:20:39.660 --> 01:20:41.970

Kirsten Hytopoulos: I'm sorry, I just don't want to hold up the meeting for it.

573

01:20:42.000 --> 01:20:46.680

Morgan Smith: Would it help to see if the clerk is able to restate her understanding of the motion.

574

01:20:47.520 --> 01:20:47.970

Okay.

575

01:20:49.110 --> 01:20:51.090

Morgan Smith: Sorry to put you on the spot, Christine.

576

01:20:51.150 --> 01:20:55.980

Christine Brown: Yeah, unfortunately, I didn't get the entire motion. I just have bits and pieces of it.

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01:20:57.270 --> 01:20:59.520

Christine Brown: I will be able to get it, following the meeting.

578

01:21:00.270 --> 01:21:00.690

Okay.

579

01:21:05.340 --> 01:21:07.140

Morgan Smith: Okay. I think it's

580

01:21:07.530 --> 01:21:07.890

Okay.

581

01:21:09.120 --> 01:21:14.220

Kirsten Hytopoulos: Um, I think I, I moved to. Let's see.

582

01:21:16.710 --> 01:21:17.370

Kirsten Hytopoulos: I move

583

01:21:21.480 --> 01:21:27.900

Kirsten Hytopoulos: To include an allocation, the amount of 78,000 in general funds to be added to the draft.

584

01:21:29.430 --> 01:21:31.440

Kirsten Hytopoulos: Budget for the stabilization.

585

01:21:34.110 --> 01:21:42.210

Kirsten Hytopoulos: Of the picker cabins at the sea Matsu farms and the clearing of brush and debris from from structures.

586

01:21:44.910 --> 01:21:46.470

Kirsten Hytopoulos: And the clearing of

587

01:21:47.670 --> 01:21:52.050

Kirsten Hytopoulos: Let's see, in the I'm sorry I kept you guys can

588

01:21:52.260 --> 01:21:55.230

Morgan Smith: Take the last part, I'm sorry, was interpretive signage.

589

01:21:55.470 --> 01:21:56.730

Morgan Smith: And interpretive signage.

590

01:21:57.510 --> 01:21:57.900

Okay.

591

01:21:58.920 --> 01:22:05.310

Joe Deets: Exactly. Okay. Thank you. We got that motion. I think we're done. Any, any more discussion on that item.

592

01:22:06.570 --> 01:22:08.700

Joe Deets: Okay. So, all those in favor say aye.

593

01:22:09.330 --> 01:22:09.630

Aye.

594

01:22:10.710 --> 01:22:29.010

Joe Deets: Any opposed, okay. That motion passes unanimously. Thank you. Sorry, I just, just as a reply to the point of order, I think it's really important to try and be clear on what we're voting on. So just going to say that council member, or excuse me layer, Leslie. You had your hand up.

595

01:22:30.150 --> 01:22:38.430

Leslie Schneider: Right, so I moved to add 600,000 for high priority short term projects resulting from the sustainable transportation plan.

596

01:22:39.240 --> 01:22:39.630

Again,

597

01:22:41.670 --> 01:22:44.910

Joe Deets: So moving \$600,000 for

598

01:22:46.050 --> 01:22:47.250

Joe Deets: And it was seconded.

599

01:22:47.580 --> 01:22:48.510

Christy Carr: Any discussion.

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01:22:51.060 --> 01:22:56.160

Joe Deets: COUNCILMEMBER nisar. Oh. Well, see, go ahead, kept some learners are sorry

601

01:22:56.610 --> 01:23:11.010

Rasham Nassar: Yeah, maybe this is a quick question for the city manager and the maker of the motion mayor Snyder. Why, why is the proposal to pull 600 from the general fund and reserved for sustainable transportation planning projects, could we not

602

01:23:12.210 --> 01:23:25.890

Rasham Nassar: Somehow allocate the \$850,000 fun balance for IN THE TRANSPORTATION. FUND to sustainable transportation. I certainly would be agreeable to that more agreeable agreeable to that.

603

01:23:27.030 --> 01:23:34.710

Leslie Schneider: I stated that in my Prelude. But I didn't actually added into the motion. So yes, I totally agree. I just

604

01:23:35.790 --> 01:23:43.260

Leslie Schneider: I wanted it to be formally a starting point for sustainable transportation projects. So can I do

605

01:23:45.210 --> 01:23:50.010

Leslie Schneider: I can pull that motion back and put a new one out.

606

01:23:51.780 --> 01:23:52.230

Joe Deets: Go ahead.

607

01:23:52.800 --> 01:23:53.370

All right.

608

01:23:54.930 --> 01:24:09.330

Leslie Schneider: I moved to take \$600,000 from the fund balance of the transportation benefit funds and apply it to sustainable transportation plan projects.

609

01:24:13.800 --> 01:24:20.850

Joe Deets: And seconded by COUNCILMEMBER Nasir okay any just okay city manager your hands up.

610

01:24:22.530 --> 01:24:34.140

Morgan Smith: I think it's, I think we're clear, but I just wanted to make sure because there's a significant amount of money that the source of the funds that you were pointing towards was explicit. So you have now made that clear.

611

01:24:35.250 --> 01:24:35.490

Joe Deets: Okay.

612

01:24:35.910 --> 01:24:36.270

Thank you.

613

01:24:38.070 --> 01:24:44.190

Joe Deets: Cups on record master your hands up. No. Okay. Councilmember topless.

614

01:24:45.960 --> 01:24:55.950

Kirsten Hytopoulos: I'm just did any may have explained this when I was messing with this language here. But what but it's, it is what is the reason I'm just trying to understand for designating that

615

01:24:57.960 --> 01:25:07.530

Leslie Schneider: So this is a fund balance that has been kind of lurking in the background for a long time, this was a conversation that the city manager and I had earlier today.

616

01:25:08.130 --> 01:25:27.600

Leslie Schneider: And then when and then it became necessary to use the funds because we lost the funding from the transportation benefit district and now those funds become available again because we no longer have to pull from that fund. So, as opposed to having it.

617

01:25:29.040 --> 01:25:46.440

Leslie Schneider: Sort of hidden in the dark with the potential for it to be used on transportation related projects. I just want to pull it out of the dark and specifically allocate it to sustainable transportation as a starter fund for doing projects that emerge in that priority.

618

01:25:47.670 --> 01:25:48.510

Leslie Schneider: Process.

619

01:25:50.190 --> 01:25:50.970

Joe Deets: City Manager.

620

01:25:53.910 --> 01:26:02.430

Morgan Smith: I'm sorry to be so technical, but maybe just because you use the phrase in the dark. I want to highlight that.

621

01:26:03.270 --> 01:26:10.560

Morgan Smith: That those monies can only be used for transfer eligible very specific eligible transportation projects.

622

01:26:11.460 --> 01:26:21.810

Morgan Smith: And so just to be clear, even though you are considering whether to designate them towards a slate of projects that would emerge from the sustainable transportation plan.

623

01:26:22.170 --> 01:26:28.650

Morgan Smith: They will, it will only be the case that it will be used for projects that meet the eligibility requirements. According to State law.

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01:26:30.300 --> 01:26:31.200

Morgan Smith: Okay, thank you.

625

01:26:31.410 --> 01:26:32.700

Joe Deets: Is there any more discussion.

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01:26:33.750 --> 01:26:34.080

Leslie Schneider: And

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01:26:34.830 --> 01:26:36.870

Leslie Schneider: And just about yeah I remember what

628

01:26:37.470 --> 01:26:38.010

Leslie Schneider: I'm sorry.

629

01:26:38.730 --> 01:26:47.910

Joe Deets: You didn't have your hand up, sorry. Go ahead. This is this. I'll just say, folks, we are past our time but but we can. This is an important discussion.

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01:26:49.680 --> 01:26:51.120

Leslie Schneider: My I can call my point.

631

01:26:51.660 --> 01:26:54.930

Joe Deets: Okay. Councilmember I topless. Oh.

632

01:26:54.990 --> 01:27:06.240

Kirsten Hytopoulos: You know, obviously I hope that's what they use for I'm just trying. I'm just trying to avoid an unintended consequence. So is there something this could cause us to could we be

633

01:27:06.780 --> 01:27:19.350

Kirsten Hytopoulos: getting ourselves into a situation where we're designating THESE AND WE'RE GOING TO BE SORRY. Later, right, I mean by by by restricting them. I'm just trying to figure out why other than for political reasons why we would. Why would we do this right now.

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01:27:21.570 --> 01:27:28.290

Kirsten Hytopoulos: You know, I'm just I'd be concerned if there's some reason why later we want to use these funds, and I guess I'd be asking the city manager.

635

01:27:28.830 --> 01:27:37.680

Kirsten Hytopoulos: Or the city attorney would it be any reason they could think of why we might not want to to do this because we are the we are in control of these funds, and this is a council that's

636

01:27:38.130 --> 01:27:47.430

Kirsten Hytopoulos: That's very dedicated to the sustainable transportation initiative and so I'm just trying to think about why make this general allocation. If there's any reason not to be

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01:27:47.760 --> 01:27:48.570

Joe Deets: City Manager.

638

01:27:49.410 --> 01:27:57.210

Morgan Smith: Well, one reason not to is the structural precedent of creating a really substantial on programs bucket of spending.

639

01:27:58.500 --> 01:28:04.170

Morgan Smith: The proposed budget includes two other examples which we are Schneider referenced. One was

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01:28:04.680 --> 01:28:12.630

Morgan Smith: A set aside essentially for future diversity initiatives and the second is a set aside for implementation, the Climate Action Plan.

641

01:28:13.020 --> 01:28:27.480

Morgan Smith: And I thought long and hard about including those because it does work against our preference to only have, you know, budget in specific ways around specific uses because having large sort of unspecific buckets of money.

642

01:28:28.530 --> 01:28:40.950

Morgan Smith: Just isn't as transparent or doesn't assist with planning, but in both of those cases, I felt like it reflected some work in progress that we understood was coming to fruition and

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01:28:41.520 --> 01:28:52.110

Morgan Smith: That is also true for sustainable transportation planning. But in the case of stable transportation planning what emerges for spending will be specific projects that will likely be capital projects.

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01:28:52.590 --> 01:29:02.340

Morgan Smith: So I think it's councils discretion. But if you ask what would be a reason to not do this, I would say that it is a little complicating and sets.

645

01:29:02.910 --> 01:29:13.380

Morgan Smith: Maybe not perfect precedent to begin to partition off your available funds before he ahead of actually having the specifics around how you're going to spend it.

646

01:29:14.430 --> 01:29:16.410

Joe Deets: Okay, thank you. Councilmember Medina.

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01:29:19.200 --> 01:29:20.610

Kol Medina: I just wanted to

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01:29:21.810 --> 01:29:23.340

Kol Medina: Provide my answer to the question.

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01:29:24.630 --> 01:29:36.360

Kol Medina: I certainly understand city manager as just explained and I get that on the other side, though, I think there is some some power and benefits to

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01:29:37.560 --> 01:29:47.220

Kol Medina: Making a decision that we are going to set aside a substantial amount of money for the duration of this planet that's meaningful to be so I'm number four. Okay.

651

01:29:47.280 --> 01:29:56.490

Joe Deets: Thank you. I'm in favor of that any if there's not any more discussions mayor, Leslie. Would you mind. Okay, I'm sorry. Councilmember No, sir.

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01:29:56.820 --> 01:30:05.100

Rasham Nassar: I do have a quick question for the city manager, perhaps the attorney city manager, I heard you say that there's some strict state.

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01:30:06.420 --> 01:30:20.940

Rasham Nassar: Restrictions on how that funding can be spent with with those restrictions imposed by the state, perhaps preclude any potential projects non motorized projects coming out of the sustainable transportation plan will be effectively limiting our options for spending.

654

01:30:22.920 --> 01:30:39.270

Morgan Smith: No, there will, it's it's most difficult for the kinds of non motorized projects that you are that we are likely to see proposed that those would also meet the eligibility criteria, there may be some in the universe of projects.

655

01:30:40.320 --> 01:30:50.850

Morgan Smith: That come out as a slate from the sustainable transportation plan. It may be a subset of those that meets the eligibility, but I would expect it would be, you know, most of them.

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01:30:53.220 --> 01:30:53.880

Joe Deets: Thank you.

657

01:30:55.500 --> 01:30:56.460

Joe Deets: COUNCILMEMBER Pollock.

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01:30:57.090 --> 01:31:03.900

Michael Pollock: They just want to say I'm going to support this for the reasons that COUNCILMEMBER Medina, so I thought was well suited and

659

01:31:05.640 --> 01:31:06.780

Joe Deets: Okay, thank you. Me too.

660

01:31:08.670 --> 01:31:19.860

Joe Deets: I'm not seeing any more discussions and we're past our time allocation. But this is an important discussion mayor, Leslie. Do you mind. Could you repeat the motion. To be clear, and then we'll vote.

661

01:31:22.950 --> 01:31:38.580

Leslie Schneider: It's very close to what I said before I but I didn't write it down. As I was saying it. I moved to designate \$600,000 from the transportation benefit fund balance for high priority short term projects resulting from the sustainable transportation planning.

662

01:31:39.540 --> 01:31:44.400

Joe Deets: Okay, and that so that's the motion. We've already seconded it. So it's just repeating to so it's understand

663

01:31:45.420 --> 01:31:47.970

Joe Deets: Okay, all those in favor please say I

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01:31:48.720 --> 01:31:51.000

Joe Deets: Hi, any post

665

01:31:52.140 --> 01:31:59.940

Joe Deets: Okay so past six to one with council, My Bride topless the loan. Nay, and COUNCILMEMBER hi topless. Your hand is up.

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01:32:01.530 --> 01:32:15.600

Kirsten Hytopoulos: Um, I wanted to point out, Joe, we, we created additional 45 minutes a capacity for this discussion by by eliminating the conversation to the FLIR so much. Do we, I think we should ask ourselves if we do even more budget.

667

01:32:16.170 --> 01:32:22.470

Joe Deets: Well, that's a great question, thank you. I and I don't want to rush through our budget conversation. I mean, we need to do this.

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01:32:23.670 --> 01:32:25.320

Joe Deets: So it's up to us colleagues.

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01:32:27.150 --> 01:32:31.710

Joe Deets: So, but I think we got through that so we can pass a number of motions.

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01:32:33.900 --> 01:32:40.440

Joe Deets: Be we can still talk about budget and I'm open to discussion.

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01:32:45.660 --> 01:32:46.650

Joe Deets: COUNCILMEMBER car.

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01:32:49.560 --> 01:32:53.040

Christy Carr: I'd like to still talk about budget if other folks would

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01:32:54.870 --> 01:32:57.180

Joe Deets: SIR. OKAY, GO, GO FOR IT.

674

01:32:57.780 --> 01:33:04.080

Christy Carr: Thank you. I prepared a couple of motions that I hope will get support from my colleagues.

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01:33:06.450 --> 01:33:07.770

Christy Carr: The first one is

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01:33:09.870 --> 01:33:25.350

Christy Carr: Related to staffing and emotion is I moved to replace the proposed Q1 21 hiring of the existing planner position vacancy with a natural resource senior planner position.

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01:33:27.750 --> 01:33:34.050

Joe Deets: So, okay, and that was seconded by council member and muscle. Okay, I'll give it to council member now, sir. Okay.

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01:33:36.480 --> 01:33:38.640

Joe Deets: For discussion. Councilmember Pollock.

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01:33:39.750 --> 01:33:52.230

Michael Pollock: Yeah, I support this, but I also I Didn't we already do this didn't, wasn't there a vote for natural resource specialist before and that and that didn't

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01:33:53.610 --> 01:34:05.130

Michael Pollock: Uh pair. I'm saying one person nodding their heads. I'm just wondering if we did this and supported it. What reassurance would we have that we would actually hire a natural resource planner with the city when

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01:34:06.360 --> 01:34:08.700

Michael Pollock: I'm as I'm a little confused on on

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01:34:09.810 --> 01:34:10.650

Michael Pollock: How

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01:34:12.090 --> 01:34:29.310

Michael Pollock: Motion to hire a specific position or to create a specific position translates into absolutely it happening. So maybe maybe someone that's been on the Council could explain what happened last time. And I just want to make sure that that doesn't happen again. That's all.

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01:34:31.470 --> 01:34:38.220

Joe Deets: Okay, well, maybe that might be a city manager. I don't have that detailed top my head.

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01:34:40.560 --> 01:34:42.750

Joe Deets: City Manager. Would you like to try and reply to that.

686

01:34:45.570 --> 01:35:00.510

Morgan Smith: I can try. But I'm not sure it really matters as we move forward in time. I think the question for Council is, is this a position that you would like to construct and then you can work with your future city manager to move forward with that hiring.

687

01:35:02.430 --> 01:35:05.910

Joe Deets: Okay, thank you. Is there any more discussion on this motion.

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01:35:08.850 --> 01:35:09.120

Okay.

689

01:35:10.230 --> 01:35:12.450

Joe Deets: Okay, I'm gonna just oh mayor, Leslie.

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01:35:13.800 --> 01:35:16.590

Leslie Schneider: Well, I just have a concern about the

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01:35:18.030 --> 01:35:26.010

Leslie Schneider: What that planner was the the position that's being eliminated. I just would like to hear from what the impact of that would be.

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01:35:28.290 --> 01:35:31.920

Joe Deets: Okay, and you're directing that question too.

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01:35:33.030 --> 01:35:42.930

Leslie Schneider: Um, well, if if COUNCILMEMBER car understands what that impact would be might be happy to have her answer. Otherwise, I guess it goes to the city manager.

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01:35:44.880 --> 01:35:47.400

Joe Deets: But meantime counselor Medina has his hand up.

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01:35:50.310 --> 01:35:58.980

Kol Medina: Oh, oh, okay. I was gonna basically say the same thing. I was gonna say I was going to support this motion now, but I hope to hear that analysis at some point before we make a final decision.

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01:36:00.270 --> 01:36:00.660

Joe Deets: Okay.

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01:36:01.620 --> 01:36:11.220

DeWayne Pitts: I can make a comment on that there is an outstanding query which we can have done and available tomorrow that will go to the workload of the two planner positions.

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01:36:12.420 --> 01:36:13.560

DeWayne Pitts: That are vacant right now.

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01:36:14.490 --> 01:36:25.170

Morgan Smith: Dwayne, I think the analysis that's needed though is what is the significance of pivoting the position from a planner position to being a natural resource specialist, so we can

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01:36:25.740 --> 01:36:37.260

Morgan Smith: If Council would like to hear more about that from a staff perspective, we can provide that for next week, but perhaps COUNCILMEMBER car has some of her own perspective, she'd like to share

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01:36:38.730 --> 01:36:39.630

Joe Deets: COUNCILMEMBER car.

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01:36:40.980 --> 01:36:48.660

Christy Carr: Yeah I did some in the budget query that I do think is relevant to this discussion. So I, I hope that we have that information and any other

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01:36:50.250 --> 01:36:57.480

Christy Carr: Information or analysis that staff would like to provide is welcome, of course. So I think that

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01:36:59.130 --> 01:37:18.750

Christy Carr: We are an eye with 53 miles of shoreline and 70% tree canopy and we have a very complex set of environmental regulations and I think that it's long overdue that we have a dedicated natural resource planner that can meet our regulatory needs and requirements and our communities expectations.

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01:37:22.560 --> 01:37:23.610

Joe Deets: Any more discussion.

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01:37:26.160 --> 01:37:26.760

Joe Deets: Seeing any

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01:37:27.840 --> 01:37:29.430

Joe Deets: COUNCILMEMBER car, can you can you

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01:37:30.180 --> 01:37:32.820

Joe Deets: do me the favor of repeating your motion and then move out.

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01:37:33.570 --> 01:37:45.150

Christy Carr: Sure, I'm to replace the proposed quarter 120 21 hiring of the existing planner position vacancy with a natural resource senior planner position. Okay.

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01:37:45.240 --> 01:37:47.190

Joe Deets: All those in favor, say aye.

711

01:37:48.030 --> 01:37:48.270

Aye.

712

01:37:49.620 --> 01:37:50.070

Joe Deets: Name is

713

01:37:53.610 --> 01:37:55.260

Joe Deets: Mayra honestly I didn't see you vote.

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01:37:55.560 --> 01:37:58.590

Leslie Schneider: I didn't, I'm going to stand aside on that one. Until I learned more

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01:37:59.130 --> 01:38:00.150

Joe Deets: Okay, you're abstaining.

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01:38:01.170 --> 01:38:05.340

Joe Deets: Okay, so we had six eyes. Want to abstain.

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01:38:06.270 --> 01:38:07.320

Joe Deets: And that was a

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01:38:07.350 --> 01:38:11.280

Joe Deets: COUNCILMEMBER Schneider. Okay, um,

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01:38:13.470 --> 01:38:14.040

Joe Deets: Any

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01:38:15.180 --> 01:38:18.420

Joe Deets: We're continuing on that best customer car.

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01:38:21.600 --> 01:38:25.890

Christy Carr: Thank you. I have another motion prepared and it's

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01:38:27.000 --> 01:38:35.970

Christy Carr: Related to a capital project and I similar to what's been mentioned about some other items, changing the proposed budget.

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01:38:36.600 --> 01:38:48.030

Christy Carr: I would hope that we could have support to put it in there so that we could see what the effect of the budget change might be, as well as to potentially get more information from staff. If we need it.

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01:38:49.470 --> 01:39:04.830

Christy Carr: And my emotion is I moved to defer the country club road bulkhead reconstruction project to at least 2023 to allow time to develop an island wide strategy for shoreline roadways that aligns with our climate action plan.

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01:39:07.320 --> 01:39:09.360

Joe Deets: That was seconded to come from a republic.

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01:39:10.800 --> 01:39:11.550

Christy Carr: Discussion.

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01:39:15.630 --> 01:39:20.670

Joe Deets: Okay, don't see any discussion. They were just ready just go straight to a vote. Okay.

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01:39:22.770 --> 01:39:28.740

Joe Deets: Okay counts more car. I'm sorry if you just bear with me. Please repeat that. So, so we're very clear what the motion is and then we'll vote.

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01:39:29.550 --> 01:39:40.620

Christy Carr: Sure, I moved to defer the country club road bulkhead reconstruction project to at least 2023 to allow time to develop an island wide strategy for shoreline roadways.

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01:39:42.030 --> 01:39:43.950

Christy Carr: Ends with our climate action plan.

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01:39:44.940 --> 01:39:46.920

Joe Deets: Okay, so that's the motion seconded.

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01:39:48.120 --> 01:39:51.570

Joe Deets: Well, we were going to vote mayor Leslie your head, your hand up.

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01:39:52.320 --> 01:40:01.530

Leslie Schneider: Thank you. I'm going to support this and I know COUNCILMEMBER car and I have had a couple conversations about it. It's

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01:40:02.820 --> 01:40:11.970

Leslie Schneider: I'm weighing it carefully, and I do hope that any impacts of this, we could hear from the

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01:40:13.650 --> 01:40:24.060

Leslie Schneider: The Director of Public Works. I, I really appreciate the extra like work that COUNCILMEMBER car has gone into to try to get some answers that helped me make this decision, so I am going to support it.

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01:40:25.290 --> 01:40:27.120

Joe Deets: Okay, thank you. Um,

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01:40:28.560 --> 01:40:36.990

Joe Deets: Okay, I don't see any more discussion. So, and we've made it clear on the motion. So we're just going to go straight to a vote. All those in favor of the motion please say aye.

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01:40:37.710 --> 01:40:38.130

Aye.

739

01:40:39.450 --> 01:40:41.220

Joe Deets: Aye. All those opposed.

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01:40:42.540 --> 01:40:42.840

Joe Deets: Okay.

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01:40:43.860 --> 01:40:46.800

Joe Deets: It was unanimous seven zero. Thank you.

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01:40:47.880 --> 01:40:49.200

Joe Deets: Cam smart Medina.

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01:40:50.430 --> 01:40:57.990

Kol Medina: I just, I gotta go. Now, if I have time, we'll get back on and if you're still going when we get back on. Get back on.

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01:40:58.620 --> 01:41:07.050

Kol Medina: Although I don't really care take part in the last discussion and feel awkward for me. So, so we'll see if I get back. I'm just please note for the minutes that I am signing off here.

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01:41:07.440 --> 01:41:09.510

Joe Deets: Okay, thank you. Councilmember Medina.

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01:41:11.880 --> 01:41:14.700

Joe Deets: Okay, a customer Pollock. Your hand is up.

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01:41:17.340 --> 01:41:17.730

Joe Deets: No.

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01:41:18.240 --> 01:41:20.430

Michael Pollock: No, I was just waving vita

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01:41:20.730 --> 01:41:22.500

Joe Deets: Oh, okay. All right.

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01:41:24.030 --> 01:41:29.640

Joe Deets: Very good. Um, so come some over car your hands up.

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01:41:31.530 --> 01:41:32.250

Joe Deets: Go ahead please.

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01:41:36.330 --> 01:41:41.280

Christy Carr: I'm I had another motion prepared. I can move forward with that.

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01:41:43.020 --> 01:41:43.410

Christy Carr: And

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01:41:44.490 --> 01:41:59.130

Christy Carr: It's pretty straightforward, but I'm happy to propose it in terms of future discussion I moved to delete \$25,000 from the public works professional services budget for the complete streets ordinance development.

755

01:42:03.390 --> 01:42:07.560

Joe Deets: Seconded by Council burnouts are okay discussion.

756

01:42:10.020 --> 01:42:11.580

Joe Deets: Council Moorhead topless.

757

01:42:12.900 --> 01:42:13.920

Kirsten Hytopoulos: Did you say remove

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01:42:16.110 --> 01:42:23.250

Christy Carr: I said, remove, Yes. I said, delete actually was my my exact word, but yes. Remove and

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01:42:24.450 --> 01:42:28.080

Joe Deets: Okay, good. Go ahead, Counselor, I suppose, I think you had a question or

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01:42:28.350 --> 01:42:35.310

Kirsten Hytopoulos: Clarify from based on previous discussions because I believe it's because you believe we can adopt a model code and do this internally is that

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01:42:35.490 --> 01:42:37.080

Christy Carr: Is that correct, yes.

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01:42:40.380 --> 01:42:42.720

Joe Deets: Okay. Is there any more discussion.

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01:42:46.200 --> 01:42:47.130

Joe Deets: Not seeing any

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01:42:49.020 --> 01:42:52.980

Joe Deets: You know what I'm going to do. Councilmember car please restate the motion and then move up.

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01:42:54.390 --> 01:43:02.550

Christy Carr: I moved to delete \$25,000 from the public works 2021 professional services budget for the complete streets ordinance development.

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01:43:03.300 --> 01:43:06.630

Joe Deets: And that's been seconded. Okay, all those in favor say aye.

767

01:43:07.950 --> 01:43:08.370

Christy Carr: Aye.

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01:43:09.540 --> 01:43:10.230

Joe Deets: Opposed.

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01:43:11.610 --> 01:43:12.330

Leslie Schneider: Hey, okay.

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01:43:12.450 --> 01:43:21.750

Joe Deets: So that so we know summer or mid evening was not here so that past five to one with Council mayor Leslie made

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01:43:23.070 --> 01:43:23.430

Okay.

772

01:43:24.720 --> 01:43:26.100

Joe Deets: COUNCILMEMBER high topless.

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01:43:28.260 --> 01:43:34.290

Kirsten Hytopoulos: Um, so I had emotion. I was I was concerned about the fact that we don't have planned a

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01:43:35.190 --> 01:43:43.800

Kirsten Hytopoulos: I guess the National Citizen survey in this in this band, and it was going to happen this year and we didn't do it, and I believe it probably is because of code.

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01:43:44.310 --> 01:43:53.340

Kirsten Hytopoulos: And maybe a combination of and the city manager might speak to this that it maybe we weren't finding it super useful. Um, I, I'm

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01:43:54.090 --> 01:44:02.910

Kirsten Hytopoulos: Pretty sure we did it when I was in Council before I met a debt for the first time at that point. I like the idea of of a good survey, I'm

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01:44:03.690 --> 01:44:13.080

Kirsten Hytopoulos: Doing the same things over and over again. And I was looking forward to the survey as a vehicle for me. I don't want to substitute my judgment for the, the climate action.

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01:44:13.950 --> 01:44:25.560

Kirsten Hytopoulos: The climate advisory committee, but as a potential vehicle for them to be able to ask some scientifically valid questions to get us some local information for the

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01:44:28.110 --> 01:44:35.100

Kirsten Hytopoulos: Us our assessment tool for not the assessment tool. I'm sorry for our I'm not doing too well tonight. Sorry, guys. For our baseline.

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01:44:35.610 --> 01:44:43.230

Kirsten Hytopoulos: We, right now we're relying a lot of regional data and generic data and that could have been one way for us to get some local report like self reporting on travel, etc. So

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01:44:43.590 --> 01:44:49.740

Kirsten Hytopoulos: But nonetheless, it's always helpful for us to have feedback from the community gathered in a scientifically valid way.

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01:44:50.550 --> 01:45:01.770

Kirsten Hytopoulos: And I think we haven't done it for a couple of years and we got this whole biennium coming up. I looked at the last band and it looked like it was about \$15,000 I did talk to the city manager earlier and she'd said that if we wanted to add

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01:45:02.280 --> 01:45:11.160

Kirsten Hytopoulos: I think maybe we'd have one look one look was question. So it sounds like we if we added more localized question that would be additional costs. So maybe \$15,000 is a little, little

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01:45:12.270 --> 01:45:26.820

Kirsten Hytopoulos: Less than it might cost us, but I would like to move that we would add \$15,000 in general funds to the draft this the 2120 2122 budget for the National Citizen survey.

785

01:45:30.360 --> 01:45:36.210

Joe Deets: Seconded by Mayor Leslie discussion councilman so your hand is up.

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01:45:38.400 --> 01:45:41.010

Rasham Nassar: Real quick, is this different from the community needs assessment.

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01:45:43.590 --> 01:45:49.350

Rasham Nassar: Okay, so, and there isn't any funding for a community needs assessment. Currently, either in a proposed budget, is that correct

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01:45:51.810 --> 01:45:53.250

Oh, thanks. So director

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01:45:54.270 --> 01:45:54.510

Rasham Nassar: At me

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01:45:55.500 --> 01:46:05.490

Morgan Smith: I believe we removed it as a reflection of the fact that we have adjusted our funding cycle for the human services and

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01:46:06.630 --> 01:46:11.580

Morgan Smith: So, but these are two very different things. The community needs assessment is a

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01:46:13.350 --> 01:46:32.970

Morgan Smith: It is a survey, but it's an investigation of both from service providers in residence and service recipients. It's basically trying to identify what succeeding and what gaps exist in human services in the community. The National Citizen survey is a standardized

793

01:46:33.030 --> 01:46:37.290

Morgan Smith: survey tool that's used by a number of cities and towns across the country.

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01:46:37.590 --> 01:46:47.430

Morgan Smith: The city has conducted at three times and the time since we began. One of the things that happened is that we we determined or it was determined not by me.

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01:46:48.060 --> 01:46:56.490

Morgan Smith: That would be better to run it in a non election year. And so we moved it from the planned 2019

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01:46:57.300 --> 01:47:04.980

Morgan Smith: Would have been the next time on the calendar. We weren't anticipating to do it to 2020 in order to to move ourselves off of election year cycles.

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01:47:05.370 --> 01:47:17.100

Morgan Smith: And then with all of the unusual events in 2020 it seemed as if it would be a strange year to ask people questions about the usual things. So we set it aside as part of many things that we set aside this year.

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01:47:18.450 --> 01:47:29.880

Morgan Smith: So you can certainly add it back as an activity for the upcoming year. I have my own perspective on what was useful about it and what wasn't useful, but I'm sure your next city manager will have ideas on that front as well.

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01:47:30.480 --> 01:47:38.310

Morgan Smith: It may be that these funds are depending on what your goals are. When you arrive there may be that these funds are better spent to

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01:47:38.940 --> 01:47:50.460

Morgan Smith: Look for the answers, you're looking for in a different way because at least the way we've used the national services and survey, one of the reasons why it's so relatively low cost for a statistically significant survey.

801

01:47:50.850 --> 01:48:03.060

Morgan Smith: Is that you take the answers that these eight questions out of the box. There's very little customization. So if you're looking for more specific local questions around transportation or climate.

802

01:48:04.560 --> 01:48:16.200

Morgan Smith: Use or household things you know of that nature. It may be that the National Citizen survey questions aren't the ones you're looking to ask. So, but you can start with that assumption, and I'm sure work forward from there.

803

01:48:16.860 --> 01:48:18.900

Kirsten Hytopoulos: And my my idea would be, for example, if that was

804

01:48:18.900 --> 01:48:19.050

Morgan Smith: It.

805

01:48:19.200 --> 01:48:32.520

Kirsten Hytopoulos: For that vehicle and this wouldn't be a society that if we already had the vehicle out there and say the Climate Action Committee decided they wanted to add on and work with and have scientifically valid questions tacked on

806

01:48:33.600 --> 01:48:34.530

Kirsten Hytopoulos: You know, then

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01:48:34.590 --> 01:48:50.310

Morgan Smith: That company, but as I explained to you. I haven't looked at it closely enough to know if the reason that we only ever had the one because that moving off of that to a more custom survey either wasn't an option or significantly change the cost. So that's all work that can be done.

808

01:48:52.020 --> 01:48:52.740

Joe Deets: Okay, thank you.

809

01:48:53.040 --> 01:48:54.810

Joe Deets: Um, so

810

01:48:54.900 --> 01:48:58.650

Joe Deets: Comes up. So you already spoke. I'm going to go to counseling for NASA.

811

01:49:01.260 --> 01:49:06.300

Rasham Nassar: I've already spoken on this Deputy Mayor deets on my hand is raised to make motions after

812

01:49:06.540 --> 01:49:09.240

Joe Deets: Okay. Okay, thank you. Councilmember car.

813

01:49:11.880 --> 01:49:14.310

Christy Carr: Yeah, my hand was raised for different topic.

814

01:49:14.880 --> 01:49:17.490

Joe Deets: Okay well alright. Councilmember Pollock.

815

01:49:18.780 --> 01:49:27.990

Michael Pollock: Thanks. I'll actually talk about this. Um, what, one of the things about doing this survey is that i mean this is a typical thing with monitoring is that

816

01:49:29.100 --> 01:49:39.750

Michael Pollock: If you keep the questions the same, then you can see how trends very over time. So to me that's really important. So, you know, we might change it, but I would just

817

01:49:41.520 --> 01:49:53.190

Michael Pollock: Argue that we should consider that very, very carefully and recognize the importance of that and keeping consistent questions as we move on. That's all. Okay.

818

01:49:53.220 --> 01:49:59.670

Joe Deets: Thank you. Um, do we, I know I see a lot of hands up. Oh, well, okay, sorry city manager, I'll give you

819

01:50:00.150 --> 01:50:09.660

Morgan Smith: Just to close out another reason that I decided to step away from the plan to conduct the survey is that each of the three times, we have conducted it

820

01:50:10.110 --> 01:50:19.350

Morgan Smith: They have adjusted the result. The format of the results. So, to the point. Councilmember Pollock was making. I personally found it less helpful for us in terms of trend analysis.

821

01:50:19.830 --> 01:50:32.100

Morgan Smith: Because the way the results were reported each time by the National Citizen survey was slightly different. So it was, it was challenging to see where we were making progress because the reports they delivered to us.

822

01:50:33.300 --> 01:50:41.640

Morgan Smith: Adjusted a format in the two year interim in between. So again, it's something to look at in the future if this is something that we put into the work plan.

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01:50:42.300 --> 01:50:42.570

Morgan Smith: Okay.

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01:50:42.690 --> 01:50:49.110

Joe Deets: Thank you. Does anyone else have a discount a comment on this item because I there was hands up for different things.

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01:50:51.090 --> 01:50:58.590

Joe Deets: Okay, there's no there's no more discussion on this item councilman topless. Are you prepared to restate the motion and then move out.

826

01:51:00.720 --> 01:51:07.320

Kirsten Hytopoulos: Yes, I'm moving allocation, the amount of \$15,000 in general funds is added to the draft up. Sorry to the

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01:51:09.060 --> 01:51:11.070

Kirsten Hytopoulos: Budget for the National Citizen survey.

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01:51:11.850 --> 01:51:14.940

Joe Deets: Okay, all those in favor say aye. Aye.

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01:51:16.350 --> 01:51:19.770

Joe Deets: Any, any oppose okay the motion past

830

01:51:19.920 --> 01:51:21.420

Joe Deets: Six zero of course councilman

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01:51:21.450 --> 01:51:35.370

Joe Deets: Member COUNCILMEMBER Medina is not here. Um, I'll tell you what, I, I, as chair. I haven't made any motions and I know folks had their hands up who have made motion. So if you just bear with me for just a moment, please.

832

01:51:37.230 --> 01:51:43.380

Joe Deets: That we have not voted on the climate adaptation officer yet. Is that correct,

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01:51:44.760 --> 01:51:45.570

Joe Deets: City Manager.

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01:51:46.620 --> 01:51:58.230

Joe Deets: We talked about it but we didn't make emotion on that last week. So I'd like to make emotion that we add a f t climate adaptation officer.

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01:52:00.660 --> 01:52:01.740

Joe Deets: To our

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01:52:03.420 --> 01:52:05.040

Joe Deets: How, how would be a way of saying this.

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01:52:06.180 --> 01:52:07.080

Joe Deets: To our staffing

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01:52:09.330 --> 01:52:15.420

Joe Deets: Second COUNCILMEMBER Pollock. I'm not sure if I if I said that motion as clear as possible.

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01:52:15.930 --> 01:52:16.230

Christy Carr: But

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01:52:16.290 --> 01:52:18.570

Joe Deets: Is there any discussion on this motion.

841

01:52:20.520 --> 01:52:21.750

Joe Deets: Customer I Toklas

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01:52:24.090 --> 01:52:31.080

Kirsten Hytopoulos: I'd like to have you say this, I'd like to make a friendly amendment, and I'm not going to write, but that this person is

843

01:52:32.190 --> 01:52:35.550

Kirsten Hytopoulos: Is located in the executive department.

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01:52:38.550 --> 01:52:39.060

Joe Deets: Um,

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01:52:39.150 --> 01:52:39.720

Is there a second

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01:52:41.490 --> 01:52:46.200

Joe Deets: Second counts more public. Okay. Any other discussion.

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01:52:47.880 --> 01:52:49.500

Joe Deets: Comes from our Master Your hand is up.

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01:52:51.360 --> 01:52:54.510

Rasham Nassar: W mayor, my hand is still raised because I was prepared to make motions.

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01:52:55.890 --> 01:52:57.060

Rasham Nassar: So after this discussion.

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01:52:57.330 --> 01:53:01.800

Joe Deets: After this is not so you're not commenting on this motion. But yeah, other emotions. Okay.

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01:53:03.510 --> 01:53:04.890

Joe Deets: Okay, thank you. A

852

01:53:05.070 --> 01:53:05.790

Joe Deets: Mayor, Leslie.

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01:53:07.260 --> 01:53:20.400

Leslie Schneider: So I just have a question about this motion is the funding for this f t intended to come as a new item in the budget or is it coming out of the 300,000 that was allocated to the climate action plan.

854

01:53:21.900 --> 01:53:26.790

Joe Deets: Well, I think what I would respond. Is there is nothing in the budget for this position.

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01:53:27.840 --> 01:53:30.090

Joe Deets: At this time, we do have that money.

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01:53:31.200 --> 01:53:41.910

Joe Deets: 300,000. That's another question is to whether we use that money for this position or not, but at the current time. This position is not in the budget.

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01:53:44.910 --> 01:53:55.530

Leslie Schneider: Okay, well doesn't it mean that we should say whether we intend for this to be new money that goes into the budget or whether this is coming out of already budgeted money, but we're allocating it

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01:53:57.390 --> 01:54:00.180

Joe Deets: Customer and us. Are your hand so I take it you want to reply.

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01:54:00.690 --> 01:54:07.320

Rasham Nassar: I do. I'd like to comment on that. I would not support this coming out of the 300,000 that's

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01:54:07.980 --> 01:54:11.160

Rasham Nassar: Been that's a set aside for the implementation of the Climate Action Plan.

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01:54:11.550 --> 01:54:25.620

Rasham Nassar: In fact, I was prepared to make a motion to increase that budget for implementation of the climate change action items and I view the climate adaptation officer as an additional kind of in its own bucket of funding. So in addition to not from

862

01:54:26.520 --> 01:54:28.620

Joe Deets: Okay, thank you. Councilmember car.

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01:54:30.360 --> 01:54:37.770

Christy Carr: Yeah, I would just, I think it's important that we clarify that, and I support what COUNCILMEMBER most nisar just articulated

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01:54:38.490 --> 01:54:39.900

Joe Deets: Okay, so

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01:54:39.990 --> 01:54:40.620

Um,

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01:54:42.210 --> 01:54:50.370

Joe Deets: Let's do this customer number, would you like to make an amendment to this motion, and then we'll vote on that and then we'll make a vote on the main motion.

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01:54:51.660 --> 01:55:04.950

Rasham Nassar: Deputy Mayor, I believe we have an amendment and a second already on the floor. That was COUNCILMEMBER high top of list is Amendment. So I think we are prepared to vote on that amendment, and then we can I will be happy to make the Second Amendment. Once that's so they don't

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01:55:08.370 --> 01:55:10.920

Joe Deets: Cancel my talk was, could you please repeat the motion.

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01:55:12.360 --> 01:55:19.020

Kirsten Hytopoulos: So that was that this that this position is housed in the executive department.

870

01:55:20.460 --> 01:55:35.520

Joe Deets: Okay, so we're going to vote on that, see if you remember, okay well back up on the parliamentary training we as we keep moving and making adjustments we vote on the last thing that we want to adjust and then we move back so

871

01:55:37.770 --> 01:55:46.890

Joe Deets: In any case, let's vote on the motion is that the the safety position for a climate adaptation officer will be leading executive department.

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01:55:48.120 --> 01:55:49.530

Joe Deets: All those in favor please say aye.

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01:55:51.900 --> 01:55:55.890

Joe Deets: Any days. Okay. That passed unanimously six zero

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01:55:57.870 --> 01:56:04.170

Joe Deets: I think we could turn to the next amendment COUNCILMEMBER nassari to that motion.

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01:56:04.950 --> 01:56:17.610

Rasham Nassar: Yeah, I would offer to amend the motion on the floor to specify that funding for the climate adaptation officer new FDA that's been created in the executive department be

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01:56:19.530 --> 01:56:31.080

Rasham Nassar: Be from its own funding source and not pulled from the funding for the that's reserved in the budget for the climate action planning, implementation.

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01:56:31.530 --> 01:56:32.100

Joe Deets: You. Thank you.

878

01:56:33.450 --> 01:56:37.890

Joe Deets: Okay, I'll just, I'll do that. Councilmember Hippolyte. Thank you. Is there any discussion on the side.

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01:56:40.740 --> 01:56:43.140

Joe Deets: Okay, seeing that will go straight to a vote.

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01:56:43.350 --> 01:56:46.290

Joe Deets: All those in favor of the motion please say aye.

881

01:56:47.370 --> 01:56:47.730

Christy Carr: Aye.

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01:56:48.570 --> 01:57:01.980

Joe Deets: Any opposed, okay that past six zero. So now we're going to go to the original motion to create a full time L amp D climate adaptation officer.

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01:57:03.810 --> 01:57:04.320

Joe Deets: And

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01:57:05.550 --> 01:57:11.730

Joe Deets: If there's no more discussion will go straight to the vote. All those in favor of this motion please say aye.

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01:57:13.350 --> 01:57:13.740

Christy Carr: Aye.

886

01:57:14.100 --> 01:57:26.190

Joe Deets: Any opposed, okay. That motion to hire a MTG climate adaptation officer past six zero. Okay, thank you. Councilmember NASA your hand is up.

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01:57:27.690 --> 01:57:48.900

Rasham Nassar: Yes, thank you. I have three motions, I would like to make. Well, two and then a question and perhaps. Third, I will start picking up from my comment last item, and that is that I moved to add an additional \$200,000 to the climate change implementation budget. It's currently held at 300,000

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01:57:49.590 --> 01:58:01.440

Joe Deets: So there's a motion to increase the climate adaptation Climate Action Plan budget. I think maybe we call that another 200,000 and seconded by COUNCILMEMBER Pollock.

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01:58:02.700 --> 01:58:03.660

Joe Deets: Any discussion.

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01:58:06.900 --> 01:58:07.320

Joe Deets: See

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01:58:08.910 --> 01:58:09.930

Joe Deets: Mayor, Leslie.

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01:58:12.240 --> 01:58:24.750

Leslie Schneider: Um, I guess I just would like to hear. We didn't have any thoughts going in about how that original fund was going to be spent. And so I'm just wondering if COUNCILMEMBER nisar, do you have anything

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01:58:25.500 --> 01:58:34.440

Leslie Schneider: Any ideas you have for us on on what you think that might I'm not holding you to anything but just a general idea of how that would be sent.

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01:58:36.150 --> 01:58:37.680

Rasham Nassar: Well, I am

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01:58:39.180 --> 01:58:43.290

Rasham Nassar: I'm basing my motion on

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01:58:44.880 --> 01:58:56.100

Rasham Nassar: Comments by Council members recent comments by Council members also on the presentation that was recently delivered on the climate action plan which had a lot of very lofty and ambitious goals.

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01:58:56.580 --> 01:59:11.910

Rasham Nassar: And more generally, I will say that I don't think there is any amount of funding that would ever be adequate for us to do the things that we need to do to solve. What is the greatest crisis of our time. I think \$500,000 is modest

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01:59:14.610 --> 01:59:25.440

Rasham Nassar: But I think it's a good start. There's again, there's a lot. There's a lot of actions and implementation actions out of that plan that I think are going to require a greater level of funding and as this is just a preliminary round.

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01:59:25.770 --> 01:59:43.200

Rasham Nassar: Of budget discussions. I just like to see it come back with the most amount that the Council could designate to climate change implementation in there so that we can you know have a better sense of, of where we're going to negotiate from that point on, I'd rather set a high mark as

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01:59:44.670 --> 01:59:46.530

Joe Deets: You can see here

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01:59:48.720 --> 01:59:50.070

Joe Deets: Customer high topless.

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01:59:51.270 --> 02:00:04.650

Kirsten Hytopoulos: So I actually I'm actually not in support of this at this point. I think that just because something is an enormous priority doesn't mean that that necessarily means that that we need to throw

903

02:00:05.010 --> 02:00:19.380

Kirsten Hytopoulos: That much money towards it unless we have a basis for it. And I want to point something at the end if we have a basis for it. Let's do that. I want to point out that, first of all, we just put we just created an f t to the tune of probably 130 5000 we think we're doing we putting 300,000

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02:00:20.460 --> 02:00:29.880

Kirsten Hytopoulos: And we're we're assuming we're gonna be putting millions. I'm assuming I don't know about you guys but millions towards a sustainable transportation ultimately plan.

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02:00:30.330 --> 02:00:42.750

Kirsten Hytopoulos: And the implementation of that. And that's where we're going to be getting a lot of our as we were doing a lot of our investment in in our commitment as as a as a community towards, towards climate change.

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02:00:44.370 --> 02:00:54.210

Kirsten Hytopoulos: climate adaptation and mitigation. So, um, I, I think I want to hear from the CCA see where where they think I'm is as is

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02:00:54.480 --> 02:01:03.690

Kirsten Hytopoulos: At least one member came to us afterwards and said, Well, you know, what's this for and should we be come up with a wish list. I'm not sure I see in the CCA in this in this gap.

908

02:01:03.990 --> 02:01:19.110

Kirsten Hytopoulos: Like an \$1 figure that it says that in for two years. They need \$500,000 so if I saw that I'd be all over that and if I thought we had like \$500,000 that we could easily grab and throw at it. No problem. It's a huge priority.

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02:01:19.500 --> 02:01:39.870

Kirsten Hytopoulos: But if we want to put another \$200,000 there. We have to find another \$200,000. So at this point I'm not like I can't just say to the \$200,000 so for me I need to be sold on figure on on why we need other \$20,000 and then I need to see where we're going to find the other \$200,000 so

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02:01:41.190 --> 02:01:41.580

Joe Deets: Thank you.

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02:01:42.150 --> 02:01:43.470

Joe Deets: COUNCILMEMBER Paula.

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02:01:44.460 --> 02:01:51.810

Michael Pollock: Yeah, I think those are good points I support putting it in because we can then look at that in the context of other

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02:01:53.100 --> 02:01:59.880

Michael Pollock: OTHER PRIORITIES spending. But, but, you know, even without the figures that are there in the

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02:02:01.080 --> 02:02:09.720

Michael Pollock: And the Climate Action Plan, it is going to cost millions, it's, it's going to cost, realistically, we're probably looking at more like

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02:02:10.470 --> 02:02:28.020

Michael Pollock: Rather than 500,000 we're probably looking at \$50 million to implement some of this stuff over time. So I think putting in half a million dollars as a starter makes a lot of sense. And I have no doubt that you will spend much more

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02:02:29.040 --> 02:02:29.430

Michael Pollock: Time.

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02:02:30.870 --> 02:02:31.110

Michael Pollock: Okay.

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02:02:31.170 --> 02:02:32.910

Joe Deets: Thank you. Councilmember car.

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02:02:34.860 --> 02:02:39.840

Christy Carr: Yeah, I support putting it in now and I don't disagree with COUNCILMEMBER high topless his

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02:02:41.160 --> 02:02:53.970

Christy Carr: Comments. But I think it's important that we put it in so that we can see where the gaps are if there are gaps, because if we don't put it in at this point, we're not going to be able to see that in terms of where can we get the extra money from

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02:02:54.600 --> 02:03:00.780

Christy Carr: Or where would we want to get it from. So, I mean, I support a high level of funding for this work.

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02:03:01.650 --> 02:03:11.880

Christy Carr: And I think that we're not probably not even close at this. What is probably the most substantial investment in a in a biennium budget that the city's made

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02:03:12.480 --> 02:03:19.590

Christy Carr: But I think that that's what, that's where we are. And that's what how we need to move forward. So I'd like to see it in there at this point.

924

02:03:20.340 --> 02:03:33.150

Joe Deets: Okay, thank you. And I'll just chime in. I'm in favor of this motion at this time. Yes, is we're gathering tonight we're putting a lot of things in and then we're going to see what the results are budget wise, so

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02:03:35.010 --> 02:03:37.530

Joe Deets: Come some over NASCAR. Your hand is up.

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02:03:40.230 --> 02:03:40.470

Joe Deets: Oh,

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02:03:41.190 --> 02:03:42.540

Rasham Nassar: My follow up motions, but

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02:03:42.540 --> 02:03:43.680

Joe Deets: I'm okay. All right.

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02:03:44.040 --> 02:03:44.700

Joe Deets: Can I

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02:03:44.760 --> 02:03:46.110

Joe Deets: Can customer high topless.

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02:03:46.620 --> 02:04:01.080

Kirsten Hytopoulos: Could I ask the city manager question. I'm just trying to remember, I'm just thinking back to where, where are we on what we've put out there. So what we said we're going to spend on our carbon offset on the police port facility.

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02:04:01.530 --> 02:04:08.460

Kirsten Hytopoulos: Is that an unfunded mandate, we put out there for ourselves. And then, not to mention what we may be roping ourselves into with regards to

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02:04:10.440 --> 02:04:25.560

Kirsten Hytopoulos: Well, it's a way out there right now because we're just kind of in we're in a great one on the green building program that we were half in and half out of. But I want to remind us that that's kind of we're about we're eminently there, do we have, do we have sort of like a commitment to

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02:04:27.120 --> 02:04:28.800

Kirsten Hytopoulos: That this year.

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02:04:29.340 --> 02:04:33.480

Morgan Smith: Does that make any sense. Can you rephrase your question, I

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02:04:33.930 --> 02:04:36.090

Morgan Smith: Got a couple concepts. What is it, you'd like to know.

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02:04:36.630 --> 02:04:47.310

Kirsten Hytopoulos: Well, the reason, where we started getting into the idea that we might agree to do even more than the carbon offset that we were talking about doing we did the analysis to see what would it cost us to do.

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02:04:48.450 --> 02:04:48.780

Kirsten Hytopoulos: We

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02:04:49.110 --> 02:05:08.190

Morgan Smith: Believe, the Council has a commitment to develop a local project to reflect the offsets equivalent to LEED silver certification. You did not provide any budget for that, because until the projects identified. It's really not knowing what those costs would be

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02:05:10.530 --> 02:05:11.160

Morgan Smith: So,

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02:05:11.700 --> 02:05:14.820

Kirsten Hytopoulos: unbudgeted a number right now correct that.

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02:05:15.990 --> 02:05:16.440

Morgan Smith: If

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02:05:17.610 --> 02:05:21.660

Morgan Smith: It's a commitment that you haven't yet made a budget adjustment for and

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02:05:21.720 --> 02:05:31.770

Kirsten Hytopoulos: Am I right that will be real looking at it. We thought that it was looking more comfortable for us to bite off something like a solar array or something. It was something like around \$500,000 or something.

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02:05:31.770 --> 02:05:33.720

Morgan Smith: Right. I think it was significantly lower than that.

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02:05:34.440 --> 02:05:35.100

Kirsten Hytopoulos: Okay, okay.

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02:05:36.090 --> 02:05:42.900

Morgan Smith: Which is why we were comfortable just moving ahead with the next step, which I believe was for the climate action.

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02:05:43.920 --> 02:05:50.280

Morgan Smith: Advisory Committee to develop a recommendation for councils consideration on what that project could be okay.

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02:05:50.490 --> 02:06:04.590

Kirsten Hytopoulos: I just want us to be tracking these things that were, you know, that were biting off and we're not crediting ourselves with for being our work to in the next year or two to to address climate change. That's all.

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02:06:05.700 --> 02:06:11.010

Kirsten Hytopoulos: It's all of a sudden, we're going to look around and we're going to have to take care of those. So, okay, thank you. Thank you.

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02:06:11.100 --> 02:06:14.160

Joe Deets: Okay. Do we have any more discussion on this motion.

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02:06:16.320 --> 02:06:18.960

Joe Deets: I don't think so. Let me see.

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02:06:20.040 --> 02:06:24.390

Joe Deets: Customer Nestor. I think this was your emotion. Do you mind repeating it and then move out.

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02:06:26.130 --> 02:06:27.870

Rasham Nassar: Shore up to me or do

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02:06:32.190 --> 02:06:35.250

Rasham Nassar: I want to find the exact language here for

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02:06:40.590 --> 02:06:43.650

Michael Pollock: I'm falling, she's looking for that plan to a point of order.

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02:06:44.610 --> 02:06:57.420

Michael Pollock: Please, it's just when you're repeating emotion, if we if we stay. The motion is rather than I look to it may create clarity. So if you're just summarizing it up so that

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02:06:57.510 --> 02:07:00.150

Joe Deets: It just to say I'm restating the motion. Yeah.

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02:07:00.510 --> 02:07:00.900

Michael Pollock: Yeah, but

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02:07:01.590 --> 02:07:03.300

Joe Deets: She's already made the motion. Yeah.

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02:07:06.600 --> 02:07:07.080

Joe Deets: Please.

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02:07:08.490 --> 02:07:18.300

Rasham Nassar: The motion is to add an additional \$200,000 to the climate change budget set aside, which is currently \$300,000

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02:07:19.620 --> 02:07:23.520

Joe Deets: Okay, and no more discussion. All those in favor of the motion.

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02:07:23.550 --> 02:07:24.270

To say I

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02:07:25.410 --> 02:07:25.830

Christy Carr: Hi.

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02:07:26.760 --> 02:07:27.660

Joe Deets: Those a post

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02:07:29.370 --> 02:07:30.720

Joe Deets: Okay that past

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02:07:32.100 --> 02:07:33.630

Joe Deets: For two to

969

02:07:34.020 --> 02:07:37.830

Joe Deets: The nays where counts mayor Leslie and comes from our head topless.

970

02:07:39.180 --> 02:07:41.520

Joe Deets: Okay capsule awareness how your hand is up.

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02:07:43.500 --> 02:07:55.530

Rasham Nassar: Yes, I'd like to propose a new motion, and that is that I moved to remove the Winslow rain garden safety fencing from the tip.

972

02:07:58.020 --> 02:07:58.290

Joe Deets: Okay.

973

02:08:00.210 --> 02:08:04.110

Joe Deets: We have a second. Second. Councilmember Pollock.

974

02:08:06.000 --> 02:08:08.280

Joe Deets: And the city managers hands raised.

975

02:08:12.540 --> 02:08:19.740

Morgan Smith: I don't know what background Council may or may not have on this project, but it arrives in this tip because we have had

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02:08:20.700 --> 02:08:27.390

Morgan Smith: More than one incident where the city was subject to litigation because of accidents that occurred with people around the rain gardens.

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02:08:27.930 --> 02:08:42.030

Morgan Smith: So the reason that we are moving that forward in our planning and budgeting is to offset those litigation risk. And it may be that it's helpful for counsel to hear from the city attorney in Executive Session. If you'd like to consider that further.

978

02:08:44.280 --> 02:08:47.730

Morgan Smith: Not necessarily tonight, but at a future meeting. Sure.

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02:08:48.480 --> 02:08:53.880

Kirsten Hytopoulos: Mr. Hyde topless. Yeah, we had some brief discussion about this at the last meeting and

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02:08:54.330 --> 02:09:05.040

Kirsten Hytopoulos: We'd asked for some more feedback from from Joe van and I think maybe some options design options. Councilmember nisar it asked for some maybe some design options from the

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02:09:05.880 --> 02:09:13.020

Kirsten Hytopoulos: public works director. So would that work. Councilmember nisar if we could seek some more feedback from both in both directions.

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02:09:13.890 --> 02:09:17.730

Rasham Nassar: I yeah sorry chair, may I

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02:09:17.820 --> 02:09:26.340

Joe Deets: Oh no, I, you know, what would this is, I know this is, I don't want to be too formal because this is it. We she has a question. Please answer. Go ahead. Yeah.

984

02:09:27.690 --> 02:09:34.380

Rasham Nassar: I would be curious to hear more, quite frankly, I need to be sold that this is a good idea. I think that what it

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02:09:35.430 --> 02:09:42.750

Rasham Nassar: From the budget sheet that I have in the information that's been provided what I'm seeing is just something that is going to curtail the

986

02:09:43.290 --> 02:09:52.440

Rasham Nassar: The visual aesthetic of our downtown. I mean, these are black metal fences that are going to cut through every planter box along window it Winslow, a

987

02:09:52.770 --> 02:10:02.370

Rasham Nassar: That's a significant improvement in my opinion, and I would not doubt, just like I've heard about the fencing around the Waterfront Park, which is also black metal fencing.

988

02:10:03.000 --> 02:10:05.580

Rasham Nassar: A lot of dissatisfaction in the community around that.

989

02:10:06.360 --> 02:10:26.040

Rasham Nassar: design choice. So I need to be confident that this is the solution to a very real and substantial problem before I would support \$103,000 tip item for this. And, you know, potentially disturbing the quaint rural aesthetic feel of our wonderful downtown

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02:10:27.540 --> 02:10:27.810

Rasham Nassar: So,

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02:10:27.990 --> 02:10:28.380

Joe Deets: I guess it

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02:10:28.590 --> 02:10:32.790

Rasham Nassar: Would be nice to talk about those liability issues. Maybe that would be a great a good place to start.

993

02:10:33.570 --> 02:10:35.940

Joe Deets: Okay. Councilmember Pollock your hand was up.

994

02:10:37.470 --> 02:10:41.940

Michael Pollock: Yeah, I'd like to hear about the liability issues. I'm not, I

995

02:10:43.050 --> 02:10:55.710

Michael Pollock: I find it problematic that these are creating enough liability or the perception potentially that we have to spend \$100,000 on this. It just seems

996

02:10:57.930 --> 02:11:03.780

Michael Pollock: It's just I realized, we're very litigation oriented society, but it just seems

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02:11:05.340 --> 02:11:18.360

Michael Pollock: Interesting like too much. I mean, people have to take responsibility for their actions. And if people are looking at their phones and walking into the rain guards. I, I would like to know what actually has happened because it just seems

998

02:11:19.260 --> 02:11:30.720

Michael Pollock: It seems a bit silly to me quite honestly that these are considered such a hazard that we have to put fencing around them. So I would, I would like to hear sort of the meditation.

999

02:11:32.010 --> 02:11:32.790

Michael Pollock: Concerns

1000

02:11:34.320 --> 02:11:37.740

Joe Deets: Okay, thank you. Um, customer hey topless.

1001

02:11:38.760 --> 02:11:52.830

Kirsten Hytopoulos: I think we've got 45 minutes over. And I think we have a number of people here on the, on six A. And I just wonder out of courtesy. If we want to we took our extra 45 minutes that we gave ourselves by

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02:11:53.640 --> 02:12:00.000

Kirsten Hytopoulos: Removing our FA our conversation. So I just want to ask. I just want to throw out there to counsel, whether we wanted to

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02:12:01.560 --> 02:12:02.370

Kirsten Hytopoulos: Have our guest.

1004

02:12:02.610 --> 02:12:06.270

Joe Deets: Thank thank you for the time management. I appreciate that. I've been

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02:12:07.530 --> 02:12:15.180

Joe Deets: Wondering about that. How's this. Can we go ahead and vote on this measure, and then we'll move on to say,

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02:12:17.070 --> 02:12:17.820

Joe Deets: That's a good

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02:12:19.050 --> 02:12:21.810

Joe Deets: Okay so COUNCILMEMBER nice are

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02:12:23.010 --> 02:12:26.160

Joe Deets: You don't, if you want to just restate the motion, please.

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02:12:27.000 --> 02:12:42.690

Rasham Nassar: Well, the motion was to remove the Winslow rain garden safety fencing from this tip I'm happy to withdraw that motion and make a motion to redirect to this discussion to executive next possible Executive Session.

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02:12:43.860 --> 02:12:46.680

Rasham Nassar: If emotion would be needed for that. Okay.

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02:12:46.710 --> 02:12:46.890

Yeah.

1012

02:12:48.030 --> 02:12:58.440

Morgan Smith: I don't think we need emotion. And just to be clear, I kind of have two takeaways. One is the request to hear about the litigation side which presumably will be an executive session, but I'll let the city attorney determine that.

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02:12:58.710 --> 02:13:05.310

Morgan Smith: And secondly, to hear about whether their design options and and whether there's a different way to accomplish if there is in fact a need, so

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02:13:05.460 --> 02:13:12.090

Morgan Smith: Those are the two takeaways and if councils comfortable with my kind of representation. I don't think we need emotion. We'll just commit to

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02:13:12.420 --> 02:13:21.030

Morgan Smith: Ideally, next week, and if not next week as part of your budget workshop on the fourth to bring you some more detailed information to look at is that suitable

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02:13:22.500 --> 02:13:24.330

Rasham Nassar: Yes, so without the will withdraw the motion.

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02:13:24.780 --> 02:13:38.130

Joe Deets: Okay, thank you. And I know we do have folks waiting, but I just want to make sure because budget is our priority right now. Does anyone have something that they just got to make a motion on a budget tonight come tomorrow.

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02:13:39.300 --> 02:13:56.940

Rasham Nassar: Yes, it's more of a question related to Council contingency. I see that the proposed the proposed budget purposes to lessen the Council contingency fund them out from 300 to 200 is that fine balance for two years, or is that an annual that's

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02:13:57.090 --> 02:14:04.320

Morgan Smith: It. That was an annual amount and previous budget cycles, the Council a contingency amount has been set at \$300,000 per year.

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02:14:04.740 --> 02:14:09.390

Morgan Smith: I and it as shown in the information isn't been our experience that a council.

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02:14:10.410 --> 02:14:15.690

Morgan Smith: Accesses that level of funding and also going back to the kind of structural point I made earlier tonight.

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02:14:16.020 --> 02:14:24.480

Morgan Smith: It's not necessarily beneficial for the city to have excessive on programmed funds and your budget because it constraints, your choices and other places.

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02:14:25.260 --> 02:14:33.540

Morgan Smith: Also, remember I feel like tonight's discussion is in some ways informed by the by the good news from the I 976 ruling.

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02:14:33.750 --> 02:14:39.270

Morgan Smith: But please remember that the proposed budget was developed very much in mind with the idea that it was in a contraction budget.

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02:14:39.570 --> 02:14:48.000

Morgan Smith: So we were looking in all of the places we could for discretionary spending that could be reduced and I wanted to highlight that because it is councils contingency funds.

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02:14:48.750 --> 02:14:58.110

Morgan Smith: But I felt like it was feasible to reduce that amount and still give you significant latitude for unplanned expenditures that emerged that you want to consider.

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02:14:59.670 --> 02:15:01.530

Joe Deets: Thank you. Councilmember car.

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02:15:02.940 --> 02:15:07.830

Christy Carr: Just have a couple of questions that I think will be quick, that I think are probably for the city manager.

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02:15:08.220 --> 02:15:20.610

Christy Carr: Related to City Hall and one is the renovations. I was looking at the site diagram and it seemed like a lot of it or some of it anyway was focused on more gathering spaces, both for the public and for staff and

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02:15:21.420 --> 02:15:32.400

Christy Carr: Applicants and I'm just wondering if that plan has been revisited in the context of code and not doing a whole lot of gathering and then the second thing is the City Hall security system.

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02:15:32.790 --> 02:15:50.910

Christy Carr: I understand that its proposed to align with the completion of the police court facility. And I just wanted to make sure I understood that timing that it was important to have that done in this biennium to correspond with the completion and consistency with the police court facility.

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02:15:51.990 --> 02:16:03.450

Morgan Smith: And the first question, I'll say that the original concept for the updates to City Hall are quite stale this point. And so the plan for the upcoming biennial

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02:16:03.810 --> 02:16:08.370

Morgan Smith: biennium would be to revisit those and restart that planning with the current Council.

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02:16:08.700 --> 02:16:20.730

Morgan Smith: And so obviously will be fully aware of the fact that a lot has changed about the perspective on how public spaces used. So the plans that you're probably looking at aren't meaningful in terms of what will be

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02:16:22.320 --> 02:16:28.830

Morgan Smith: Discussed in the next planning cycle for the City Hall renovation. So I wouldn't, I think you make it an important point.

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02:16:29.070 --> 02:16:35.940

Morgan Smith: But I don't think any of us on the staff side are looking at those drawings and assuming that that's where we're going to pick up from

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02:16:36.510 --> 02:16:42.870

Morgan Smith: When we resume the conversation with Council on the security system. What I'd like to do is bring back more information on that for next week.

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02:16:43.350 --> 02:16:51.750

Morgan Smith: Just because I want to make sure we speak correctly about it the way you stated, it is my understanding. But I think I'd like to check in with public works director and make sure that that

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02:16:52.560 --> 02:17:04.560

Morgan Smith: Dependency that you identified is is number one accurate but number two important. And if it's not, then you can, you know, know that another there might be some latitude and timing that

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02:17:05.580 --> 02:17:05.850

Joe Deets: Okay.

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02:17:06.690 --> 02:17:07.050

Christy Carr: Thank you.

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02:17:08.490 --> 02:17:08.760

Joe Deets: Sir,

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02:17:08.970 --> 02:17:09.960

Morgan Smith: Customer NASA

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02:17:10.500 --> 02:17:23.580

Rasham Nassar: You're just a follow up question and city manager in light of what your response to COUNCILMEMBER cars inquiry related to the city hall renovations are is the city still seeking a placeholder in this tip and the same amount

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02:17:24.660 --> 02:17:26.340

Rasham Nassar: Based on the prior

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02:17:27.420 --> 02:17:39.990

Morgan Smith: I'm sorry I don't have the CFP in front of me. I think the placeholder that's in there is I think the commitment that we were making was to come back and work with you on design for the renovations. In the next budget cycle.

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02:17:41.640 --> 02:17:46.500

Morgan Smith: But not to actually do the work. But maybe I am I have forgotten the detail on that.

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02:17:47.550 --> 02:17:54.240

Christy Carr: There's funding in 2022 and I don't remember what specified for but 160

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02:17:55.710 --> 02:17:56.880

Morgan Smith: I'm sorry what was that number.

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02:17:57.210 --> 02:17:59.220

Rasham Nassar: 116 and

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02:17:59.250 --> 02:18:00.660

Morgan Smith: 380 and 23 for right

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02:18:01.860 --> 02:18:12.090

Morgan Smith: So I think the premise was to do desire to do discussions and planning and 21 design work and 22 and construction and 23 so

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02:18:13.560 --> 02:18:23.130

Morgan Smith: We won't really know what there's design work and construction actual numbers, need to be given that those update those, those are likely placeholders from to budget cycles ago

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02:18:23.970 --> 02:18:37.320

Morgan Smith: We won't know how to refine those numbers until we actually go through the planning and discussion exercise with the current Council, those are based on a conversation and support we had with a council to budget cycles ago

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02:18:39.240 --> 02:18:42.810

Joe Deets: Okay, thank you. Are we done with the budget discussion.

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02:18:46.170 --> 02:18:54.330

Joe Deets: councilman so your hands up. No. Okay. Okay. I know we went over time, but the folks, this was just a really important discussion so

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02:18:54.540 --> 02:18:55.290

Morgan Smith: This is very

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02:18:55.710 --> 02:19:06.750

Morgan Smith: Helpful. It gets us exactly where we need to be at this stage. So we'll have a limited amount of time plan for next week and then can really dig in and bring a lot of the decision making and outstanding questions.

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02:19:07.560 --> 02:19:11.610

Morgan Smith: to fruition. On the fourth ideally, in the meantime, if you have other

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02:19:12.330 --> 02:19:19.500

Morgan Smith: Concepts that you want to us to scope or be prepared to answer, it's always really helpful if you can send those to us so that we can get you information ahead of time.

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02:19:20.040 --> 02:19:25.920

Morgan Smith: And I will say that tonight you added a significant amount of one time funding and

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02:19:26.700 --> 02:19:38.940

Morgan Smith: A bit of recurring and identified almost no offsets. So if you want to do some additional thinking on offsets and let us know what you're thinking about, we can be prepared to talk about the impacts of those changes.

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02:19:39.990 --> 02:19:41.340

Joe Deets: Great, thank you. City Manager.

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02:19:41.880 --> 02:19:45.150

Joe Deets: All right, we're gonna move on customer part

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02:19:45.450 --> 02:19:47.730

Michael Pollock: I'm sorry, I just really absolutely got

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02:19:48.780 --> 02:19:55.980

Michael Pollock: The summary of what we did decide sooner rather than later. Yeah, I assume they're going to, I just want to get clarity on that.

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02:19:56.640 --> 02:20:04.050

Morgan Smith: Given that we, I'm sorry. I know we're running long, but given that we are intentionally minimizing our time for budget next week.

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02:20:04.530 --> 02:20:13.530

Morgan Smith: And then thinking about another larger conversation on the fourth. I think what might make sense, is to use your time next week to summarize the decisions you made tonight.

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02:20:13.920 --> 02:20:18.120

Morgan Smith: And provide you with as much follow up information on the open questions as we can.

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02:20:18.540 --> 02:20:27.960

Morgan Smith: And then things that we need more time or that have emerged in between now and then we can plan to pick up on the fourth so that we try to really skinny up the work that we do on the 27th.

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02:20:28.290 --> 02:20:40.260

Morgan Smith: Knowing that we're going to have some dedicated significant time on the fourth. But part of what we could do on the on the 27th for sure is a summary in a representation of decisions you made tonight. Does that sound useful.

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02:20:41.580 --> 02:20:57.780

Joe Deets: Okay, very good. Alright folks. Let's move on to item six, eight. This was great discussion and I'll need to apologize for all the folks been waiting for. So, this this item six I farm housing proposal at Morales Park property friends to the farm.

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02:20:58.830 --> 02:21:03.120

Joe Deets: Who would be leading that marketing or you can t that up or

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02:21:04.650 --> 02:21:05.460

Joe Deets: Or do we just go straight

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02:21:06.000 --> 02:21:17.520

Morgan Smith: Yeah, I believe we have another number of folks here from friends of the farms to speak to the project and I believe Deputy Mayor deeds. You were the one that suggested it on the agenda. So I'm going to turn it over to you.

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02:21:17.970 --> 02:21:19.440

Joe Deets: Oh wow, okay.

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02:21:20.550 --> 02:21:28.290

Joe Deets: All right, well, we have a proposal from it's it's friends of the farms leading this but it's it's kind of a coalition of folks, then

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02:21:28.590 --> 02:21:44.610

Joe Deets: They have a fairly brief presentation. They want to give. So Heather, I'm just going to tee this up to you. This is about the Morales farm and and i'm sorry just trying to be short and succinct and and I sound like a lot of folks wanted to speak. So Heather, the floor is yours.

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02:21:45.210 --> 02:21:55.890

Heather Burger: Thank you very much. Good evening, Council and thank you for the opportunity to come before you tonight and share the real home teams proposal for affordable housing for farm interns.

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02:21:56.370 --> 02:22:08.970

Heather Burger: sep tember 2020 data shows that the median price of a home on Bainbridge Island is now over 2 million is over \$1 million and the average monthly cost of rental housing is approaching \$2,000

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02:22:09.570 --> 02:22:15.000

Heather Burger: A lack of affordable housing for farmers and farm insurance is threatening the viability of local agriculture.

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02:22:15.420 --> 02:22:26.430

Heather Burger: Our farmers like our firemen teachers healthcare workers and people working in our local stores provide for us and create diversity in our community, but they can't afford to live here.

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02:22:27.180 --> 02:22:36.630

Heather Burger: Already under stresses never before experienced due to cover our farmers face additional uncertainty and planning for the future because of the lack of affordable housing.

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02:22:37.290 --> 02:22:45.540

Heather Burger: Three home team's proposed project on morality farm presents us with an opportunity to break through affordable housing barriers.

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02:22:46.020 --> 02:22:51.510

Heather Burger: To create a model that can be replicated and begin to address the island wide housing crisis.

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02:22:52.110 --> 02:23:02.850

Heather Burger: With a combined commitment and experience of Clark construction coach design friends of the farms and housing resources Bainbridge, we are confident that we can get this done.

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02:23:03.690 --> 02:23:10.890

Heather Burger: We're not here to ask you tonight for money. And we're not here to show you something that is all buttoned up and done.

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02:23:11.250 --> 02:23:17.070

Heather Burger: We're prepared to be flexible and adapt as needed, as we move through the planning and permitting process.

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02:23:17.670 --> 02:23:32.370

Heather Burger: What we are here to ask you tonight is to direct the city manager to provide friends with the farms with written approval required under our lease to create new permanent structures at Morales farm for sustainable affordable housing for farm interns.

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02:23:32.970 --> 02:23:43.140

Heather Burger: Matt Jeff and Tina, who are also on tonight are going to share with you our vision and the work that we have begun. And with that, I will turn it over to Matthew

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02:23:43.830 --> 02:23:44.790

Joe Deets: Go ahead, Matthew.

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02:23:44.940 --> 02:23:45.270

Awesome.

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02:23:46.530 --> 02:23:49.290

Matthew C: Thank you all. Am I able to share my screen.

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02:23:51.120 --> 02:23:52.440

Joe Deets: You can try.

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02:23:53.520 --> 02:23:54.150

Matthew C: Yes.

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02:23:55.470 --> 02:23:56.310

Matthew C: There we go.

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02:23:58.620 --> 02:24:00.180

Matthew C: How's that, can you all see that

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02:24:07.740 --> 02:24:09.780

Matthew C: These. Do you see the title.

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02:24:10.200 --> 02:24:10.710

Matthew C: Title. Yes.

1100

02:24:11.520 --> 02:24:25.290

Matthew C: Okay, great. So I know you saw a little bit about this in your packet I only have a few minutes to talk. But this idea was something I actually came up with about 10 years ago and it just

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02:24:26.520 --> 02:24:39.300

Matthew C: For various reasons. Couldn't get around to it. But now, having met you know Jeff Clark and connecting with HIV and friends of the farms is this is the this is the time for this to happen. So what is the real home. Exactly.

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02:24:40.950 --> 02:24:47.730

Matthew C: What I love about this project is it's actually never been done before. What we're going to do is essentially build

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02:24:48.540 --> 02:24:57.060

Matthew C: Some satellite bedrooms at the at the morality farms, what we're proposing is city property. And that's why we're talking with you folks.

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02:24:57.510 --> 02:25:12.600

Matthew C: And the House will be made out of 100% reclaimed repurposed unwanted abandoned recycled or otherwise materials that will otherwise headed for the landfill and it's it's a tall order, but we're very determined and we're convinced that we, we can do it.

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02:25:13.650 --> 02:25:20.670

Matthew C: So imagine a building that we're not gonna have to buy any new products or any new materials for

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02:25:22.350 --> 02:25:22.950

Matthew C: This is

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02:25:25.020 --> 02:25:35.070

Matthew C: The reason this project is really important is and why you you folks. I hope are interested in supporting it is, as you know, we have a housing affordability issue on the island where

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02:25:35.580 --> 02:25:43.950

Matthew C: As Heather said that the median home price is over a million dollars. That's more than three times the rest of kids app and currently

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02:25:45.510 --> 02:25:49.470

Matthew C: 150 families are already on the waiting list to find affordable housing.

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02:25:50.640 --> 02:25:52.230

Matthew C: We also have a landfill problem.

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02:25:53.700 --> 02:26:03.420

Matthew C: That the EPA, this is these are recent data 600 million tons of construction waste is dispose every year in our landfills and in the state of Washington.

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02:26:04.560 --> 02:26:18.810

Matthew C: Over 35% of all the landfill waste is construction waste. It is insane that we just throw away on us stuff and destroy it in, don't use materials that could easily be reused.

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02:26:19.950 --> 02:26:25.740

Matthew C: In addition to that, as you all know, our farms here on the island and particular need need our support.

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02:26:26.730 --> 02:26:34.080

Matthew C: The Friends of the farm from these for these seven years has provided housing for more than 60 interns and they're great programming there.

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02:26:34.620 --> 02:26:44.250

Matthew C: But unfortunately that housings not available. So there's a really a dire need for them to get new housing and place on that site to continue their program.

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02:26:45.900 --> 02:26:58.890

Matthew C: So I think you should care, and I hope that you do because all of these things are related to in the comprehensive plan that you know that Kofi has so affordable housing environmental stewardship and supporting the farms.

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02:26:59.400 --> 02:27:07.830

Matthew C: So really we see this as a win win win. We hope you do too. It's a win for the community for the environment and for affordable housing here on the island.

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02:27:09.510 --> 02:27:18.840

Matthew C: And we think that the Morales farms. I was actually a perfect opportunity for this city owned property. Um, there is a dire need for intern housing.

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02:27:19.350 --> 02:27:24.780

Matthew C: sends the right message to our community about the priorities being consistent with our comp plan.

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02:27:25.260 --> 02:27:32.520

Matthew C: It's also a highly visible location right right by the highway. And I'll get into that in a second. And, and the best part.

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02:27:33.180 --> 02:27:47.670

Matthew C: That doesn't require any funding on your part just your blessing and these pictures are actual pictures from some of the farm interns as these are these are not like stock images. These are the real, the real deal. So it's pretty cool. They have a good time and do a lot of good for people

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02:27:49.170 --> 02:27:58.350

Matthew C: And I hope that everyone's familiar with the Morales farm site. If you're not, here's an aerial photograph of this is highway 305 heading north

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02:27:58.590 --> 02:28:07.740

Matthew C: And then love green road where it kind of crosses there. There's that you know that horse. There's like a horse jumping station across the street. But this whole site is the morale is farm.

1124

02:28:08.280 --> 02:28:15.630

Matthew C: I hope everyone knows where that is. And currently, there is a Morales house right here. And this is the little area for the site.

1125

02:28:15.990 --> 02:28:29.460

Matthew C: There's, there's a greener an old greenhouse there now but we're thinking that this would be an ideal location because it's right next to this House is visible from the highway and it doesn't interfere with the existing septic system.

1126

02:28:31.560 --> 02:28:37.200

Matthew C: Here, here's an aerial photo that we took with the drone and I've just photoshopped in some of these

1127

02:28:37.290 --> 02:28:46.920

Joe Deets: If Michael Matthew. I'm sorry if there was other folks in your group on to speak and we want to make sure Council has a chance to talk. So Dr. You do have much more here.

1128

02:28:47.190 --> 02:28:48.210

Matthew C: No, I'm almost done.

1129

02:28:48.930 --> 02:28:50.040

Joe Deets: Go ahead for wrap it up.

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02:28:50.730 --> 02:29:03.570

Matthew C: So then this is this is the concept. Do we have basically three tiny bedrooms, that are remotely located and there's just a rendering of what it will look like. Obviously we don't know exactly what's going to look like. Because we don't even have the materials yet.

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02:29:06.180 --> 02:29:07.140

Matthew C: There you go.

1132

02:29:09.240 --> 02:29:10.200

Joe Deets: Okay, cool.

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02:29:12.030 --> 02:29:12.510

Joe Deets: Alrighty.

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02:29:14.670 --> 02:29:15.030

Joe Deets: Are you

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02:29:17.370 --> 02:29:20.040

Matthew C: Yes, I'm. Does anyone else want to Jeff, you want to say anything.

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02:29:20.040 --> 02:29:20.250

Or

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02:29:21.570 --> 02:29:28.140

Jeffery Krueger: You did a great job. Matthew and I would just say to counsel that that this is all speak to the idea of landfill that

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02:29:28.500 --> 02:29:35.610

Jeffery Krueger: You know, we, we, we've been other organizations that have done things with recycled materials and they've reached

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02:29:36.150 --> 02:29:47.880

Jeffery Krueger: they've reached a success levels, maybe that have over overwhelmed them and and we no longer call Habitat for Humanity because they basically say no to everything that we bring to them.

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02:29:48.300 --> 02:30:01.770

Jeffery Krueger: And and so all of our materials are going to landfill. And the thing that I love about this model is that it's small, but yet significant it's local it's a collaborative effort and it will keep

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02:30:02.760 --> 02:30:07.890

Jeffery Krueger: Materials out of the landfill that are currently good materials that are currently going to the landfill.

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02:30:08.190 --> 02:30:14.670

Jeffery Krueger: And I do want to just stress Matthews point of the visibility. We believe this is a model that can be replicable.

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02:30:14.940 --> 02:30:25.590

Jeffery Krueger: And the idea of being able to do it right on 305 we think has significant impacts, not just for all those issues that are relevant to us here on Bainbridge Island.

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02:30:25.800 --> 02:30:34.140

Jeffery Krueger: But we believe that it's a significant spot that will help jettison and launch this into other communities.

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02:30:34.800 --> 02:30:50.880

Jeffery Krueger: That will also be able to benefit from this idea it's highly collaborative. And I think that that has its challenges for sure, but it also has tremendous strength to it. So I just I want to encourage an employer you all to give them your support behind this endeavor.

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02:30:51.600 --> 02:30:55.860

Joe Deets: Thank you. Jeffrey I'm customer Pollock well

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02:30:56.010 --> 02:30:59.490

Joe Deets: Tina, I ended up in the interest of time, I'm gonna see if we can

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02:31:01.860 --> 02:31:08.520

Michael Pollock: Move forward consideration of the proposal to place new permanent structures on the Morales property to unfinished business out of fusion.

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02:31:10.800 --> 02:31:11.790

Joe Deets: Is there a second

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02:31:13.140 --> 02:31:13.650

Joe Deets: Second,

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02:31:14.760 --> 02:31:15.600

Joe Deets: Mayor, Leslie.

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02:31:18.840 --> 02:31:20.340

Michael Pollock: Comments on it, sir can I

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02:31:21.240 --> 02:31:22.080

Joe Deets: Gotta go ahead

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02:31:22.830 --> 02:31:23.850

Michael Pollock: Yeah, um,

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02:31:24.870 --> 02:31:29.670

Michael Pollock: I just wanted to state that my understanding of this is, this is really

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02:31:30.720 --> 02:31:48.210

Michael Pollock: All you're doing is building a, it's a three bedroom septic and you're building three bedrooms and there's going to be two people house in each bedroom. So this means is that correct. I mean, that's my understanding, I just want verification of that. That's our, our doing this.

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02:31:49.500 --> 02:31:50.850

Michael Pollock: Well, that's the plan right now.

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02:31:52.050 --> 02:31:54.300

Joe Deets: You're seeing nodding heads. Okay.

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02:31:54.600 --> 02:31:55.890

Michael Pollock: Okay, great. All right.

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02:31:57.720 --> 02:32:00.090

Joe Deets: Hey cattle Mira Nasser

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02:32:01.740 --> 02:32:05.100

Rasham Nassar: I think council member public asked my question, I

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02:32:06.120 --> 02:32:14.190

Rasham Nassar: I, I was going to inquire about any potential issues with that. That may be perceived with underlying zoning.

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02:32:14.910 --> 02:32:21.870

Rasham Nassar: In that area. I think it's an isn't at our point for zone lot and that's single family residential zoning.

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02:32:22.500 --> 02:32:36.450

Rasham Nassar: So if, if the intention is to have them house with three separate or six separate households potentially there any potential issue for that to conflict with the underlying zoning and would you might be seeking a zoning or a

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02:32:37.770 --> 02:32:41.730

Rasham Nassar: Remedy or an exemption from the land use code.

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02:32:43.560 --> 02:32:53.040

Matthew C: The. These are not houses. They're not dwellings, they won't have a kitchen so they're technically what's called a satellite bedroom and so they are permitted under code because they're not dwellings.

1167

02:32:55.080 --> 02:33:07.320

Matthew C: We've been vetting this a little bit with planning staff. We need to vet it a little more because I had the same question, to be honest. So I've been talking with with Dave and a little bit with Heather as well.

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02:33:07.980 --> 02:33:11.010

Joe Deets: Thank you. I'm customer head topless.

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02:33:12.480 --> 02:33:20.970

Kirsten Hytopoulos: Well, this is exciting and so many friends, obviously you're you're hitting all sorts of the values that we've been aiming for. And talking about and and it fits right in

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02:33:21.240 --> 02:33:28.230

Kirsten Hytopoulos: Obviously with me, having just looked recently again at the affordable housing Task Force report for our planning committee planning commission and

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02:33:29.610 --> 02:33:46.800

Kirsten Hytopoulos: City Council subcommittee, you know, the innovations and so forth. It's just, it's, it seems pretty exciting. So if it fits within which it sounds like it would within, within our code. I'm, I'm really excited about it and I'm happy to move it forward. So thank you all for the

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02:33:48.330 --> 02:34:03.600

Joe Deets: Book. Yeah, I'll just echo all that I, I'm just really, really excited about this project so excellent great work for you guys, stepping forward on this if customer mess on your hands up. Are we ready to vote or do you have another comment.

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02:34:04.560 --> 02:34:11.700

Rasham Nassar: Well, I do have a comment, and that is that I would be interested to hear from the from our city attorney.

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02:34:13.710 --> 02:34:23.370

Rasham Nassar: I don't know if he's prepared did answer to this single to the question that I pose to the panel tonight around single families only, but I think it's a significant question.

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02:34:24.420 --> 02:34:26.190

Rasham Nassar: That deserves an answer.

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02:34:27.840 --> 02:34:41.640

Joe Levan: This is a significant question. I don't have an answer. I know that the pointing stuff is looking into the proposal and has questions about how this would work within the city's current regulations. So that's something that the Council beginning additional information about

1177

02:34:43.770 --> 02:34:58.440

Joe Deets: Okay, if there's no more discussion. Let's put it to work out. So there's a motion to move forward consideration to the proposal to place new permanent structures on the Morales property to unfinished business at a future meeting. All those in favor, say aye.

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02:34:59.610 --> 02:34:59.970

Christy Carr: Aye.

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02:35:00.720 --> 02:35:04.140

Joe Deets: Any opposed, okay. The motion passes. Six, zero.

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02:35:05.160 --> 02:35:11.430

Joe Deets: Thank you folks for waiting around so much salon. So really appreciate this is so exciting.

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02:35:11.670 --> 02:35:12.750

Matthew C: Awesome. Thank you.

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02:35:12.840 --> 02:35:14.070

Tina Gilbert: Thank you. Thanks.

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02:35:16.680 --> 02:35:17.970

Joe Deets: Excellent. So

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02:35:20.160 --> 02:35:28.740

Joe Deets: We will move on to unfinished business item seven, a and sustainable transportation plan update public works.

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02:35:30.990 --> 02:35:33.030

Joe Deets: Mark and Jennifer. Good to see you.

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02:35:34.590 --> 02:35:35.820

Joe Deets: Mark, do you want to lead on that.

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02:35:39.030 --> 02:35:41.520

Chris Wierzbicki: Sorry, I'm actually gonna, I'm actually going to introduce this item for you.

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02:35:41.520 --> 02:35:42.900

Joe Deets: Okay, go ahead, Chris.

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02:35:43.500 --> 02:35:45.780

Chris Wierzbicki: public works director Christmas Vicki, good to see this evening.

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02:35:46.920 --> 02:35:54.810

Chris Wierzbicki: I just wanted to just before we turn it over to Jennifer just wanted to remind you that last time we talked about this sustainable transportation plan you

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02:35:55.590 --> 02:36:03.660

Chris Wierzbicki: Wanted to have some additional opportunities for public comment. So we are going to have a an agenda item on your next regular meeting on the 27th.

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02:36:04.170 --> 02:36:14.130

Chris Wierzbicki: Will be able to take some public comment on this plan and the goals, you're going to discuss today and we're also taking public comment at our Task Force meeting on Friday as well.

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02:36:15.210 --> 02:36:22.500

Chris Wierzbicki: So normally we would be kind of just presenting you the goals tonight and kind of looking for some head nods on moving forward with the with the goals.

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02:36:22.770 --> 02:36:29.190

Chris Wierzbicki: But you're actually because you're going to have an item on your regular agenda. Next week, we decided that you could actually make a decision.

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02:36:29.730 --> 02:36:38.190

Chris Wierzbicki: Or have a make a motion and make a vote on the goals next week. So really the goal for today is just to hear from Jennifer about the goals.

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02:36:38.610 --> 02:36:48.090

Chris Wierzbicki: And have any questions that you have answered, and then you can move forward with the decision, assuming you're good with it next week. So with that context. I'll turn it over to Jennifer

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02:36:49.200 --> 02:36:53.670

Jennifer Wieland: Excellent. Chris, thank you so much and good evening to all of you. It's great to be back.

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02:36:54.630 --> 02:37:03.480

Jennifer Wieland: As we get started tonight I'll move really quickly through these slides and leave some time for discussion. So, as Chris mentioned,

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02:37:04.500 --> 02:37:07.200

Jennifer Wieland: When we are focused in tonight on the goals.

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02:37:07.590 --> 02:37:17.730

Jennifer Wieland: We want council to keep in mind that what we're looking for our goals that are going to stick through the course of the plan. So, that is why we are bringing these for your final consideration and hopefully adoption next week.

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02:37:18.120 --> 02:37:26.910

Jennifer Wieland: The objectives. We'll talk about tonight do still have some flex in them, some of them will need to have specific targets attached to them, but we want to ensure that at this point.

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02:37:27.330 --> 02:37:40.950

Jennifer Wieland: We are at a place where Council feels like the goals and the objectives really reflect the feedback that you've given and really set the direction for where you hope this sustainable transportation plan will go at the end of the next six to eight months of work.

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02:37:41.880 --> 02:37:49.080

Jennifer Wieland: Just a quick word about how we've shaped these goals. So our sources of input have obviously included many conversations with Council.

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02:37:49.470 --> 02:37:58.620

Jennifer Wieland: Best Practices research review of previous plans and current plans as well input from our task force and our technical advisory team and then public feedback.

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02:37:59.190 --> 02:38:09.660

Jennifer Wieland: To complement, all of that, the goals we use throughout the planning process, they will help us complete the gap analysis fully developed the evaluation framework that we talked about last month.

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02:38:10.110 --> 02:38:21.300

Jennifer Wieland: And then inform the scenario development approach, they'll help us score and select projects programs and policies and ultimately guide the types of investments that you were discussing earlier this evening.

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02:38:22.740 --> 02:38:29.370

Jennifer Wieland: So just a quick word about where we are in the overall planning process we focused tonight's discussion simply on the goals.

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02:38:29.700 --> 02:38:41.940

Jennifer Wieland: We knew you had a lot on your agenda and you're going to have a level of service workshop right after this. So we wanted to keep this very focused and we'll bring the gap analysis findings back to you in November, after we've had some conversation with our task force.

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02:38:42.390 --> 02:38:57.840

Jennifer Wieland: Later this week. And as we head into the last part of the year. This is when we move into the project identification and development phase and again scenarios in the early part of 2021 with a near term action plan that prioritized list of projects at the end of the day.

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02:38:59.070 --> 02:39:09.690

Jennifer Wieland: Just a quick word about a few of our recent activities we did hold a joint meeting with our task force in our technical advisory team in September, which was a great opportunity to bring both of those groups together.

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02:39:10.110 --> 02:39:24.570

Jennifer Wieland: We've been hard at work on the gap analysis. And again, we'll be discussing that with our groups later this week and then we engaged our Task Force members in some ground truth thing we shared some of the planned projects that are already on the books from previous plans.

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02:39:24.960 --> 02:39:32.280

Jennifer Wieland: We share the input that the public provided through our outreach and asked our Task Force members to go out and about and provide some input.

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02:39:32.670 --> 02:39:39.990

Jennifer Wieland: On what they were seeing and how those projects and ideas rang true. So I just want to compliment them for the work they've done on that.

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02:39:40.890 --> 02:39:46.680

Jennifer Wieland: So as we move into our discussion of goals and objectives tonight. Again, we want you to

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02:39:47.130 --> 02:39:59.340

Jennifer Wieland: Keep in mind, the question of whether these really articulate what matters to you what matters to the community and whether you can see them as being helpful to inform how we track our progress and celebrate our success moving forward.

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02:40:00.780 --> 02:40:13.230

Jennifer Wieland: So the goals again are really pulled from community values. Those have been instrumental in helping to shape the goals and objectives and inform really every element of the plan.

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02:40:13.620 --> 02:40:18.570

Jennifer Wieland: When we start to talk about the projects programs and policies, those are really the plans strategies.

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02:40:18.930 --> 02:40:23.280

Jennifer Wieland: Those will be targeted toward the goals. It helps to fill the gaps in needs.

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02:40:23.580 --> 02:40:32.850

Jennifer Wieland: And then ultimately again. The goals are what we use to help prioritize when it comes time to make the difficult decisions about what comes first. What we can afford and what we can't

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02:40:33.270 --> 02:40:40.890

Jennifer Wieland: That's another place where the goals come into play. So as we've taken this final pass through the goals and objectives or near final pass

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02:40:41.250 --> 02:40:48.420

Jennifer Wieland: We've tried to be really clear about what we mean by these terms always as you go through a goal and objective setting process.

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02:40:48.750 --> 02:40:56.400

Jennifer Wieland: It gets a little bit muddled what you call a goal, maybe really is an objective and so there's there's a little bit of cleaning up that needs to be done.

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02:40:56.730 --> 02:41:02.700

Jennifer Wieland: So I wanted to just start us with a couple of quick definitions in terms of how we will use these moving forward.

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02:41:03.540 --> 02:41:12.270

Jennifer Wieland: So the goals are lofty and ambitious, they may take us years to reach, but they really should articulate what the community wants to achieve.

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02:41:12.810 --> 02:41:17.970

Jennifer Wieland: Our objectives are where we start to get more specific. They are measurable. They are actionable.

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02:41:18.270 --> 02:41:30.900

Jennifer Wieland: And they point us to strategies. Sometimes that measurement is more about a direction than a specific target. But as we've reshaped to these outcomes. We tried to or these objectives, we tried to ask ourselves, could we measure them.

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02:41:31.350 --> 02:41:41.100

Jennifer Wieland: So that's an important piece to hold up and then the strategies and I'm just going to share an example strategy or two tonight because we've started to develop these with input from the task force.

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02:41:41.460 --> 02:41:55.410

Jennifer Wieland: But the strategies really become the guts of the plan. They are the steps that we're going to take to achieving our goals and we'll focus on how we move forward. So we'll, we'll spend a lot more time on strategies, but we will just introduce them for you tonight.

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02:41:57.180 --> 02:42:05.280

Jennifer Wieland: So the sources of input, again, I mentioned this at the beginning. We have done some double checking to ensure alignment with the Climate Action Plan.

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02:42:05.580 --> 02:42:17.610

Jennifer Wieland: Which does set really clear targets again Council discussions have happened since January and even before we actually formally started the project with some of the best practices work and the good discussions we had with you then.

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02:42:18.090 --> 02:42:28.890

Jennifer Wieland: We've had for three conversations with our task force and technical advisory team at which we got input on the goals and then our community feedback in August and September was really instrumental

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02:42:30.000 --> 02:42:42.810

Jennifer Wieland: So in front of you tonight. You have six goals. I will note that as we go through these. Some of the objectives have really specific targets and that is largely because they are grounded in another plan.

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02:42:43.170 --> 02:42:51.210

Jennifer Wieland: Or the data was readily available to set that target for those that don't have a very specific number or target. We've tried at least

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02:42:51.600 --> 02:43:07.140

Jennifer Wieland: To indicate the directionality that we'd like to see. So increase or decrease complete advance and and lay out a refined set of objectives so that we're not trying to measure everything in the world. But really, those things that are most important.

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02:43:08.310 --> 02:43:16.050

Jennifer Wieland: So the first goal is climate action and resilience, with the goal being to address the climate crisis to create a more resilient Bainbridge Island.

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02:43:16.440 --> 02:43:19.830

Jennifer Wieland: This goal has been refined a bit to include resilience

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02:43:20.430 --> 02:43:30.240

Jennifer Wieland: We have also focused in on our key objectives and the greenhouse gas emissions reduction target that we've talked about previously. So taking action.

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02:43:30.630 --> 02:43:38.160

Jennifer Wieland: To help achieve the island wide goal of 90% greenhouse gas emissions reduction by 2045 is a core objective.

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02:43:38.640 --> 02:43:48.210

Jennifer Wieland: An example strategy is to install charging infrastructure to support electric vehicles. So that just gives you a sense of the types of strategies will be considering for this goal.

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02:43:49.290 --> 02:43:54.630

Jennifer Wieland: The second goal is a new one. And this is really a recommendation that came from our task force.

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02:43:55.170 --> 02:44:02.460

Jennifer Wieland: This natural systems goal is separated from climate and the rural character is separated from the connectivity goal.

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02:44:03.210 --> 02:44:09.450

Jennifer Wieland: And so this goal is to enhance the health of Bainbridge Island natural systems and honor. It's rural character.

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02:44:09.960 --> 02:44:24.240

Jennifer Wieland: The objectives here, focus on minimizing environmental impact, expanding the tree canopy urban canopy is kind of a term of art, but really it means our tree coverage on the island and also thinking about the ways we use green stormwater infrastructure.

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02:44:25.980 --> 02:44:33.600

Jennifer Wieland: Sample strategy here might be to use native habitat plantings and green infrastructure to create green streets.

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02:44:34.710 --> 02:44:37.200

Jennifer Wieland: The third goal is safety and comfort.

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02:44:37.920 --> 02:44:46.980

Jennifer Wieland: Part of what we've done with this goal is really try and recognize the fact that the comfort of the network. In addition to just where there have been collisions in the past.

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02:44:47.310 --> 02:44:56.700

Jennifer Wieland: Is critical in shaping people's transportation behavior. So the goal is to create transportation networks that protect and prioritize the most vulnerable travelers.

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02:44:57.120 --> 02:45:08.640

Jennifer Wieland: A key objective here is to achieve zero collisions by 2045 Bainbridge Island averages about 182 crashes per year. That is all modes. And so that is

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02:45:09.150 --> 02:45:20.220

Jennifer Wieland: An average over about four years of data. And so we want to be trying to move towards zero collisions and we've expanded this to focus beyond just serious and fatal injuries serious injuries and fatalities.

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02:45:21.390 --> 02:45:27.030

Jennifer Wieland: So an example strategy might be to adopt a vision zero policy with a strong educational component

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02:45:28.410 --> 02:45:38.460

Jennifer Wieland: The third goal is equity and accessibility, we have tried to be really clear when we talk about equity and what we mean. And this really was some feedback from our task for us.

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02:45:38.820 --> 02:45:47.220

Jennifer Wieland: So the goal is to eliminate disproportionate burden in our mobility system focusing on younger and older people, people of color, low income people and women.

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02:45:48.120 --> 02:45:55.080

Jennifer Wieland: An example of one of the objectives is to increase affordability and reduce overall household transportation costs.

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02:45:55.470 --> 02:46:02.070

Jennifer Wieland: So this is a place where we were saying we want to indicate the direction we can establish a baseline here.

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02:46:02.460 --> 02:46:13.920

Jennifer Wieland: And that is something that we could do moving forward. An example strategy might be to provide affordable mobility options or subsidies as a way to increase people's access to affordable mobility.

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02:46:15.300 --> 02:46:25.980

Jennifer Wieland: The physical is connected and convenient. Our focus here. This one is is very is largely unchanged. But this goal really focuses on destinations and connections.

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02:46:26.340 --> 02:46:32.520

Jennifer Wieland: The goal is to develop an integrated mobility system that connects destinations with sustainable travel options.

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02:46:33.120 --> 02:46:41.460

Jennifer Wieland: An objective that we might look at is to increase access to schools jobs parks essential services affordable and senior housing and basic life needs.

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02:46:41.820 --> 02:46:53.250

Jennifer Wieland: So the way that we would set a target, there is to identify the percentage of Bainbridge Island residents that are, for example, within a 10 minute walk or role of some of these places and look to increase that percentage

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02:46:53.880 --> 02:46:59.640

Jennifer Wieland: An example strategy here might be filling gaps in the transit network and enhancing first and last mile connections.

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02:47:00.600 --> 02:47:06.000

Jennifer Wieland: And then the sixth goal is implementation and funding. This is a place where

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02:47:06.660 --> 02:47:13.860

Jennifer Wieland: Our task force is really focused from the beginning. They're excited about implementation and they want to help. Think about new funding options.

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02:47:14.250 --> 02:47:22.800

Jennifer Wieland: So we've crafted this goal language to focus on expanding available resources to advance community priorities and complete networks.

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02:47:23.430 --> 02:47:32.550

Jennifer Wieland: It's a little tricky to come up with measurable objectives for implementation and funding, especially when we're early in the plant but one example that we might identify is

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02:47:32.880 --> 02:47:40.050

Jennifer Wieland: Bringing the existing system into a state of good repair. So this gets it maintenance, which was another element that has really come up for folks.

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02:47:40.410 --> 02:47:46.230

Jennifer Wieland: So we can establish the percentage of the system that needs that upgrade and then focus our efforts there.

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02:47:46.740 --> 02:47:56.250

Jennifer Wieland: A potential strategy would be to expand partnerships to leverage funding opportunities and also to expand the types of funding, we consider and you'll talk more about that later tonight.

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02:47:57.570 --> 02:48:09.660

Jennifer Wieland: So those are the six goals in a very quick nutshell. As we move forward. Again, we will. We're happy to answer any questions and talk more about this. We would hope for Council approval of these goals next week.

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02:48:10.290 --> 02:48:17.730

Jennifer Wieland: As Chris mentioned, we do have our task force and technical advisory team meetings this Friday and will be including public comment. With THAT

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02:48:18.120 --> 02:48:24.990

Jennifer Wieland: Will be really focusing in on the gap analysis, this week and continue to work to ground truth what we see in the data.

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02:48:25.650 --> 02:48:37.530

Jennifer Wieland: And then develop preliminary projects and programs. So we'll have a much more robust discussion with you in November, when we come back with that information and really hope to finalize our evaluation framework to move us forward.

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02:48:39.000 --> 02:48:42.180

Jennifer Wieland: And with that I would be glad to answer any questions.

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02:48:47.010 --> 02:48:50.460

Joe Deets: Thank you Jennifer, I'm COUNCILMEMBER car.

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02:48:52.710 --> 02:48:58.080

Christy Carr: Yeah, I just have one small question, but I didn't want to thank everybody on the team.

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02:48:59.340 --> 02:49:10.560

Christy Carr: I only have one question, which is amazing because I know that I gave you guys a long laundry list of comments and it seems like you hit them all. So I really appreciate that.

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02:49:11.190 --> 02:49:26.310

Christy Carr: And it and just looking back at the last version of this. I just really appreciate that. It sounds like you've been really responsive, not only to my comments and other council members comments, but also from what you've heard that I've heard

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02:49:27.540 --> 02:49:35.040

Christy Carr: From the task force meeting. So just a big thanks. It's a big job. And I think you've done a great job of getting your arms around it.

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02:49:36.720 --> 02:49:47.970

Christy Carr: So the only thing that I had asked about before, and it may be there and I just missed it, but I, I still feel strongly about the importance of education and outreach.

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02:49:49.140 --> 02:50:05.370

Christy Carr: And I don't know if that is reflected in any of the goals or strategies, but I just don't want to lose that concept that it's important that everyone in the community, understand the importance of the sustainable transportation plan and then moving forward. The importance of

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02:50:06.450 --> 02:50:11.400

Christy Carr: The projects and programs that come out of it, whether or not they're going to be users of it.

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02:50:13.110 --> 02:50:20.790

Jennifer Wieland: Thank you for that. And thanks also for your feedback about seeing what you've shared reflected. I'm glad that makes me really happy to hear

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02:50:21.690 --> 02:50:32.880

Jennifer Wieland: So in terms of programs and education that those are captured in the strategies and even in the example strategies. We've provided. I think you'll see programs in several different places.

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02:50:33.210 --> 02:50:43.230

Jennifer Wieland: We just recognize that programs are so cross cutting they need to touch all of the goals and there are ways to structure programs to really do that. And so we do want to focus on those

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02:50:43.560 --> 02:50:55.530

Jennifer Wieland: As a core element of the strategies we will have projects are capital infrastructure maintenance programmatic investments and then also policies as key elements of the strategy. So that's how those are woven in

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02:50:57.150 --> 02:50:58.710

Joe Deets: Thank you. Councilmember Polycom

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02:51:00.060 --> 02:51:02.130

Michael Pollock: Yeah, just kind of two questions. One,

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02:51:02.610 --> 02:51:11.700

Michael Pollock: I, I am. First of all, I really liked the direction, just in terms of feedback. And this is just the discussion. There's emotion on the table. So, or proposed.

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02:51:13.500 --> 02:51:18.990

Michael Pollock: In terms of greenhouse gas emissions. Do you have a framework for signing

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02:51:20.130 --> 02:51:26.310

Michael Pollock: Quantitatively but at least qualitatively, which ones are going to get you the biggest sort of greenhouse gas emission bang for the buck.

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02:51:29.070 --> 02:51:36.480

Jennifer Wieland: We do. Yeah. So, you know, certainly with a with a transportation plan that focuses on a lot of active transportation investments.

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02:51:36.780 --> 02:51:48.540

Jennifer Wieland: And for and for a place like Bainbridge Island. You don't want to use a big regional travel demand model to make that assessment. And so we have a handful of off model tools spreadsheet analyses essentially that

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02:51:48.900 --> 02:51:53.520

Jennifer Wieland: We've developed and used over the years and in a lot of different types of communities and so

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02:51:53.910 --> 02:51:59.010

Jennifer Wieland: That is, as we move into the scenarios where we're combining different types of projects and programs.

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02:51:59.340 --> 02:52:12.150

Jennifer Wieland: That is when we would look at what are the anticipated greenhouse gas reductions associated with Scenario A versus scenario B versus scenario C. See, so yeah, we do have a handful of tools and would certainly be happy to talk more about those

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02:52:12.690 --> 02:52:21.240

Michael Pollock: Are great and then and then the second part, I'm thinking well well answer is, you know, I just noticed since since coded that

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02:52:22.620 --> 02:52:32.250

Michael Pollock: People are just driving a lot more slowly. And so when we're talking about sustainable transportation kind of occurred to me that that when you're driving

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02:52:32.820 --> 02:52:49.800

Michael Pollock: More slowly the impact obviously is a lot less. And so it's a lot more safe and you talk about safety. So I just wondered if you're just getting people to drive more slowly was was was an option, you're considering just yeah okay

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02:52:50.160 --> 02:53:01.800

Jennifer Wieland: Yeah. One of the strategies that our Task Force has suggested is reducing speed limits island wide and we know that just changing a sign is not all of it. It requires education. It requires enforcement as well.

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02:53:02.340 --> 02:53:12.540

Jennifer Wieland: But I think that is a strategy that is really important to make the places where people are walking and biking feel more comfortable and for folks who are driving as well, create safe spaces.

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02:53:13.650 --> 02:53:17.730

Michael Pollock: Okay. And then the last, last question. Thank you for

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02:53:19.260 --> 02:53:29.820

Michael Pollock: Coming to London is in terms of the evolving technology with automatic driving and sort of 5G network and stuff. It seems like

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02:53:30.480 --> 02:53:46.170

Michael Pollock: You know, I have a place in general, I have a electric car in it then identify pedestrians. Allah says, Yes, that's right. It's on all the drive and it stops and when I see one or it doesn't have enough room to get past. So I just want her to kind of how that sort of

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02:53:48.360 --> 02:53:57.390

Michael Pollock: How you're going to incorporate this is really rapidly evolving technology into some of this, and if that's forcing a rethink of

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02:53:58.410 --> 02:54:10.080

Michael Pollock: Maybe how we would use sustainable transportation, not even even two years ago, I just want to make sure we have a plan that's for 2014 not for not for 2020. Mm hmm.

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02:54:10.590 --> 02:54:16.470

Jennifer Wieland: I would say that those types of technologies really brought in some of the opportunities that are in front of us.

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02:54:16.830 --> 02:54:21.390

Jennifer Wieland: But part of the reason that we do focus in on the goals. First and foremost is because

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02:54:21.660 --> 02:54:33.060

Jennifer Wieland: Our feeling is that if you use your values to set the goals. It doesn't matter what the technologies are that are available. You're still shaping projects and making decisions in ways that that meet the values of the Community.

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02:54:33.510 --> 02:54:38.400

Jennifer Wieland: I think the other important thing when it comes to autonomous vehicles and emerging technologies is that

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02:54:38.760 --> 02:54:45.420

Jennifer Wieland: If we are planning and designing our facilities for the folks who are the most vulnerable for people who are walking and biking.

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02:54:45.840 --> 02:54:53.760

Jennifer Wieland: Any of the enhancements that may come regarding recognizing pedestrians autonomy shuttles to make those connections to transit easier.

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02:54:54.150 --> 02:55:03.540

Jennifer Wieland: Those are just benefits they don't get in the way of that safe walking and biking network, nor does the safe walking and biking network get in the way of those technological advancements

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02:55:03.870 --> 02:55:09.810

Jennifer Wieland: So I think by planning for the most vulnerable. We are planning for any technology that is going to come. Okay.

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02:55:10.230 --> 02:55:11.070

Michael Pollock: Okay, thank you.

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02:55:12.210 --> 02:55:13.890

Joe Deets: Thank you. Councilmember NASA

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02:55:14.730 --> 02:55:30.030

Rasham Nassar: Yes. Thanks, Jennifer and mark. Nice to see you tonight. Thanks again for your presentation. Um, my question is sort of related to council member politics. I'm sure you're aware of the the mandate that Governor new some past

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02:55:31.080 --> 02:55:39.600

Rasham Nassar: The executive order that directed the state to require that by 2035 all new cars and passengers trucks sold in the state of California be zero emission vehicles.

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02:55:40.170 --> 02:55:51.900

Rasham Nassar: So my question is, if you're also taking into consideration possible legislative movement within the state of Washington at that level, that could help facilitate are there are that might

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02:55:52.350 --> 02:55:57.210

Rasham Nassar: Premium kind of the city's efforts or or make obsolete our efforts to I'm going to pull up your

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02:55:57.960 --> 02:56:04.380

Rasham Nassar: slide here. I think he had something on the climate action and resilience increase the proportion of electric vehicles on the island by 2045

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02:56:05.040 --> 02:56:16.050

Rasham Nassar: And if so, if part of our thinking should be to help facilitate that the the removal of gas powered vehicles from the roadways in favor of electric vehicles. If we might

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02:56:16.380 --> 02:56:32.610

Rasham Nassar: Want to consider as part of this plan, some sort of electric vehicle subsidy program or gas powered vehicle buyback program. I'm not even sure that the city has a jurisdiction to do that, but are you aware of anything happening or the conversations movement at the state level.

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02:56:33.750 --> 02:56:34.680

Rasham Nassar: That might

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02:56:35.850 --> 02:56:40.830

Rasham Nassar: You know, help facilitate or change the direction of the same of the sustainable transportation plan.

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02:56:42.420 --> 02:56:51.900

Jennifer Wieland: Great question. So that specific objective comes directly from the Climate Action Plan and that is a great area of overlap between a sustainable transportation plan and the Climate Action Plan.

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02:56:52.230 --> 02:56:57.810

Jennifer Wieland: I don't know of anything that is currently happening at the Washington State level that would be in the way of that objective.

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02:56:58.140 --> 02:57:05.760

Jennifer Wieland: But certainly to your suggestion council member, the idea of an electric vehicle subsidy program is one that has come up through our task force.

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02:57:06.630 --> 02:57:14.820

Jennifer Wieland: I haven't heard of a community in Washington state that is exploring a buyback program, coupled with a subsidy program, but

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02:57:15.090 --> 02:57:20.760

Jennifer Wieland: I think it would be an excellent program to pursue and then certainly a policy decision if

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02:57:21.000 --> 02:57:27.450

Jennifer Wieland: The city of Bainbridge Island wants to advocate for policy at a statewide level or wants to advocate for action at a statewide level.

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02:57:27.750 --> 02:57:36.990

Jennifer Wieland: That is something we could tee up for you in a sustainable transportation plan. So I think it would very much be in keeping with both the Climate Action Plan in this. Yeah. Mark, sorry.

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02:57:37.500 --> 02:57:43.920

Mark Epstein: I was gonna say that's just a great question for our technical advisory team. So our agency partners holds I'll run it by them on Friday.

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02:57:45.510 --> 02:57:50.460

Rasham Nassar: I thank you Mark. And thank you, Jennifer for that response. I'm just thinking in terms of

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02:57:51.090 --> 02:57:55.230

Rasham Nassar: You know what's going to cause the greatest reduction in carbon emissions, the soonest

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02:57:55.530 --> 02:58:03.840

Rasham Nassar: And I'm completely on board with sustainable transportation and developing our non motorized infrastructure. But when you're talking about changing patterns of behavior.

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02:58:04.350 --> 02:58:08.910

Rasham Nassar: Reducing reliability on vehicles. The truth is, is that that's that that may take some time.

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02:58:09.300 --> 02:58:19.290

Rasham Nassar: And I think California is a step ahead because they recognize that and their solution is just to put more electric vehicles on the road. And I know there's conversations with PSC or electric provided that would need to happen.

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02:58:19.650 --> 02:58:30.090

Rasham Nassar: Again with the city, but I would really appreciate if that were a core area of focus, or at least just an area of focus, as we continue conversations on this plan. So thank you.

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02:58:31.320 --> 02:58:33.330

Jennifer Wieland: Great, thank you. We will take that to

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02:58:33.360 --> 02:58:39.180

Jennifer Wieland: PSC this Friday and certainly move that forward. Okay.

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02:58:39.540 --> 02:58:47.760

Joe Deets: Great, thank you. Um, I don't see any other hands up. I think this is excellent. I'm really excited about this all the hard work that you guys have done.

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02:58:48.960 --> 02:58:58.440

Joe Deets: Jennifer mark the whole sustainable transportation Task Force. Do you have what Mark, I'm looking to you. Do you have what you were looking for for tonight.

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02:58:59.490 --> 02:59:07.230

Mark Epstein: That's like we said at the beginning, this is just for discussion and we were hoping to get the approval after your public comment at the meeting next week.

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02:59:07.950 --> 02:59:14.490

Joe Deets: Okay. Great. Well, thank you so much. I'm sorry. He had to wait around

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02:59:16.620 --> 02:59:19.500

Jennifer Wieland: Thank you. Well, we appreciate it. We'll see you soon. Take care.

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02:59:20.430 --> 02:59:21.120

Mark Epstein: It's Council.

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02:59:24.810 --> 02:59:26.550

Joe Deets: Okay, well, colleagues,

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02:59:27.690 --> 02:59:34.590

Joe Deets: It is about nine o'clock, and we have a whole hour discussion a level of service. So what do you say we do have

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02:59:36.000 --> 02:59:39.060

Joe Deets: A break till show we say 905

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02:59:40.410 --> 03:00:37.980

Joe Deets: The sound good. Okay, so we'll break till 905

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03:05:09.900 --> 03:05:10.830

Joe Deets: Okay.

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03:05:20.280 --> 03:05:21.480

Joe Deets: We'll just wait for

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03:05:23.190 --> 03:05:24.630

Joe Deets: Everyone else come back.

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03:05:30.570 --> 03:05:31.140

Joe Deets: Christine

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03:05:54.930 --> 03:05:57.720

Joe Deets: Just need mayor Schneider and COUNCILMEMBER Pollard

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03:06:11.700 --> 03:06:13.320

Joe Deets: Well, perhaps we'll get started because

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03:06:15.030 --> 03:06:18.150

Joe Deets: It's 9060. Thank you.

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03:06:19.500 --> 03:06:27.900

Joe Deets: We're going to go ahead and get started. So this is Item seven be. This is a long discussion because it's important transportation level of service discussion.

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03:06:29.400 --> 03:06:31.140

Joe Deets: Chris, are you going to lead off on that.

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03:06:33.240 --> 03:06:35.520

Chris Wierzbicki: Leaving the Council of Christmas Vicki public works director

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03:06:36.870 --> 03:06:38.280

Chris Wierzbicki: I will lead you through this discussion.

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03:06:42.030 --> 03:06:42.420

Chris Wierzbicki: Okay.

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03:06:44.100 --> 03:06:48.750

Chris Wierzbicki: I'm gonna share my screen with you so that we can look at some stuff together.

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03:06:50.490 --> 03:06:51.900

Chris Wierzbicki: And hopefully I can find it.

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03:06:55.320 --> 03:06:55.860

Chris Wierzbicki: Here it is.

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03:06:57.690 --> 03:06:58.080

Chris Wierzbicki: OK.

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03:07:00.870 --> 03:07:02.430

Chris Wierzbicki: As we get into this, I'm going to

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03:07:04.110 --> 03:07:10.950

Chris Wierzbicki: just acknowledge that this is a really dense topic, as you mentioned. Councilmember deeds, there is

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03:07:12.750 --> 03:07:25.230

Chris Wierzbicki: We have an hour set aside for this and I'll do my best to see if we can get through it in an hour. There are, it's kind of broken up into four parts. And I think I'll stop at the end of each of the parts and we can see if anybody has questions or wants to

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03:07:26.460 --> 03:07:33.300

Chris Wierzbicki: Weigh in on anything. And that'll break it up a little bit. So, but I'll do my best to get through it. And so we can have the information

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03:07:34.320 --> 03:07:36.810

Chris Wierzbicki: Okay, so we're going to hear about transportation levels of service.

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03:07:38.610 --> 03:07:39.240

Chris Wierzbicki: And

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03:07:40.830 --> 03:07:46.620

Chris Wierzbicki: A couple things that you should all know about this. What we're going to do is we're going to review three different tools tonight. So we're going to look at

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03:07:47.130 --> 03:07:52.800

Chris Wierzbicki: Level service. We're going to look at also look at traffic and currency and we're going to look at transportation impact fees.

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03:07:53.370 --> 03:08:02.580

Chris Wierzbicki: And the reason is because all these things are really interrelated with each other. And like I said, they're, they're kind of dense topics and we're going to try to cover all three of these

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03:08:03.810 --> 03:08:05.520

Chris Wierzbicki: And the goal for tonight is to

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03:08:06.600 --> 03:08:14.340

Chris Wierzbicki: Understand what these are, how we use them. Currently, so that you can determine if you want to make any changes to how we use these tools.

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03:08:15.150 --> 03:08:23.250

Chris Wierzbicki: So we'll and I have some suggestions for you about things directions, you may want to go at near the end of this presentation and

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03:08:24.120 --> 03:08:30.210

Chris Wierzbicki: Really kind of really level. And I want you to just kind of understand the concepts. I think that's that's important part of this.

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03:08:31.080 --> 03:08:42.510

Chris Wierzbicki: And before we get into any of those, those three different subject areas. I would just want to know how the tools fit into the process. Okay, so on city side of things internally to the city organization.

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03:08:43.650 --> 03:08:53.010

Chris Wierzbicki: Levels level services embedded in the city's comp plan. So, how we measure level services in the island wide transportation plan, which is part of the comp plan.

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03:08:53.550 --> 03:09:02.760

Chris Wierzbicki: And we use that level of service to basically measure the impacts of our land use plan and ensure consistency between land use and transportation

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03:09:03.540 --> 03:09:15.180

Chris Wierzbicki: So the land use plan and the comp plan is the driver for for all this is the driver for the development that happens and the traffic that gets generated as a result of that, and the level services, the tool we use to measure that impacts of that land use.

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03:09:16.350 --> 03:09:25.350

Chris Wierzbicki: And based on what levels of service. We want if we see places that need to be upgraded in order to meet certain standards. That's where projects get

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03:09:25.830 --> 03:09:39.390

Chris Wierzbicki: Come from this tip. So in some cases we've had projects that come from wanting to upgrade a level of service standard at a particular intersection, or a road we put those into the capital improvement plan. And then at some point those projects get delivered. That's the city side of things.

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03:09:41.460 --> 03:09:47.700

Chris Wierzbicki: On the on the private side of things, this, this, these tools also play another role. So for private development.

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03:09:48.480 --> 03:09:52.470

Chris Wierzbicki: Private development comes in and you know requests a permit for some type of use.

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03:09:53.070 --> 03:10:02.310

Chris Wierzbicki: And we measure their impacts on the transportation system with the level of service standards standards that are in the comp plan that's called concurrency that's we're going to look at that, too.

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03:10:03.300 --> 03:10:10.620

Chris Wierzbicki: And sometimes those developers from those projects will build projects for us because there's something they need to do in order to make their project concurrent

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03:10:11.430 --> 03:10:20.760

Chris Wierzbicki: With our transportation system and mitigate impacts on transportation, that's the line you see kind of on that on the bottom right there that's developers potentially delivering some projects for us.

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03:10:22.710 --> 03:10:32.550

Chris Wierzbicki: In addition to that development also pays transportation impacts these separate from the concurrency and then we'll talk more about what transportation impact fees are but

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03:10:33.690 --> 03:10:42.870

Chris Wierzbicki: They work together. So developers and developers do have to do both of these right and the impact fees go into our tip and helps us deliver projects.

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03:10:44.010 --> 03:10:45.240

Chris Wierzbicki: That's kind of where the tools fit.

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03:10:47.550 --> 03:10:55.290

Chris Wierzbicki: So we're going to talk about these forward if, like I said, these three different topics and this we're going to kind of follow the same flow so that everyone can keep track of the conversation.

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03:10:55.920 --> 03:11:03.450

Chris Wierzbicki: WHAT IS IT, WHY DO IT DOES THE CITY use it. How does it use it and what are the results and then we can talk about what changes, we might want to make

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03:11:05.310 --> 03:11:07.260

Chris Wierzbicki: So first and foremost is levels of service.

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03:11:09.030 --> 03:11:22.680

Chris Wierzbicki: So what is it's basically the quality of the transportation system from a user's perspective, right. So if you're a bicyclist your driver, you're out on the road. What are you experiencing out on the road we measure level of service with a rating system.

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03:11:23.730 --> 03:11:38.310

Chris Wierzbicki: A means that basically nothing is impeding movement on the road so facilities underutilized, so to speak, and an F is means that the system is highly congested right it's over utilized. There's too many cars too many bicycles or walkers.

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03:11:40.050 --> 03:11:53.700

Chris Wierzbicki: There's a kind of a misconception that F and a that F represents a failing condition. It's not, I would say that it's not really failing. It's just that it's full essentially right it's being used to its maximum capacity that's really what what the grading system means

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03:11:55.200 --> 03:12:00.270

Chris Wierzbicki: Now, why do we use this level service system. Well, it's required by the growth Management Act.

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03:12:01.980 --> 03:12:09.330

Chris Wierzbicki: Growth management says that cities and counties need to have, they need to measure level of service for all their local arterial and all our transit routes.

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03:12:11.160 --> 03:12:17.100

Chris Wierzbicki: But GMA doesn't specify how we're supposed to measure LLS. It just says you need to measure it, because you need to be able to

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03:12:18.360 --> 03:12:28.680

Chris Wierzbicki: ensure consistency with their land. The land use plan right growth management is really about your land use and growth plan and it's a tool for us to measure the land use plan, but it doesn't tell us how to do that.

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03:12:31.200 --> 03:12:35.100

Chris Wierzbicki: So how did we choose to do it. The City right now uses

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03:12:36.150 --> 03:12:42.420

Chris Wierzbicki: outlines how to measure level service in the comp plan, like I mentioned in the island wide transportation plan that we measure three different things.

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03:12:43.110 --> 03:12:59.940

Chris Wierzbicki: We measure roadway capacity. So how many cars with the volume to capacity ratio of a road that's that's a metric. We measure intersections, which is basically made it in wait time. How long are people waiting at an intersection. If there's a lot of congestion. That's a metric

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03:13:01.080 --> 03:13:10.140

Chris Wierzbicki: And we also have a non motorized facility level of service, but it's not a metric. It's what I would call a topology. It's a type of facility.

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03:13:11.190 --> 03:13:19.410

Chris Wierzbicki: For example, and I'm just, I don't know if it's necessarily correct but just so you can get a sense of this a type of facility might be on all our collectors.

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03:13:20.520 --> 03:13:31.650

Chris Wierzbicki: If you have bike lanes on both sides of the road. That would be a facility, if you have like lanes on one side of the road. That would be a B type facility. So it's not really a measurement. It's just a

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03:13:33.090 --> 03:13:37.260

Chris Wierzbicki: Like I said, a type of non motorized facility on our different types of roads.

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03:13:40.050 --> 03:13:49.500

Chris Wierzbicki: So how do we use this. Well, as I mentioned, we use it to measure consistency between the land use and transportation plan. That's what we do internally within the city. Right. So that's how we use the tool within the city.

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03:13:50.220 --> 03:13:54.690

Chris Wierzbicki: But we also use it to evaluate impacts from development. That's the, that's the external piece.

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03:13:57.060 --> 03:14:06.480

Chris Wierzbicki: And the results have been that we have maps in our comp plan that show us what the current and future levels of service for roads and intersections are

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03:14:08.910 --> 03:14:10.950

Chris Wierzbicki: As you can see here on the right hand side.

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03:14:12.690 --> 03:14:20.370

Chris Wierzbicki: You can all of our intersections and our roadways have maps in the comp plan that show all the different grades for the for the roads and intersections

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03:14:21.060 --> 03:14:27.630

Chris Wierzbicki: For the current condition and then whatever the future condition is right in the comp plan today it's 2035. What does it look like in 2035

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03:14:28.590 --> 03:14:31.230

Chris Wierzbicki: And what the result of that is, is that the city.

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03:14:32.070 --> 03:14:42.840

Chris Wierzbicki: Will sometimes plan for a project to correct or bring up to a standard the correct level of standard a particular intersection or wrote a good example of that is the white way why at Madison round about project.

1418

03:14:43.350 --> 03:14:48.180

Chris Wierzbicki: If you look on that map, you'll see that there's a little E at the intersection of where why Madison meet

1419

03:14:48.960 --> 03:14:57.420

Chris Wierzbicki: While our level of service standard for that intersection. The complaint is d, so that level of service was below what we've set set for a standard

1420

03:14:57.840 --> 03:15:07.530

Chris Wierzbicki: And so we created a project to address that condition and the round about is that project now it's been in the works a long time. It's not the kind of thing happens overnight, but that's how we use it.

1421

03:15:09.000 --> 03:15:15.330

Chris Wierzbicki: Externally, we also use level service, like I said to measure the impacts of development through concurrency and we're going to talk about that part. Next.

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03:15:16.380 --> 03:15:27.810

Chris Wierzbicki: So that in a nutshell is level of service. The next thing we'll talk about us concurrency is anybody want to win or ask any questions about that particular piece before we move on.

1423

03:15:31.470 --> 03:15:33.450

Joe Deets: Don't see any questions, Chris.

1424

03:15:35.280 --> 03:15:35.760

Joe Deets: Oh wait.

1425

03:15:36.810 --> 03:15:37.590

Joe Deets: Mayor Snyder.

1426

03:15:39.150 --> 03:15:48.480

Leslie Schneider: Thank you, Chris. So I just heard you say that a level the Madison why it was in the comp plan as being

1427

03:15:49.890 --> 03:16:01.920

Leslie Schneider: A. D. So in other words, we're fine with it being a level D that is an acceptable standard. And now, because it has fallen below that were upgrading it is, is that right

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03:16:02.310 --> 03:16:09.930

Leslie Schneider: That's correct kind of gets us away from the, you know, it's substandard or something like that, it, it depends on what we choose for it to be.

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03:16:10.410 --> 03:16:14.970

Chris Wierzbicki: That's right. And we're going to talk more about how and why you choose those standards, a little bit later.

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03:16:15.450 --> 03:16:16.320

Leslie Schneider: Perfect. Thank you.

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03:16:19.140 --> 03:16:19.920

Chris Wierzbicki: Okay, we'll move on.

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03:16:21.390 --> 03:16:27.090

Chris Wierzbicki: Okay so traffic concurrency is the next thing, and this is about measuring the impacts of private development.

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03:16:28.080 --> 03:16:35.670

Chris Wierzbicki: So it's the concurrency is the balance of the transportation facilities and the services relative to the demand. Right. So you've got a system.

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03:16:36.000 --> 03:16:43.470

Chris Wierzbicki: And you've got the demand on the system and is the demand greater or less than what the, what the system can provide. That's what concurrency is essentially

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03:16:44.640 --> 03:16:47.010

Chris Wierzbicki: And why do we use it again. It's required by the growth management.

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03:16:47.970 --> 03:16:59.550

Chris Wierzbicki: We are required to evaluate if developments that come into the city are concurrent with the levels of service that we set up right so growth management requires us to have level service. Then it says, all right, and now you have to measure something

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03:16:59.790 --> 03:17:01.560

Chris Wierzbicki: With those levels of service. So we measure

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03:17:01.680 --> 03:17:03.690

Chris Wierzbicki: Development impacts on the transportation system.

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03:17:05.730 --> 03:17:11.130

Chris Wierzbicki: How do we measure. Well, we measure it with a trip generation. So a project, let's say,

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03:17:13.680 --> 03:17:23.970

Chris Wierzbicki: A new retail establishment or a restaurant has so many trips associated with the restaurant. We use the Highway Capacity Manual for evaluating how many trips different uses create

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03:17:24.630 --> 03:17:30.600

Chris Wierzbicki: And we measured the three things that are in the comp plan. We measure the roadway capacity we measure the intersection capacity.

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03:17:31.200 --> 03:17:43.320

Chris Wierzbicki: And then we look at these non motorized level service type apologies for wherever this particular uses located. What that what the facility looks like in front of that facility and we're going to talk more about that later.

1443

03:17:46.230 --> 03:18:04.200

Chris Wierzbicki: But we don't measure it for every single use. We only measure it for subdivision applications for site plan reviews and any development that creates more than 50 trips. Overall, or more than 5pm peak trips. So that's trips between five 445 and 545 in the afternoon.

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03:18:07.590 --> 03:18:19.920

Chris Wierzbicki: So how do we also how to use this well we if a project creates an impact that needs to be mitigated we enact that mitigation through project conditions on the permit and also through the project SEPA conditions.

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03:18:21.780 --> 03:18:31.050

Chris Wierzbicki: And the results are that most of elements meet what we call the concurrency test. So when they if a development has more than five trips and it's a subdivision.

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03:18:31.500 --> 03:18:38.820

Chris Wierzbicki: They provide a traffic impact analysis. And then we have to say, Does it, does it increase level service standards beyond what we would

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03:18:39.510 --> 03:18:49.440

Chris Wierzbicki: Like to see or what we've approved in our comp plan or not. And nine times out of 10 or really 10 times out of 10 almost projects meet the concurrency test.

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03:18:50.310 --> 03:18:59.940

Chris Wierzbicki: Some of them sometimes rely on minor tweaks on their development project to pass like some sometimes developments will will downsize slightly or change the way

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03:19:00.240 --> 03:19:05.910

Chris Wierzbicki: That traffic flows in and out of their development in order to meet the test, but for the most part, most developments meet the test.

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03:19:09.330 --> 03:19:10.710

Chris Wierzbicki: It, but in addition to that,

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03:19:11.850 --> 03:19:14.730

Chris Wierzbicki: Developments also need to provide those

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03:19:15.870 --> 03:19:23.280

Chris Wierzbicki: Need to meet the level of service type ology, right, for non motorized facilities. So we get sometimes we get frontage improvements from a development.

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03:19:23.670 --> 03:19:28.890

Chris Wierzbicki: Or we get sometimes internal improvements like trail connections and other types of things. Because if the

1454

03:19:29.610 --> 03:19:37.080

Chris Wierzbicki: Project, for example, is on a road that is supposed to have a bike lane in front of it as because that's it's a level of service be and it's posted bike lane one side

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03:19:37.680 --> 03:19:44.670

Chris Wierzbicki: If it doesn't have that facility we can get that development to build that facility within their French, and we do that through the project conditions.

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03:19:45.600 --> 03:19:55.350

Chris Wierzbicki: So while they're meeting the concurrency test and not doing major transportation investments and projects they are doing smaller investments that are localized to the where the project is

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03:19:56.910 --> 03:19:58.620

Chris Wierzbicki: And that is concurrency.

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03:19:59.910 --> 03:20:04.950

Chris Wierzbicki: So I'll pause there for a minute. In case anybody wants to ask anything but acting is terrific connects

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03:20:06.720 --> 03:20:08.130

Joe Deets: COUNCILMEMBER car has her hand up.

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03:20:09.480 --> 03:20:19.140

Christy Carr: Yeah, thanks. I just have a couple of questions. Um, oh, in terms of project types. I'm wondering is that by law, the types that

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03:20:20.820 --> 03:20:32.670

Christy Carr: That can be applied to you mentioned subdivisions. I'm curious if that's short and long subdivisions, and then site plan reviews and you didn't say conditional use permit. So I'm just curious about that. And I have another question about frontage

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03:20:33.210 --> 03:20:39.720

Chris Wierzbicki: I don't know if it's by law or not. I could follow up with you on that that may have been something that we've specifically chosen to measure.

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03:20:41.280 --> 03:20:45.990

Chris Wierzbicki: And I don't know if it includes short and long class or not, but I can certainly follow up with you on that.

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03:20:47.430 --> 03:21:00.000

Christy Carr: Thanks. And then one thing and I don't know how incredibly related is. But in terms of friends EJ improvements. One of the things that I noticed when I'm walking or biking on the island is I can notice where these frontage improvements have taken place and

1465

03:21:00.990 --> 03:21:13.170

Christy Carr: I think that is there a way that we can do. We can we get fee and Lou instead of having the project proponent build the facility because I think that it tends to result in inconsistency.

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03:21:13.860 --> 03:21:26.370

Christy Carr: Particularly along shoulders that can kind of present a danger, particularly for unfamiliar unstable writers when when the conditions of a shoulder chain.

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03:21:28.620 --> 03:21:30.270

Chris Wierzbicki: Yeah, I would agree that the the

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03:21:30.540 --> 03:21:42.360

Chris Wierzbicki: The furniture components that we received from development often are somewhat disjointed right because they're really related just to the front end of that property and we're going to talk a little bit more about that in a minute.

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03:21:43.800 --> 03:21:51.150

Chris Wierzbicki: The with the city could potentially receive the in lieu for some of those improvements. The trouble with that is

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03:21:52.110 --> 03:22:09.930

Chris Wierzbicki: We, the city has difficulty implementing those projects for the costs at which they would that they can that they are worth essentially city pays prevailing wages and as public works processes and other things and and also has difficulty contracting really small projects like a

1471

03:22:09.930 --> 03:22:12.510

Chris Wierzbicki: \$15,000 200 foot long shoulder

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03:22:13.110 --> 03:22:17.790

Chris Wierzbicki: We can do larger projects or we can package some smaller projects together, but being able to

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03:22:19.320 --> 03:22:28.320

Chris Wierzbicki: Get a \$15,000 contract for a small shoulder piece of work. It's really hard for the city to do meanwhile contractors have the equipment they have the people on and all that to do that.

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03:22:29.220 --> 03:22:36.270

Chris Wierzbicki: So they can do it more easily. The weekend, which is, I think, why we have not historically accepted a lot of fee and loop for those improvements.

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03:22:42.090 --> 03:22:43.650

Joe Deets: COUNCILMEMBER Pollock.

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03:22:45.600 --> 03:22:45.960

Yeah.

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03:22:47.070 --> 03:22:50.700

Michael Pollock: Yeah, I am. I kind of had similar questions.

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03:22:52.560 --> 03:22:57.510

Michael Pollock: I don't really follow exactly why we can't do a fee in lieu of

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03:22:58.830 --> 03:23:07.620

Michael Pollock: Because it just makes a lot more sense to me. It sounds like you're, if I understand you're saying we can't charge enough to actually do the work.

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03:23:08.070 --> 03:23:15.270

Michael Pollock: But, you know, you were talking about these small contracts. I'm not, I'm not thinking about that way. I'm thinking about me when you put this in a

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03:23:15.750 --> 03:23:16.200

Michael Pollock: In a

1482

03:23:19.290 --> 03:23:31.320

Michael Pollock: Kitty, I guess. And then when you've got enough to do a larger road so you know biplane, let's say, then you do that. So, so I guess the question is do you do need to have

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03:23:31.890 --> 03:23:45.120

Michael Pollock: The money the field, let's just say that the fee in lieu of funds do you need to have that be applied to that specific property or can you put it in a generalized fun so that we could

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03:23:46.380 --> 03:23:47.460

Michael Pollock: Have improvements.

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03:23:49.230 --> 03:23:59.250

Michael Pollock: You know, sort of pick and choose improvements, but we just get my money to do some sort of improvements. Does that I'm realizing I was kind of late, so I don't know if that

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03:23:59.340 --> 03:24:00.360

Chris Wierzbicki: might understand

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03:24:01.980 --> 03:24:06.030

Chris Wierzbicki: I probably would have to come back to you with maybe some of the mechanics of how we could make that work.

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03:24:07.620 --> 03:24:14.820

Chris Wierzbicki: I think it could be possible to put money aside for improvements that we're going to get built on a certain quarter.

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03:24:16.170 --> 03:24:21.690

Chris Wierzbicki: Although part of the problem with these in the first place is that they're kind of sporadic right. A good example of this is a

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03:24:22.020 --> 03:24:29.610

Chris Wierzbicki: Shoulder that a project just build out on tour of anger road right so if you right out there, you'll see that there's a real nice shoulder for just one segment of the road and there's

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03:24:29.970 --> 03:24:39.750

Chris Wierzbicki: Really nothing else on that side. Well, there's really not many other developments that are slated to come in on that road that are kind of build the rest of those. So we could put that money aside, but most likely we would

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03:24:41.250 --> 03:24:49.890

Chris Wierzbicki: Be funding the remainder of that project with City funds or some other sort of other source because we couldn't necessarily rely on other developments to pay

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03:24:50.220 --> 03:24:55.500

Chris Wierzbicki: Into that same pot to do the rest of those improvements, because it could be years before the next segment happens

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03:24:56.070 --> 03:25:01.800

Chris Wierzbicki: But that could be something to consider as part of the sample transportation plan right if we include we identify small gaps.

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03:25:02.640 --> 03:25:11.790

Chris Wierzbicki: As which we are doing. Doing the gap analysis, you know, we might be able to sit, you might want to put funds in, you know, combine funds with development funds.

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03:25:12.150 --> 03:25:25.200

Chris Wierzbicki: To complete a quarter, rather than a half just a portion of a quarter completed, especially if we can foresee where some of those developments are going to happen and plan for some of that in advance. So I do think there's a there's a middle ground there.

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03:25:25.680 --> 03:25:35.970

Michael Pollock: Okay, well, I would sure be happy to hear more about that. Sounds like you might want to do a little digging, but to have it so that, yeah. Essentially, if we're going to do a project.

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03:25:37.260 --> 03:25:40.110

Michael Pollock: And we're going to pay for it with with public funds.

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03:25:40.650 --> 03:25:52.380

Michael Pollock: If there is a fee in lieu of that that could offset some of the costs that sounds like that's what you're talking about. And I think that's a great idea. I'm but it sounds like you need to figure out the mechanics of that or how the mechanics of that can work.

1500

03:25:52.890 --> 03:25:56.370

Mark Epstein: But I can just add one thing to that there there is a time constraint.

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03:25:56.370 --> 03:26:10.620

Mark Epstein: Any fee that is received for for concurrency so state law says you have to spend those funds towards the project to mitigate those impacts within six years. So we can't just take money and hold it for a long period of time.

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03:26:12.090 --> 03:26:12.930

Okay, that's awful.

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03:26:14.220 --> 03:26:14.700

Thanks, Mark.

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03:26:15.990 --> 03:26:17.790

Joe Deets: Thank you. Councilmember NASA

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03:26:20.910 --> 03:26:23.610

Rasham Nassar: Yeah, so I'm a few questions.

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03:26:25.080 --> 03:26:26.820

Rasham Nassar: public works director. Where's Vicki.

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03:26:27.840 --> 03:26:38.220

Rasham Nassar: I'm seeing in the slideshow presentation that PDF that was in the agenda materials that it says that the city is already measuring non motorized LLS

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03:26:38.850 --> 03:26:50.280

Rasham Nassar: How my understanding is that we did not have a non motorized LLS. So where is that coming from what what what metric or criteria is the city currently using. And is that island wide or Justin the winds up or

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03:26:51.300 --> 03:26:59.790

Chris Wierzbicki: Like I said, it's, it's not a metric, it's a it's a type. So we're not really measuring anything related to non motorized levels of service.

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03:27:00.150 --> 03:27:11.580

Chris Wierzbicki: And we are typing the different roads that we have with the facilities that we want to see. And I'm sorry I don't have the document here in front of me too, but it is located in the island wide transportation plan. If you look at the

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03:27:13.140 --> 03:27:22.260

Chris Wierzbicki: chapter on it. I think it's on implementation, you'll see that different street types like collectors or secondary arterial or local roads.

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03:27:23.430 --> 03:27:33.630

Chris Wierzbicki: Have facilities of non motorized facilities identified for those different road type, sometimes it's shoulders one side. Sometimes that jewelers both sides. Sometimes it's sidewalk and bike lanes.

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03:27:34.620 --> 03:27:50.070

Chris Wierzbicki: And they're given different letter letters. And so when we want a development comes in on a row that has no non motorized facilities. The way that we know what to ask for is by looking at that type ology because we say, all right, this project came in on a collector

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03:27:51.120 --> 03:28:01.920

Chris Wierzbicki: The collector, according to the map and this particular location says it should have bike lane sidewalk. So we asked for that as part of the frontage improvements for that development, but we don't measure

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03:28:03.210 --> 03:28:04.560

Chris Wierzbicki: That level of service.

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03:28:05.310 --> 03:28:07.890

Chris Wierzbicki: Right, it's not really measuring. Does that make sense it

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03:28:08.190 --> 03:28:11.040

Rasham Nassar: It totally makes sense. So it doesn't become a factor of concurrency.

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03:28:11.940 --> 03:28:19.350

Chris Wierzbicki: Well, it kind of does because it's listed as a level of service in our comp plan. So, but it isn't really

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03:28:21.210 --> 03:28:25.650

Chris Wierzbicki: It's not measured the same way roadway and intersection concurrency is measured

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03:28:26.160 --> 03:28:40.200

Mark Epstein: So councilman transformer. No, sorry. I think can help you with the with the reference on that. It's an odd what transportation plan, it's chapter six and the levels of service for bicycles and Buddhist trains begins on page six dash 70

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03:28:43.140 --> 03:28:45.000

Rasham Nassar: Okay, and

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03:28:46.380 --> 03:28:47.190

Rasham Nassar: So,

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03:28:48.270 --> 03:28:51.480

Rasham Nassar: Maybe I need to hear more. I mean, this is a really this is a

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03:28:52.110 --> 03:28:58.590

Rasham Nassar: For me anyways. It's a really complicated subject because I know it does tie into permits for development. I mean, part of the criteria.

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03:28:58.950 --> 03:29:13.530

Rasham Nassar: For how the city approves projects, right, is that it meets its it meets the graph, the growth management X concurrency standards. So maybe we can talk a little bit. I mean, I would like, I would like to

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03:29:15.930 --> 03:29:21.180

Rasham Nassar: Incorporate non motorized levels of service in a way that is measurable.

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03:29:22.080 --> 03:29:33.810

Rasham Nassar: And have that be a part of the criteria in which development projects are permitted and I hear that you say that the city does ask for sidewalk improvements and I've seen that around the island where you have a sidewalk begin and end

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03:29:34.140 --> 03:29:51.360

Rasham Nassar: Almost seemingly out of nowhere. Um, but do you have any thoughts about about that, about, you know, incorporating kind of the ideas and the concepts concepts of the sustainable transportation plan and implementing them into how projects move through the permitting pipeline.

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03:29:52.230 --> 03:29:52.650

Chris Wierzbicki: Yeah, that we

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03:29:53.070 --> 03:29:55.740

Chris Wierzbicki: Were going to talk about that a little later in the presentation. Great.

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03:30:00.060 --> 03:30:01.530

Chris Wierzbicki: Okay, um,

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03:30:01.890 --> 03:30:03.210

Joe Deets: I don't see any more hands up.

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03:30:03.690 --> 03:30:10.140

Chris Wierzbicki: Okay, let's get through traffic impact these real quick and then we're going to address some of your questions. Councilmember into sorry

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03:30:11.940 --> 03:30:30.870

Chris Wierzbicki: So traffic impact fees are another important piece of the puzzle here. So what is so their fees collected to fund improvements that add capacity of the system created by new development that is a really important point because traffic impact fees can only be used to address.

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03:30:31.920 --> 03:30:47.610

Chris Wierzbicki: The impacts of growth in the future. They can't be used to remedy existing deficiencies from the past. So you can only look forward to providing more capacity with your transportation impact fees. You can't fix things that exist.

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03:30:51.540 --> 03:30:53.430

Joe Deets: Chris, I take it that state law.

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03:30:54.060 --> 03:30:55.500

Chris Wierzbicki: Yes, that is in the state long

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03:30:55.890 --> 03:30:56.880

Joe Deets: Be nice to change that.

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03:30:56.910 --> 03:30:58.800

Chris Wierzbicki: Law RC W 3992

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03:31:00.000 --> 03:31:01.110

Joe Deets: We're going to tweak and change that.

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03:31:01.500 --> 03:31:07.590

Chris Wierzbicki: Yeah, so that's so we use it because it's authorized by state law, but that is how its authorized

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03:31:09.960 --> 03:31:24.750

Chris Wierzbicki: We enacted transportation and impact fees in 2015 with the project list and the project list has \$1 amount associated with the growth share of each of those projects. So a lot of our projects are

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03:31:26.550 --> 03:31:35.940

Chris Wierzbicki: Maintenance an asset management, plus some capacity usually for non motorized right that's majority of our projects are not motorist projects. So we looked at all our projects.

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03:31:36.540 --> 03:31:43.140

Chris Wierzbicki: That were on the list and developed a share growth share with a portion of the project. That's all we can fund with the TIFF

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03:31:44.220 --> 03:31:52.860

Chris Wierzbicki: And then we divided that by how many new trips are going to be generated based upon our land use plan over the next I forget what the time frame is maybe it's 20 years

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03:31:54.000 --> 03:31:58.410

Chris Wierzbicki: And then that amount ended up being \$632 a trip.

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03:31:59.430 --> 03:32:06.870

Chris Wierzbicki: And so different developments paid different amounts based on whatever their trip generation is a new house pays the full amount 1632

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03:32:07.290 --> 03:32:16.350

Chris Wierzbicki: And apartment pays a little bit less a nursing home pays by bed restaurants pay a different way developments all pay a different fee based on on their trip generation.

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03:32:17.100 --> 03:32:21.900

Chris Wierzbicki: But it's important. So just as important as recognizing the tips can't fund problems from the past.

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03:32:22.410 --> 03:32:30.030

Chris Wierzbicki: Is recognizing that the tip is also not a number. That's just picked out of the air. It's a calculation based on two variables, right.

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03:32:30.930 --> 03:32:37.290

Chris Wierzbicki: If the projects in the plan and how much are going to support growth and then how much grow. How many girls trips are going to have

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03:32:38.040 --> 03:32:40.920

Chris Wierzbicki: So you do that calculation. And that's how we came up with 1632

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03:32:41.730 --> 03:32:52.830

Chris Wierzbicki: So you could have a different slate of projects, you could have a different growth plan and come up with a different number. But you can't just pick a number out of the air and say, I think it should be 20 \$500 because that makes more sense. It has to be based on

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03:32:54.270 --> 03:32:55.740

Chris Wierzbicki: Those different those variables.

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03:32:58.230 --> 03:33:06.510

Chris Wierzbicki: So what are the results from that band. Well, the city collects on average about \$190,000 a year in traffic impact fees, some years. Little less a little bit more

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03:33:07.410 --> 03:33:19.560

Chris Wierzbicki: Our projects use those fees. The word project wink point Olympic drive all those projects have had transportation impact feed money in them. And that's how partly how they got completed.

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03:33:21.150 --> 03:33:24.180

Chris Wierzbicki: And that is the end of traffic impact fees. Okay.

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03:33:24.420 --> 03:33:27.240

Joe Deets: Thank you. Councilmember high topless.

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03:33:29.670 --> 03:33:34.560

Kirsten Hytopoulos: Is it true that our impact fees are lower than, for example, devil pulse close

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03:33:35.370 --> 03:33:42.060

Chris Wierzbicki: Yes, they are lower. If you think about the transportation facilities that that Paul's Bo has and the amount of

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03:33:43.500 --> 03:33:51.480

Chris Wierzbicki: More development and and trips that that they are generating and the growth projects that they have it makes sense that their

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03:33:53.100 --> 03:34:00.870

Chris Wierzbicki: Fee would be more because there's more growth, there's more trips more projects. So you potentially have a higher number

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03:34:04.950 --> 03:34:06.300

Joe Deets: Okay. Councilmember car.

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03:34:08.340 --> 03:34:11.070

Christy Carr: Yeah, that was pretty much my question, too, and

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03:34:12.210 --> 03:34:21.780

Christy Carr: I asked this earlier because posto is I think almost twice ours and we're like half the state average, but it sounds like

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03:34:24.390 --> 03:34:41.520

Christy Carr: That because of the type of development that we have and the type of trip number of trips that are types of development generate. Is that where we really can't increase that. Is that what I'm hearing just based on our variables here on Bainbridge Island.

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03:34:42.840 --> 03:34:58.320

Chris Wierzbicki: Well, you can't necessarily increase it arbitrarily is what I'm saying. So you could increase it if you identify more projects that are going to support gross share of traffic in the future. And you could potentially increase it by if there was

1568

03:34:58.860 --> 03:35:01.140

Chris Wierzbicki: If the comp plan was allowing more trips

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03:35:02.490 --> 03:35:10.500

Chris Wierzbicki: And some common you know you do also could be some combination as to that would make the number either go up or down depending on on how that plays out.

1570

03:35:13.170 --> 03:35:13.470

Okay.

1571

03:35:16.800 --> 03:35:18.840

Chris Wierzbicki: Or I should do the last part. We're going to more questions.

1572

03:35:20.730 --> 03:35:22.140

Joe Deets: Mayor cider had her hand up.

1573

03:35:23.820 --> 03:35:37.020

Leslie Schneider: Could you just give us a quick example. I mean, I get the general idea. But, an example would be really good. Like, what kinds of projects are in there now and how might we decide to put more what kinds of new projects are we thinking about

1574

03:35:38.160 --> 03:35:47.370

Chris Wierzbicki: Yeah, so I think I don't know how unique. This is, but I think it is somewhat unique in that Bainbridge has a lot of projects on the list where

1575

03:35:48.000 --> 03:36:02.400

Chris Wierzbicki: The majority of the capacity increase was related to non motorized facilities. So an example is, you know, forward Hill song is on the list. So when we reconstructed for already Oh maybe I was in like 2011 or something like that.

1576

03:36:04.020 --> 03:36:07.440

Chris Wierzbicki: The roadway did not have shoulders. Before we build it.

1577

03:36:07.950 --> 03:36:20.730

Chris Wierzbicki: So let's just say the project was \$3 million and the percentage of the amount of roadway that was going to present it to the project that was going to have shoulders and was going to be increasing the capacity of that roadway for more user types.

1578

03:36:21.690 --> 03:36:27.840

Chris Wierzbicki: Let's say that was a half a million dollars that half a million dollars is the is the gross share of that project.

1579

03:36:28.440 --> 03:36:37.200

Chris Wierzbicki: So that's, that's the amount that gets eventually all summed up and divided by how many new trips, we're anticipating based on what the development patterns are going to look like.

1580

03:36:37.860 --> 03:36:43.860

Chris Wierzbicki: So, you know, really easy. Examples of this are like Irvine, California, or something like that, where they're building a new

1581

03:36:44.370 --> 03:36:51.720

Chris Wierzbicki: Us a two lane road and outs, a four lane road. And it's like, well, it's real easy to see that you're going to be able to have, you know, twice as many or cars.

1582

03:36:52.440 --> 03:37:01.050

Chris Wierzbicki: On the road like that and what the gross share of that project has maybe it's, you know, good point, yeah, it's, it's two times whatever the return on the road was but ours are more more

1583

03:37:01.500 --> 03:37:12.000

Chris Wierzbicki: Unique because we're now we're adding a lot of vehicle capacity. We're mostly adding non motorized capacity and we have to we have to balance. What that share is we have to make it makes sense.

1584

03:37:18.090 --> 03:37:19.680

Joe Deets: Don't see any other questions, Chris.

1585

03:37:21.810 --> 03:37:22.110

Chris Wierzbicki: Okay.

1586

03:37:24.210 --> 03:37:26.070

Chris Wierzbicki: So here's some suggestions about

1587

03:37:27.150 --> 03:37:36.630

Chris Wierzbicki: Where you might want to go with changes. And again, this is pretty high level so we can get a sense of what what do we want to do with this. So there's a couple of different things and it will summarize them at the end.

1588

03:37:38.190 --> 03:37:40.590

Chris Wierzbicki: So we'll talk about the level of service changes first so

1589

03:37:41.850 --> 03:37:56.670

Chris Wierzbicki: One one change. You can make to level services, you could accept this gets to mayor Schneider's comment you can accept lower level of service standards for roads intersections. Right. You can make all the acceptable standards for all of your intersections E or F, if you wanted to.

1590

03:37:58.530 --> 03:38:08.130

Chris Wierzbicki: And that would, you know, potentially, I guess, increase more vehicle congestion. If you weren't addressing those that those standards there if you're lowering the standards.

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03:38:09.240 --> 03:38:16.500

Chris Wierzbicki: But you'd also have less focus on investing in car focus projects, right, because a project like Wyatt or project like sportsman, for example, which I

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03:38:16.830 --> 03:38:21.600

Chris Wierzbicki: Think the Council was particularly interested in in why that we were trying to address a level of service need there.

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03:38:22.230 --> 03:38:31.020

Chris Wierzbicki: You wouldn't really have to put any projects in this tip that addressed vehicle level of service anymore because or at least not for a while because you lower those thresholds.

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03:38:33.690 --> 03:38:44.700

Chris Wierzbicki: Now this is a pretty easy. And we'll talk about the analysis of this at the very end. So let's just leave it at that particular that's one option. It's pretty low effort, but I think kind of low impact to doesn't get you a whole lot

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03:38:47.040 --> 03:38:52.290

Chris Wierzbicki: Other thing you could do is you could match this response to council member and Osiris question. So this is

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03:38:52.920 --> 03:39:01.740

Chris Wierzbicki: You could match the non motorized level of service type ology that we have right now right in our comp plan, you could match that up to the sustainable transportation plan when it's done.

1597

03:39:02.610 --> 03:39:14.760

Chris Wierzbicki: So you'd have a more intricate analysis of what that type ology is supposed to be for different roads, maybe even break it down by different segments of individual roads as opposed to just whether they're collectors or materials.

1598

03:39:15.660 --> 03:39:19.350

Chris Wierzbicki: You'd get end up getting different front edge and different site on site requirements.

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03:39:20.070 --> 03:39:34.170

Chris Wierzbicki: And you'd have also a different scope for any city funded projects do this, we, we go out and build a project and we would have to try to meet that type ology on those roads. This is kind of a medium effort. And I think also about a medium return as well.

1600

03:39:35.880 --> 03:39:44.880

Chris Wierzbicki: Last thing with level service you can do is against COUNCILMEMBER new stars question, you can change to a multi modal measurement right you can measure something else other than vehicles.

1601

03:39:46.260 --> 03:39:51.990

Chris Wierzbicki: GMA doesn't say you have to use vehicle level services. It says, you just have to measure level service. So you could move to

1602

03:39:52.740 --> 03:40:03.780

Chris Wierzbicki: The quality of the environment of the quality of the non motorized environment. You can move to what some cities have looked at his system non motorized system or multimodal system completion.

1603

03:40:04.710 --> 03:40:17.850

Chris Wierzbicki: Like a percentage of how much of that system is complete in different zones of the island. So let's say you broke the island up into 10 zones and one zone had a million dollars worth of projects and none of them are done. Well, you might be able to measure.

1604

03:40:20.100 --> 03:40:26.880

Chris Wierzbicki: The system completion there and and basically create a level of service that says when that gets the, you know, it's going to be a

1605

03:40:28.440 --> 03:40:38.040

Chris Wierzbicki: Higher level of standard how higher level service when we've got a half a million dollars of those projects built in that zone and you would use the STP for that effort. Right. You can build on the STP to do that.

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03:40:39.150 --> 03:40:46.560

Chris Wierzbicki: But it would be a separate kind of data driven project to change our level of service to multimodal it's a definitely an effort

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03:40:46.980 --> 03:40:58.020

Chris Wierzbicki: To do that, that's separate from anything we're doing out, and I think it's sizable one I've talked to some other communities about what it takes to do that. And it's we'd have to invest some time and money in it, but I think you'd have a good impact to

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03:41:00.240 --> 03:41:06.240

Chris Wierzbicki: So on concurrency, you could raise the thresholds for when development needs to analyze traffic. This kind of gets the council member

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03:41:07.650 --> 03:41:20.190

Chris Wierzbicki: Cars question right, you can maybe you can add other permit types to the list. Or you could lower it to, if we're not anything that's 50 trips. Overall, you can lower to anything that provides you know anything that's 30 trips or less.

1610

03:41:22.320 --> 03:41:25.860

Chris Wierzbicki: You could make it harder for developments to pass that test now.

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03:41:28.320 --> 03:41:30.720

Chris Wierzbicki: It's possible that some projects will downsize because

1612

03:41:32.160 --> 03:41:36.450

Chris Wierzbicki: You're going to make it harder and more expensive for some of those projects to go through

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03:41:37.200 --> 03:41:45.060

Chris Wierzbicki: It's also going to make it more difficult for the city meets comp plan goals, right, because part of that plan part of the comp plan is that we want to have growth in certain areas. We don't want to necessarily

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03:41:45.420 --> 03:41:55.020

Chris Wierzbicki: restrict growth in the areas where we've planned to have it because we've set our thresholds for transportation concurrency too low or too high, and they can't meet it.

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03:41:55.710 --> 03:42:01.380

Chris Wierzbicki: So there's a bit of a rub there as well so low effort. But again, I'm not really sure what the impacts of that would be.

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03:42:03.780 --> 03:42:10.140

Chris Wierzbicki: And this is related to level of service. So remember I said that level service and the comp plan for the city's perspective of measuring things

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03:42:10.470 --> 03:42:23.130

Chris Wierzbicki: also relates to development. So if you change the level of service and the way that you measure level service to be multimodal, you have to change your concurrency plan to because they're interrelated. They have to speak to each other. And so you'd have to rejigger our

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03:42:24.150 --> 03:42:38.670

Chris Wierzbicki: Concurrency system to match whatever you pick for level of service and your frontage improvements would then potentially match what was in the stamp transportation plan, you might end up being able to have mitigation beyond just the front edge if if you do these two things right.

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03:42:39.780 --> 03:42:40.980

Chris Wierzbicki: But again, a big effort.

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03:42:42.090 --> 03:42:47.220

Chris Wierzbicki: And maybe kind of immediate impact. And I'll talk about that in a minute. We're almost done with this section.

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03:42:48.330 --> 03:42:55.980

Chris Wierzbicki: Lastly, in terms of recommendations. So on the transportation impact fee. I think it makes a lot of sense to update this once the STP is done.

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03:42:57.150 --> 03:42:57.840

Chris Wierzbicki: Because

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03:42:59.370 --> 03:43:06.360

Chris Wierzbicki: We've got projects on the list. Now, there's a lot of them are completed so it makes a lot of sense to update this especially when we've got a new slate of projects.

1624

03:43:07.740 --> 03:43:11.130

Chris Wierzbicki: Pretty Sizable effort, but I think it's something that we have to do essentially

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03:43:12.570 --> 03:43:21.900

Chris Wierzbicki: So, so here's here's all the different things that I was talking about in kind of level of effort, right. So actually, I'm just going to skip to this next slide because I think we've already kind of covered some of this.

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03:43:22.500 --> 03:43:23.850

Joe Deets: So to Chris

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03:43:24.090 --> 03:43:31.860

Chris Wierzbicki: Yeah, so this is the last slide. So in terms of in terms of effort and just some, some of my high level recommendations here.

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03:43:32.340 --> 03:43:48.240

Chris Wierzbicki: Again, you could accept lower level service for cars. I don't think that's necessarily good policy, it's not really related to multimodal it's, you know, do we really want to be just a city that has a potentially really low standards for for vehicle level service. I don't know.

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03:43:49.410 --> 03:43:55.110

Chris Wierzbicki: We could raise thresholds for concurrency. I think that you will have some unintended consequences potentially there, you may have

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03:43:55.800 --> 03:44:02.580

Chris Wierzbicki: Some uses like retail uses and tenant improvements for existing facilities that have more than 50 trips, but then are really

1631

03:44:03.060 --> 03:44:13.020

Chris Wierzbicki: Basically small investments for the people who are going to make those improvements, but then they have to pay major fees to meet their concurrency requirements and I think you're going to have a rub. If you do that,

1632

03:44:14.640 --> 03:44:28.380

Chris Wierzbicki: Now, in terms of level of service. I think matching what I said the technology that's in the plan now to whatever the STP comes out with. I think that's a good idea. It's pretty low effort we can build upon the low on the sustainable transportation plan.

1633

03:44:29.460 --> 03:44:31.260

Chris Wierzbicki: And we can do it once that plan is finished.

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03:44:32.640 --> 03:44:34.290

Chris Wierzbicki: And it turns to the traffic impact fee.

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03:44:35.340 --> 03:44:41.130

Chris Wierzbicki: We basically we have to do this at some point the projects will be done. We're very close to that right now.

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03:44:41.520 --> 03:44:54.960

Chris Wierzbicki: So it's a big effort, but we have to update. If we want to keep our transportation impact fees, even if they're at the rate we have today, we're going to have to update it. So we should plan on doing that at some point after the STP is done again and use that as the basis for it.

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03:44:56.460 --> 03:45:12.150

Chris Wierzbicki: And then lastly, and this is, I think, where the Council really was interested in maybe going is do we want to change our levels of service to measure something other than vehicles, right. So that would be the measurements tool we use plus updating our concurrency program to match that.

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03:45:13.440 --> 03:45:28.410

Chris Wierzbicki: This makes this makes sense. I think it aligns with the values that we that we share about transportation. But like I said, this is a pretty sizable effort to try to figure out how to develop an our own unique measurement tool for multimodal level service.

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03:45:29.880 --> 03:45:42.450

Chris Wierzbicki: We have we're gearing the sustainable transportation plan towards setting the foundation for that. But there's another body of work that's required in order to change those two programs over into something that is different from what we have

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03:45:43.770 --> 03:45:53.220

Chris Wierzbicki: And I'll leave you with this, which is I'm not entirely sure that changing that multimodal changing to multimodal level service will get us a lot more improvements.

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03:45:53.850 --> 03:46:04.020

Chris Wierzbicki: I just don't know. I've talked to some other communities about what they've done. And there's kind of mixed results on whether changing to multimodal really

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03:46:04.440 --> 03:46:19.110

Chris Wierzbicki: Has a significantly different impact or a different impact on the ground and what we're getting today. And part of that is comes back to this is like planner speak is this nexus and proportionality issue so particular development.

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03:46:20.280 --> 03:46:27.360

Chris Wierzbicki: Can only really provide improvements that have a nexus to the to that development itself. Right, so they're related to the development

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03:46:27.870 --> 03:46:31.140

Chris Wierzbicki: And they're proportional to the impact of that developments happening.

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03:46:31.800 --> 03:46:45.900

Chris Wierzbicki: And that nexus and proportionality issue comes up a lot when you're trying to extract mitigation, particularly for transportation issues from developers who are building projects and I don't know how much that changes if you move to a multimodal level of service.

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03:46:47.100 --> 03:46:59.670

Chris Wierzbicki: And that's part of the reason why I say it's a big effort because I think trying to crack that nut of being able to ask for and receive more than what we're getting. Now, which is basically just frontage improvements is going to be tricky.

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03:47:01.110 --> 03:47:15.960

Chris Wierzbicki: So we should plan on on if we want to do that. Some, some resources to do that at some time. So I've talked a lot, but it sounds like you've been grasping what I'm, what I'm putting out here. So thank you for your attention. Happy to answer any other questions.

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03:47:16.590 --> 03:47:19.950

Joe Deets: Thank you, Chris. Councilmember Nessa has her hand up.

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03:47:20.670 --> 03:47:21.390

Rasham Nassar: Yes, thank you.

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03:47:22.470 --> 03:47:31.560

Rasham Nassar: Thanks for for making sense of her really complicated subject. I've been looking forward to this conversation for a long time. So glad we're having it.

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03:47:32.520 --> 03:47:38.490

Rasham Nassar: In terms of options for consideration. I'm leaning towards concurrency aligns with city wide values.

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03:47:39.210 --> 03:47:48.120

Rasham Nassar: High effort and uncertain results. I say that, knowing that a lot of analysis and consideration is going to be needed, as we start down that path I do see

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03:47:48.750 --> 03:48:00.000

Rasham Nassar: thinking in terms of like a promo abroad goal perspective and you know we've committed to some really strong and ambitious emissions reductions goals.

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03:48:00.330 --> 03:48:00.870

By

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03:48:03.240 --> 03:48:18.270

Rasham Nassar: That ties into our climate action plan sustainable transportation plan is all about moving people out of cars and into other modes of transit again aligned with our emissions goals so that it makes sense that

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03:48:18.750 --> 03:48:34.110

Rasham Nassar: The nature in which we permit projects through concurrency and levels of service would also kind of follow that trend so that it would it would, at least not hinder but would help and assist the other efforts in those other areas.

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03:48:34.680 --> 03:48:52.590

Rasham Nassar: And I wonder if you've looked into the city of Bellingham, I know that they have a very progressive approach to bike and non motorized levels of service and as well as measuring for concurrency for those motor so

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03:48:53.160 --> 03:49:10.230

Chris Wierzbicki: I spoke to Bellingham, and here's a really interesting tidbit about billing EMS program is that concurrency, like I said, it's really about your land use plan. Right. It's about ensuring consistency and ensuring that projects don't cause a problem for your standards.

1659

03:49:11.250 --> 03:49:23.820

Chris Wierzbicki: That are that you've got outlined in your land use plan and Bellingham, the reason why they created their multi multi modal level of service is because they wanted to focus the development that they were getting into their downtown

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03:49:25.230 --> 03:49:30.150

Chris Wierzbicki: They didn't want development, out, in, out, in, it into handling in the hinterlands they wanted it in the core

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03:49:30.990 --> 03:49:38.520

Chris Wierzbicki: And nor and projects weren't be a boring weren't able to meet the concurrency tests because there's traffic downtown and everyone's like, well,

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03:49:39.030 --> 03:49:47.700

Chris Wierzbicki: I want, I want to build. I want to redevelop downtown, but I can't afford the mitigation for transportation. Because all your intersections are an F.

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03:49:48.390 --> 03:49:54.450

Chris Wierzbicki: And I'd have to build roundabouts into you know intersections in order to get my project approved and the city said, well,

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03:49:54.960 --> 03:50:00.330

Chris Wierzbicki: We don't want that. We want projects to go here. So let's come up with a different model that will

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03:50:00.600 --> 03:50:11.220

Chris Wierzbicki: allow those developers to take advantage of transit take advantage of sidewalks take advantage of bike lanes and other things that will allow them to build their developments there. So in a way, it's

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03:50:12.120 --> 03:50:20.460

Chris Wierzbicki: I will say it's completely different than what we're trying to do, but they had a very different goal in mind, which was to focus the development in a place where they wanted it.

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03:50:21.570 --> 03:50:34.860

Chris Wierzbicki: And they use the multi modal service to achieve that. And I think what we're trying to do is a little bit different. We're trying to build out a system in the places where we don't have it and trying to encourage development to

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03:50:36.030 --> 03:50:47.610

Chris Wierzbicki: Plan for more multimodal trips and build a system that exists for them to use it and to rely on it outside the core is within the core. We've got a pretty good system. Right. We have a lot of sidewalks. We have a lot of blank lines. It's not complete, but

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03:50:49.620 --> 03:50:54.810

Chris Wierzbicki: Majority of what we're trying to do is out away from the core. So anyway,

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03:50:55.380 --> 03:51:03.960

Rasham Nassar: And then I had a follow up question about whether or not you've considered sweet moving from a levels of service standard to vehicle miles traveled

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03:51:04.350 --> 03:51:12.090

Chris Wierzbicki: Is that something that's a vehicle miles traveled. I think would be really better suited for a much larger jurisdictions with a lot of traffic.

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03:51:12.840 --> 03:51:23.340

Chris Wierzbicki: If you look at cities like Irvine or San Jose, California. Obviously it's moved to mandate a vehicle miles traveled analysis as a part of level of service analysis.

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03:51:23.670 --> 03:51:34.500

Chris Wierzbicki: They still use the roadway and intersection analysis as well, but just for relative purposes. You know, I think I forget which city it might have been San Jose.

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03:51:35.160 --> 03:51:42.270

Chris Wierzbicki: They don't even apply vehicle miles traveled analysis until projects have over 100 peak trips a day.

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03:51:43.050 --> 03:51:52.620

Chris Wierzbicki: Right, so we're looking at projects that are like five big trips a day. I mean, is there a really significant difference there. But I would encourage us not to move towards that in that direction.

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03:51:53.520 --> 03:51:57.750

Rasham Nassar: And real quickly if my colleagues will allow there's

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03:52:00.060 --> 03:52:10.530

Rasham Nassar: It just want to note that you talked about the classification of our roads and I just want to flag that that might be something that we want to look at and maybe reconsider especially adding

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03:52:10.890 --> 03:52:19.350

Rasham Nassar: Roadways you know we're in the more rural areas of the island where we have neighbors that want modest improvements, but not urbanized improvements, things of that nature.

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03:52:21.060 --> 03:52:28.380

Rasham Nassar: And if it's getting in the way of concurrency or potentially getting the way of LLS for non motorized and I think that we need to take that, you know, into

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03:52:29.160 --> 03:52:48.480

Rasham Nassar: Into consideration, but I want to come back to what what I recall sparked this discussion in my mind. And that was the, the proposal for the round about at New Brooklyn and sportsman club, right, because what we're really getting at is the driver behind what our public works department.

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03:52:50.490 --> 03:53:01.710

Rasham Nassar: conceives of that as solutions to enhanced traffic and flow in areas that are outside of our designated urban growth area. If you could call it that, with the Winslow core

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03:53:02.220 --> 03:53:09.660

Rasham Nassar: And I recall conversation that took place. I think recently with this council and that was that. Well, hey wait a minute, why are we investing

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03:53:10.380 --> 03:53:20.280

Rasham Nassar: staff resources time city dollars into improving the flow of traffic for motorists when all the other work we're doing everywhere else is to try and get people out of their cars.

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03:53:20.880 --> 03:53:28.950

Rasham Nassar: So I just hope that we can kind of keep that broad vision goal in mind as we think our way through LLS and I'm looking to you.

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03:53:29.220 --> 03:53:36.960

Rasham Nassar: public works director. Where's Vicki. A hopefully and and mark if if you know if you can take that into into really deep consideration.

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03:53:37.740 --> 03:53:51.810

Rasham Nassar: As we move forward in this conversation. I certainly would like to work on this in a in a pretty big and serious way. I don't know if it would fit in with the ST sustainable transportation plan or if it's an aside that Council just needs to take up and add again to a future agenda, but

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03:53:53.010 --> 03:54:03.480

Rasham Nassar: I definitely see that we need to make some changes. And we have to look at the stuff including the island wide transportation plan and pull that out of the closet. I know that that's rather hasn't been updated.

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03:54:04.050 --> 03:54:12.510

Rasham Nassar: in quite some time. Part of the STP work. So with that, all yield the floor, but thanks again. I'm really happy to have this conversation and

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03:54:12.570 --> 03:54:14.070

Joe Deets: Thank you, Mayor Schneider.

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03:54:15.360 --> 03:54:26.160

Leslie Schneider: Thank you. Actually, I'd like to follow up on COUNCILMEMBER desires question about the the the roundabout at sportsman's club, just as an example of

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03:54:27.750 --> 03:54:47.340

Leslie Schneider: How would you sort of with a Monday morning quarterbacking look at those decisions and why that was put in this tip. And what would you justify it again, or are we sort of going, how would you look back and analyze that situation now.

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03:54:49.590 --> 03:54:59.970

Chris Wierzbicki: Well, it's a little hard for me to say because I wasn't around when the origin of that project came about and the, you know, decisions that went in behind that. I'm guessing, though, that it looked like.

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03:55:01.500 --> 03:55:13.380

Chris Wierzbicki: That the levels of service at that intersection, when we looked at. Remember I said that comp plans showed level service today. And then what it was going to be in 2035 I'm guessing that if we look out at 2035 at that intersection

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03:55:14.610 --> 03:55:21.600

Chris Wierzbicki: Given certain growth patterns that that intersection was going to fall below our level of service standard for that for that area.

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03:55:22.260 --> 03:55:34.560

Chris Wierzbicki: And so staff was looking at, you know, ways to address that level of service standard and around about is one way to do that. We don't really like traffic signal. So that's really our only option to mitigate for for intersections

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03:55:35.070 --> 03:55:41.130

Chris Wierzbicki: Now what makes that intersection unique and part of the reason why I think we all decided to move away from it was because

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03:55:41.700 --> 03:55:57.300

Chris Wierzbicki: The level of the level service that we measure at intersections happens in the afternoon, right, so we've been talking about pm peak times for the most part, but the level service failure, so to speak, or that when that intersection is full. What's happening in the morning.

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03:55:57.750 --> 03:55:58.440

Chris Wierzbicki: Because of

1699

03:55:58.500 --> 03:56:09.180

Chris Wierzbicki: School traffic and other sorts of things. And that round about there really wasn't was going to address some of that I still think that there was that there would be a safety component that maybe

1700

03:56:09.690 --> 03:56:19.320

Chris Wierzbicki: improved over the selection that we did end up making but it really wasn't going to solve really a level service problem there because there was so much surging traffic.

1701

03:56:20.010 --> 03:56:31.020

Chris Wierzbicki: That it's just, it's just a hard problem to solve. There's just a lot of uses right there and a lot of traffic and around about is really not was not the right solution for that. But I mean going forward.

1702

03:56:32.490 --> 03:56:43.800

Chris Wierzbicki: I think we're in a I think in this within this let's call it this biennium. I don't think we're in it. We're certainly not in a position to where we have any of those correcting level service projects on our tip now.

1703

03:56:44.790 --> 03:56:57.540

Chris Wierzbicki: And I think, you know, within the next two years, three years, we could move to a multimodal level of service that kind of takes away our need to want to make vehicle investments in the future. Okay.

1704

03:56:57.840 --> 03:56:59.940

Leslie Schneider: Great, thank you. Okay.

1705

03:57:00.330 --> 03:57:13.350

Joe Deets: Um, let's yeah I don't see any other comments I Chris, I would you say you know the as far, it sounds like you're you're looking for some, maybe I don't know explicit policy direction at least obviously feedback but

1706

03:57:13.800 --> 03:57:20.820

Joe Deets: It seemed like you were leaning towards changing the level of service to match the sustainable transportation plan.

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03:57:22.140 --> 03:57:24.180

Joe Deets: Lower low effort good policy.

1708

03:57:25.860 --> 03:57:27.990

Joe Deets: Do you think if we did that, would that

1709

03:57:29.430 --> 03:57:38.670

Joe Deets: Be the other say start really starts to achieving some of the results that we would like to see and not get these car centric projects.

1710

03:57:40.800 --> 03:57:41.310

Joe Deets: Put in

1711

03:57:41.640 --> 03:57:54.420

Chris Wierzbicki: Yeah, so, so there's really two different things. Right. The middle item on this slide, this low effort good policy that is basically taking the comp plan type ology we have and just updating that for the for the STP.

1712

03:57:55.290 --> 03:57:55.650

Chris Wierzbicki: Which is

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03:57:55.890 --> 03:57:57.060

Chris Wierzbicki: Not a super

1714

03:57:58.650 --> 03:58:08.940

Chris Wierzbicki: High effort that the changing the level of service and moving to multimodal and change the concurrency program that's the higher effort also relying on STP, but that's a, that's a bigger effort.

1715

03:58:09.660 --> 03:58:22.290

Chris Wierzbicki: So it just in terms of what next steps. I would say we put this item on your agenda for next week because we heard from you that you wanted to have public comment. And that's a good way for us to secure an opportunity for public comment.

1716

03:58:24.030 --> 03:58:31.680

Chris Wierzbicki: I don't necessarily have in mind a direction that we need from you on this item right now or or next week, even

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03:58:32.730 --> 03:58:39.000

Chris Wierzbicki: If you wanted to you know make kind of a, what I'll call a soft motion towards you know

1718

03:58:39.540 --> 03:58:47.970

Chris Wierzbicki: Gearing the sustainable transportation plan towards moving towards a multimodal level service because he would like to eventually get there. I think that would be fine.

1719

03:58:48.960 --> 03:59:04.080

Chris Wierzbicki: I think it makes a lot of sense. If, if that's the direction you want to head in that we revisit this again kind of after the STP is about wrapped up and we have some some things to talk about. Again, I don't think, well, we have much to do in the interim, that makes sense.

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03:59:04.950 --> 03:59:10.020

Joe Deets: Yeah, I think so. So obviously this is this is a very valuable discussion.

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03:59:10.890 --> 03:59:23.670

Joe Deets: And that you said I don't recall our agenda. So this, this is going to be taking this is gonna be up next week and we'll take public comments will get that and see if we can fold this work in with the sustainable transportation plan.

1722

03:59:25.020 --> 03:59:26.280

Joe Deets: Okay. Councilmember Nessa

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03:59:27.120 --> 03:59:33.450

Rasham Nassar: Yes, thank you for allowing me to speak. Third time W merits. I'll make it brief. Um, you mentioned

1724

03:59:34.200 --> 03:59:38.760

Rasham Nassar: public works director. Where's Vicki that we don't have CFP funding for this.

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03:59:39.090 --> 03:59:49.680

Rasham Nassar: And I would I would, I would be happy to argue in favor of adding tip funding for this project. It was actually a council priority in 2018 but didn't gain any traction. And then, of course, you got the pandemic.

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03:59:50.280 --> 03:59:58.200

Rasham Nassar: And now that the STP is underway. My, my concern is that it's just going to be pushed off if we're going to wait for completion of the STP, and not make any real

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03:59:59.520 --> 04:00:15.570

Rasham Nassar: Traction and momentum on this and it's just going to fall, you know, fall off level of priorities again. So is there any. Is there any way to. I mean, is it possible that this work can happen in tandem with the STP, and

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04:00:15.630 --> 04:00:23.880

Rasham Nassar: Work is Jennifer, you know, aware of that. Is it on their radar. I was told that it was by conversation separately so

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04:00:24.450 --> 04:00:31.320

Chris Wierzbicki: Yeah, so I can respond to that. So first of all what I was saying about this tip was that we don't have any projects that are really addressing vehicle level of service.

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04:00:32.160 --> 04:00:42.030

Chris Wierzbicki: capital improvements in this tip if we were to work on this on a multimodal level service that would be an operational expense, not as tip expense. So we can do that outside this tip.

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04:00:43.380 --> 04:00:44.070

Chris Wierzbicki: I would say that

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04:00:45.420 --> 04:00:53.670

Chris Wierzbicki: My preference would be that we wait a little longer until the STP gets a little farther along, you're going to have another discussion as a part of the STP that addresses.

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04:00:54.240 --> 04:00:59.280

Chris Wierzbicki: The programmatic options. So you have like a project options right and then you have program programs.

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04:00:59.790 --> 04:01:11.850

Chris Wierzbicki: This level of service fits into the programmatic options. It fits into the funding of conversation about how we're going to get the projects built and where the money is going to come from. So I would say that if you want to

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04:01:13.110 --> 04:01:14.910

Chris Wierzbicki: Focus some resources on

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04:01:16.860 --> 04:01:23.250

Chris Wierzbicki: Doing a multimodal mobile service exercise, but that's the place where it's kind of come up again in six months. And you can say, oh, this is

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04:01:24.300 --> 04:01:29.490

Chris Wierzbicki: This is the thing I was interested in. It's on the list. I want to you know move forward with with

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04:01:30.600 --> 04:01:32.670

Chris Wierzbicki: taking some action on it. Does that make sense.

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04:01:34.440 --> 04:01:40.440

Mark Epstein: So as the person is managing the budget on that project. I will like to just chime in that there isn't.

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04:01:41.520 --> 04:01:54.930

Mark Epstein: A scope of work or budget item for an in depth dive on level of service as part of the STP, we are going to discuss it and how it might fit in wanting to get to the programs and policies phase, but just be aware. Yeah, it'll

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04:01:54.960 --> 04:02:00.570

Chris Wierzbicki: Be pretty high, it'll be pretty high level, but it is going to kind of come back into the conversation again when we get closer to the end.

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04:02:02.490 --> 04:02:04.650

Rasham Nassar: Okay, and we're going to have us on our agenda next week.

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04:02:05.670 --> 04:02:07.620

Chris Wierzbicki: It will be yeses. Okay, great.

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04:02:08.640 --> 04:02:15.390

Joe Deets: Okay, well thank you are our allocation is just about up. Does anyone have any

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04:02:16.830 --> 04:02:19.830

Joe Deets: Final comments or was this a wrap.

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04:02:22.380 --> 04:02:31.050

Joe Deets: Okay, I don't see any more questions, Chris. Thank you so much. And I'm Mark as well so very helpful helpful discussion.

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04:02:31.830 --> 04:02:32.520

Chris Wierzbicki: Thank you cancel.

1748

04:02:34.410 --> 04:02:34.770

Joe Deets: Okay.

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04:02:37.650 --> 04:02:47.700

Joe Deets: Okay, moving on. Next item is 70 because we skipped seven. See if you recall update from joint city council and planning commission land use subcommittee.

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04:02:49.920 --> 04:02:50.970

Joe Deets: Who would like to lead on that.

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04:02:53.970 --> 04:02:59.190

Christy Carr: I'm happy to give my colleagues, the opportunity to provide you with an update or I can go ahead and do that.

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04:03:00.870 --> 04:03:02.100

Christy Carr: Don't have much of an update.

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04:03:04.380 --> 04:03:13.890

Christy Carr: We met yesterday actually had a really good meeting we focused on table 1809 which is a table of permitted uses in our zoning code.

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04:03:14.640 --> 04:03:29.580

Christy Carr: And we focused on permitted and conditionally uses that may be inconsistent with the comprehensive plan. So essentially trying to identify those surprises that may be allowed. Now, either via outright permitted use or conditional use

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04:03:30.660 --> 04:03:43.230

Christy Carr: And like the last bit of work that we did, we identified items that can easily and quickly be changed or addressed, and then others that may take more thinking and or require a council policy direction.

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04:03:44.970 --> 04:03:48.990

Christy Carr: So we're going to meet again on Monday, and we'll continue going through that table.

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04:03:50.970 --> 04:03:53.130

Christy Carr: And that's about the update

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04:03:54.780 --> 04:03:56.370

Christy Carr: Happy to answer questions or

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04:04:00.300 --> 04:04:01.020

Joe Deets: Mayor Schneider.

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04:04:02.790 --> 04:04:06.360

Leslie Schneider: Thank you. Alright. Councilmember car you were going to help me out here.

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04:04:07.320 --> 04:04:14.400

Leslie Schneider: Because I told you I would bring something up, and I had it really clear in my head, but I was going to bring up and now it's not quite so clear.

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04:04:14.940 --> 04:04:30.450

Leslie Schneider: But to give my colleagues, a little bit background as the DMV liaison, we have started to have an interesting conversation about affordable housing and its relationship to the DR B's responsibility for the

1763

04:04:31.470 --> 04:04:37.770

Leslie Schneider: For the design for Bainbridge for enforcing those standards and so

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04:04:39.750 --> 04:04:42.630

Leslie Schneider: In a, in a conversation with council member car.

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04:04:44.760 --> 04:04:51.750

Leslie Schneider: And I've kind of said this to the Dr. Be like, maybe we need to have some Council input to what the

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04:04:52.770 --> 04:04:59.340

Leslie Schneider: To sort of how the DMV could look at the design for Bainbridge in the context of affordable housing and

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04:05:01.320 --> 04:05:17.460

Leslie Schneider: And so come up with the appropriate balance so COUNCILMEMBER card. Do you want to put words in my mouth, but the the towards what we had discussed in and how your subcommittee might take up this conversation to give recommendations to counsel.

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04:05:18.870 --> 04:05:27.780

Christy Carr: Sure. I think the the reason why you brought it up is because I would like to stay kind of on the track that we've been where the joint subcommittee takes

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04:05:28.440 --> 04:05:34.470

Christy Carr: Direction from the full council in terms of what it considers I think that the topic that

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04:05:35.010 --> 04:05:45.510

Christy Carr: COUNCILMEMBER mayor Schneider has brought up is that currently is related to our work because it's related to kind of have a suite of land use issues and affordable housing.

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04:05:46.170 --> 04:05:56.250

Christy Carr: Tools and we currently have a set of design, design guidelines, which is called design for Bainbridge, and it doesn't differentiate by project type in terms of whether or not

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04:05:56.820 --> 04:06:06.870

Christy Carr: They need to be followed, or that, for example, and affordable housing project to get more departures as they're called, or exceptions from the design guidelines than any other project.

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04:06:07.200 --> 04:06:21.990

Christy Carr: And so if counts. If that's something that the Council would be interested in exploring, then I think that that's something that our joint subcommittee is well positioned to discuss some provide a recommendation for the full Council to consider. Perfect. Thank you.

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04:06:22.740 --> 04:06:23.130

Okay.

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04:06:24.900 --> 04:06:29.010

Joe Deets: Well, I guess. Sounds like a great idea of customer Pollock.

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04:06:31.920 --> 04:06:42.450

Michael Pollock: Yeah I would support that as well. I just wanted to add to the comments in terms of what we grapple with. It was a very productive meeting.

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04:06:44.100 --> 04:06:45.150

Michael Pollock: What we really

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04:06:48.570 --> 04:07:00.750

Michael Pollock: I just talked about, really, is this table and I'm pointing this out because I think having other council members understand sort of what the challenges are with our land use code is important.

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04:07:01.890 --> 04:07:14.760

Michael Pollock: And so we have table 1809 little land use table and then in the embedded in that table on the far right is what our views specific standards.

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04:07:15.210 --> 04:07:31.620

Michael Pollock: And land use table is divided up by zones and in each zone. There's either it's either in general sense of either a there's a bunch of land use options. It's either a permitted use or a conditional years. And so in that

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04:07:32.400 --> 04:07:42.330

Michael Pollock: Each row of a particular use and those columns are all the different zones and you'll have a p for permanent or C for conditional use

1782

04:07:43.110 --> 04:07:54.660

Michael Pollock: Which seems straightforward ish or is prohibited all together. But what seems straightforward. It's just not quite so because you have use specific standards and in the context of

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04:07:55.110 --> 04:08:02.580

Michael Pollock: Conditional use permits, you have to look at those use specific standards to understand what can be allowed, and that's

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04:08:02.940 --> 04:08:12.030

Michael Pollock: The Planning Commission really walk us through this and pointed out that that's really kind of where the rubber meets the road is as for those what those use specific standards are

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04:08:12.990 --> 04:08:19.170

Michael Pollock: In the context of both conditional uses and turn it in uses. And then finally, the other

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04:08:19.620 --> 04:08:31.500

Michael Pollock: So there's the land use table. There's they use specific standards. And then the third component of that kind of fits together because this is really the heart of our land use decision making.

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04:08:31.920 --> 04:08:42.450

Michael Pollock: Is the definitions and and of various things like we talked about agricultural processing. As an example, and sometimes that stuff is

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04:08:42.930 --> 04:08:54.840

Michael Pollock: The terminology is defined. Other times it's not, but the task before sort of us are really, we want to force it off to the planning commission. I think ultimately is

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04:08:55.650 --> 04:09:09.060

Michael Pollock: To take a look at their some 70 plus lamb uses and to look at them and say, Are they properly defined and what are they use specific standards are they, where we want them to be. And then

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04:09:09.510 --> 04:09:17.670

Michael Pollock: In the table. Shouldn't be a conditional use or a permanent views so there's there's a lot of work to do here, and I think

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04:09:18.690 --> 04:09:29.370

Michael Pollock: I'll just, I think it was built Chester said basically what millennium. Do we want to finish this up. And so, you know, there is a bit of a triage right

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04:09:30.540 --> 04:09:35.760

Michael Pollock: Can we go through this. And that's sort of the task we were looking at is, can we go through this and find

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04:09:36.870 --> 04:09:44.070

Michael Pollock: Things that are that are problematic or poorly defined and do it in a way that we don't just get bogged down

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04:09:46.620 --> 04:10:02.250

Michael Pollock: Trying out and going through it line by line and looking at those three components. So anyway, it's kind of, it's really sort of exciting. I think it's fun, in a way, but it's also very time consuming and you have to figure out a way to kind of

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04:10:03.840 --> 04:10:23.220

Michael Pollock: Be mindful of time as well. So anyway, I just kind of wanted to point that out to the other council members on it slow at dollars 10 o'clock, but it's, it really is the heart of our land use code. So it's worth understanding that those three components. If you're interested in this.

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04:10:25.140 --> 04:10:27.720

Joe Deets: Thank you. Councilmember head topless.

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04:10:28.140 --> 04:10:33.690

Kirsten Hytopoulos: Um, yeah, I just want to understand what, how would it be handling this this Dr. B or shoe. So to be clear,

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04:10:34.230 --> 04:10:46.500

Kirsten Hytopoulos: Yeah, I think that that we need to the ultimate outcome needs to be that we, that we should be somehow able to flex the design standards for affordable projects.

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04:10:47.400 --> 04:10:56.250

Kirsten Hytopoulos: That seems kind of simple. So what would how would this come to us as the subcommittee. What would, what work would we do that would then go. This seems like

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04:10:56.820 --> 04:11:09.180

Kirsten Hytopoulos: Like actually a simple direction from council to the Dr. Be there the design professionals to say for us to say from council to Dr. Be you need to come up with a way to flex

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04:11:10.290 --> 04:11:18.090

Kirsten Hytopoulos: Your guidelines, you need to adjust the guidelines or be prepared to flex the guidelines for formal projects, period.

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04:11:18.570 --> 04:11:31.590

Kirsten Hytopoulos: rather than there being an interim it fills up we're going to bounce, bounce, bounce right like because I don't think that we at the subcommittee level have any expertise to be doing any any recommendations. So I guess I need to understand what are we going to do

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04:11:32.760 --> 04:11:34.020

Kirsten Hytopoulos: At the subcommittee level.

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04:11:35.850 --> 04:11:36.870

Kirsten Hytopoulos: Does that make sense.

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04:11:37.350 --> 04:11:45.480

Joe Deets: I think so. Is it me, would it be the question is the question originally was coming to the subcommittee as to what

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04:11:46.800 --> 04:12:00.990

Joe Deets: Design Standards perhaps could be loosened under affordable housing and at your, your, your suggestion which is a good one is, well, what does the Dr. Be. Do they have this is their expertise. Do they have some insights as to what could be

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04:12:02.130 --> 04:12:12.090

Kirsten Hytopoulos: Right. To me, the high level policy question is, does the Council feel that it's appropriate that some design guidelines be flexed, in the name of affordable housing to make

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04:12:12.510 --> 04:12:19.320

Kirsten Hytopoulos: It, you know, and so, yes. And here we are, we are the Council, we were saying that if we were down in the Subcommittee, the subcommittee might tell

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04:12:19.590 --> 04:12:35.310

Kirsten Hytopoulos: Might suggest to the Council that the Council say that the next step is to the DR be Dr. Be please decide where you imagine that those, those, those flexes might happen. Does that make sense. And I don't really know that there is a role for the subcommittee.

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04:12:36.000 --> 04:12:37.080

Joe Deets: Okay, I'm

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04:12:37.890 --> 04:12:43.830

Kirsten Hytopoulos: Looking to Christie and what do you think, do what do we have a role there for this upcoming at this point, or is it ready to go at this point.

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04:12:43.830 --> 04:12:44.040

Kirsten Hytopoulos: From

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04:12:44.070 --> 04:12:46.740

Kirsten Hytopoulos: Us as the Council to the to the DMV at this point.

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04:12:47.820 --> 04:12:49.020

Christy Carr: Well, I don't know that.

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04:12:49.470 --> 04:13:01.440

Christy Carr: The full Council will be ready tonight to to give that direction to the DMV. I mean, if they are, then that's one thing. If they aren't, then I think the role of the subcommittee would be to make a recommendation to the Council on that.

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04:13:01.830 --> 04:13:14.340

Christy Carr: I think that there might be some sort of framing that the subcommittee could do related to affordable housing as we're discussing it in the greater context of

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04:13:15.000 --> 04:13:32.310

Christy Carr: The land use issues were also discussing. So yeah, I get that. The Dr. B are experts on our design guidelines and some of them are architects, but I think that there's, it's definitely I think a policy decision by the Council to direct the Dr. B. To do to do that work.

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04:13:32.580 --> 04:13:38.700

Kirsten Hytopoulos: And maybe what I'm doing what I'm guessing is that this may be something that the Council instinctively will get that

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04:13:39.330 --> 04:13:52.170

Kirsten Hytopoulos: That it and then maybe already sensing that they may instinctively get that we had the whole body may instinctively get that. Yeah, if, if there is there's cost issues and design guidelines.

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04:13:53.190 --> 04:14:05.910

Kirsten Hytopoulos: That would that could be flex to make a project more affordable that that we're open to it. Maybe we shouldn't talk about this now, but I just don't know that there's a lot to discuss at the subcommittee level. So I'm just wondering what are, what are, what are

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04:14:07.470 --> 04:14:10.710

Kirsten Hytopoulos: We're sorry you guys, I'm not feeling well tonight. He's even notice.

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04:14:13.860 --> 04:14:20.370

Kirsten Hytopoulos: But I just not sure that we have, we're going to walk away with marching orders. I know this marching order to be because it just seems sort of obvious to me.

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04:14:20.730 --> 04:14:22.530

Joe Deets: So councilman Nessa

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04:14:23.250 --> 04:14:33.840

Rasham Nassar: Yeah, so, um, I like the suggestion I think that we could empower the Dr. B to give us their preliminary recommendation. Let's see what they can come up with.

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04:14:34.470 --> 04:14:44.070

Rasham Nassar: I'm interested in learning from them. They are the experts. I think that body of work belongs with the Dr. B. And I'm perfectly comfortable tasking them to come back with counsel with a list of recommendations.

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04:14:45.150 --> 04:14:54.030

Rasham Nassar: And I would I would trust them to do that. So if we need a motion to do that tonight. I'd be happy to make it. Otherwise, it's just a head nod to the mayor to bring that information back to the Dr. B.

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04:14:57.840 --> 04:15:10.590

Joe Deets: So the idea is, is to ask to ask Dr. B. And then, again, this is we're assuming, and I think that this is good to us that we would we lack some rules for affordable housing that's

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04:15:11.070 --> 04:15:11.670

Rasham Nassar: Design, guys.

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04:15:12.270 --> 04:15:12.600

Joe Deets: Will be

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04:15:13.980 --> 04:15:14.190

Rasham Nassar: There.

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04:15:14.730 --> 04:15:22.260

Rasham Nassar: Were more. It's more like an exploratory we're I think we're in more of an exploratory phase. It sounds like a Dr. B has already given thought to this so

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04:15:22.650 --> 04:15:27.000

Rasham Nassar: I would just be interested to hear from them and maybe it's a joint meeting where we have the chair co chair.

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04:15:27.300 --> 04:15:33.600

Rasham Nassar: Of the GRB come to the Council and present, we could start to talk about it as a committee as a whole if that report back belongs

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04:15:33.990 --> 04:15:45.030

Rasham Nassar: With a subcommittee, then that's fine too but I the mayor is asking for direction. Dr. B wants formal authorization from the Council to begin to explore that body of work and I don't see any reason why we shouldn't give them that.

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04:15:45.330 --> 04:15:51.000

Kirsten Hytopoulos: And I'm not sure the Dr. B has explored. I think we're saying that I think the issues come up

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04:15:51.630 --> 04:15:57.600

Kirsten Hytopoulos: From outside that and I guess what I'm saying is, they're the experts, we would I'm defeated them as the experts on design.

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04:15:57.900 --> 04:16:05.010

Kirsten Hytopoulos: If we take this to Planning Commission and Council subcommittee where the high policymakers in the, in the end, the

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04:16:05.520 --> 04:16:13.170

Kirsten Hytopoulos: You know the keepers of the code, not the design part of code. And if we're if we're if there's consensus on Council.

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04:16:13.560 --> 04:16:33.390

Kirsten Hytopoulos: That it makes sense to us as a policy that we're open as a policy to flexing design, we turn to the design professionals to decide to give us feedback on what parts of the design guidelines, they feel comfortable flexing rather than us proposing the homes so

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04:16:33.840 --> 04:16:36.360

Joe Deets: Okay, thank you, city manager had her hand up.

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04:16:43.950 --> 04:17:01.920

Morgan Smith: Sorry, I just would encourage council. This is actually a somewhat significant decision not not that it's a final decision, but that you're articulating a request to the DR be for them to spend time and work on developing a recommendation for how design guidelines might be

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04:17:02.940 --> 04:17:10.320

Morgan Smith: Different for different kinds of projects and there's probably some planning staff support that would be useful in there's probably some legal support that would be needed.

1843

04:17:10.800 --> 04:17:18.480

Morgan Smith: So if you're going to move forward on this. I have a couple of suggestions. One is I would definitely encourage you to make a motion. So there's easy for folks to understand

1844

04:17:18.930 --> 04:17:32.430

Morgan Smith: And secondly, you might consider doing that. Not tonight in the context of this update from the joint subcommittee but added to a future business meeting and be prepared to give it a little more thought and discussion and then move ahead with it. Okay.

1845

04:17:32.970 --> 04:17:33.390

Joe Deets: Thank you.

1846

04:17:33.510 --> 04:17:34.800

Joe Deets: Um, Mayor Schneider.

1847

04:17:37.860 --> 04:17:44.640

Leslie Schneider: I think that sounds good. I think what COUNCILMEMBER car and I were talking about is sort of weighing the

1848

04:17:45.900 --> 04:17:50.820

Leslie Schneider: The options for departures and so um

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04:17:52.770 --> 04:17:55.440

Leslie Schneider: I think the thing to think about.

1850

04:17:56.310 --> 04:18:09.330

Leslie Schneider: We, we were thinking that the subcommittee could do the thinking. But I agree that it could just come back to counsel and we could just make that that policy recommendation directly. So I guess this goes on a future agenda, then to

1851

04:18:10.200 --> 04:18:18.210

Leslie Schneider: To provide a little bit more time to talk about it and then create emotion and get staff involved.

1852

04:18:20.910 --> 04:18:21.480

Leslie Schneider: So,

1853

04:18:23.070 --> 04:18:29.400

Leslie Schneider: I think going forward. We'll just plan to put this on a on a future agenda item and then we'll come out of it with

1854

04:18:31.020 --> 04:18:36.000

Leslie Schneider: A recommendation that would involve staff. I'm going to say that. And then someone can disagree with me.

1855

04:18:37.290 --> 04:18:38.940

Joe Deets: Thank you. Councilmember car.

1856

04:18:40.980 --> 04:18:51.240

Joe Deets: No. Oh no. Okay. All right. Does it is that does that sound sufficient that we we bring this up in another meeting to discuss

1857

04:18:52.980 --> 04:18:56.010

Joe Deets: in a little more detail and then give us some time to think about it.

1858

04:18:57.900 --> 04:19:03.210

Leslie Schneider: Right. I think that was the city managers suggestion and I'm happy to do that.

1859

04:19:04.080 --> 04:19:07.320

Joe Deets: Okay, so we don't need to make a motion for that. No. Okay.

1860

04:19:08.790 --> 04:19:11.490

Joe Deets: Okay. Any other discussion on this.

1861

04:19:13.200 --> 04:19:13.470

Okay.

1862

04:19:14.490 --> 04:19:14.760

Kirsten Hytopoulos: Okay.

1863

04:19:15.000 --> 04:19:18.210

Joe Deets: Thank you. Um, we will move on to

1864

04:19:19.620 --> 04:19:35.730

Joe Deets: New Business Item eight, a our part and treat you. And it's option to consider for lots less than 12,500 square feet and there are one or two and our 0.4 zoning districts and who is leading us on that.

1865

04:19:36.390 --> 04:19:45.150

Heather Wright: Good evening Council Heather, right, Director of Planning, I will be leading the conversation, but you may see that Nick Snyder or arborist is also with this this evening.

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04:19:45.570 --> 04:19:54.570

Heather Wright: He's available to help answer any technical questions you have. I do have a brief presentation and as you know this conversation was requested by Council.

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04:19:54.990 --> 04:20:02.340

Heather Wright: It was sparked by a recent clearing activity on to lots that are located in the R1 zoning district off of Olympic the drive.

1868

04:20:02.970 --> 04:20:08.160

Heather Wright: And my purpose of this discussion tonight is to make sure that you understand the regulations that are in place.

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04:20:08.580 --> 04:20:16.350

Heather Wright: And to give you enough information to think about how you may want to guide future regulations to potentially prevent such a clearing from occurring.

1870

04:20:17.250 --> 04:20:28.590

Heather Wright: So I have for you and the legislative history that I'll be presenting, I will also provide you some information which was included in your packet on the amount of lots that could potentially be impacted.

1871

04:20:29.070 --> 04:20:40.200

Heather Wright: And I would also like to receive your input, because the timing of this in some ways is good in the sense that we are currently working on trend vegetation regulation amendments and we are

1872

04:20:40.710 --> 04:20:52.590

Heather Wright: In the process of doing that and having follow up conversations with our planning commission, so we can plug in any suggestions that you may have, which would eventually come back to you as a future ordinance.

1873

04:20:54.060 --> 04:21:00.240

Heather Wright: So to catch you up on the legislative history, as many of you are aware and participated in and

1874

04:21:01.320 --> 04:21:08.100

Heather Wright: We updated our critical areas chapter and we added a new chapter called the aqua for recharge area.

1875

04:21:08.460 --> 04:21:16.500

Heather Wright: And under that chapter, if they saw is required. And that's when you're developing over a certain threshold or redeveloping requires a star.

1876

04:21:16.890 --> 04:21:23.190

Heather Wright: When a star is triggered, then you're also required to designate an orphan and in ARPA is required to

1877

04:21:23.850 --> 04:21:36.900

Heather Wright: Preserve or set aside 65% of the existing native vegetation on a lot up to 65%. So just to give you a quick, real life example, if you had a lot that was 100,000 square feet in size.

1878

04:21:37.200 --> 04:21:45.390

Heather Wright: And the R1, excuse me, the R 0.4 zoning district is completely wooded you wanted to build a home about 2000 square feet.

1879

04:21:45.900 --> 04:21:56.220

Heather Wright: And then you would be required to set aside approximately 65,000 square feet of that lot as your ARPA and that would leave a 35,000 square feet remaining for development.

1880

04:21:57.090 --> 04:22:05.580

Heather Wright: There is an exception, though, for those lots and the are one or two and are 0.4 and that is for lots that are less than 12,500 square feet.

1881

04:22:06.300 --> 04:22:16.110

Heather Wright: And from my understanding that that was established as the minimum development area that would be necessary to develop a single family residence and all of the accessory a permanent structures.

1882

04:22:17.010 --> 04:22:27.960

Heather Wright: And now we've seen a living example of that on those two locks that were recently cleared. They were less than 12,500 square feet and those lots did not have to set aside any are fun.

1883

04:22:28.710 --> 04:22:40.770

Heather Wright: And there is an exception, of course, to this, if there were was a critical area on that lot then there would, that would require a wetland or stream or steep slope buffer, then there would be some protection requirements.

1884

04:22:41.580 --> 04:22:44.370

Heather Wright: And shortly after we updated the

1885

04:22:45.120 --> 04:22:59.430

Heather Wright: critical areas chapter, we also put in place a new chapter called a tree removal for stewardship stewardship stewardship, excuse me, and vegetation management and because it's so difficult to say. We also call it the TR VM chapter

1886

04:23:00.090 --> 04:23:11.310

Heather Wright: Which is much easier. And this replaced our previous clearing chapter and our vegetation management chapter and in this chapter we established tree units, but it was only required for certain lots

1887

04:23:11.640 --> 04:23:18.810

Heather Wright: Of the ones I'm focusing on for this conversation are the are 2.9 or 3.5 and our 4.3 lots. And the reason I'm

1888

04:23:19.200 --> 04:23:24.150

Heather Wright: Bringing these to your attention is because these lights are similar in size to the lot that was recently cleared.

1889

04:23:24.570 --> 04:23:40.230

Heather Wright: And in those zoning districts, you are required to have a minimum of 333 units per acre. And that is established, and the event that you are requiring a tree removal permit that it depends on how many how larger lot is

1890

04:23:41.250 --> 04:23:57.690

Heather Wright: And so to kind of recap all the stuff that I just discussed with you for lots in the are one or two and 0.4 zoning districts that are less than 25 there's no ARPA requirement. There's no treatment requirement again exception is if there's a critical area or if it's in Shoreline designation.

1891

04:23:59.010 --> 04:24:05.220

Heather Wright: So what does this mean for the island. How many lots. Do we have their particular that are potentially going to be vulnerable.

1892

04:24:05.880 --> 04:24:18.420

Heather Wright: While we have these regulations in place. So we did some analysis and we found that there are total of 990 lots and the are one two and 0.4 that are 12,500 square feet or less.

1893

04:24:19.320 --> 04:24:24.300

Heather Wright: And of those lots 346 or undeveloped and we're just focusing on those because

1894

04:24:24.750 --> 04:24:33.090

Heather Wright: Potentially, the ones that are already developed, we're not going to have the dramatic change, like we saw an Olympic for you. And it was a very dramatic change from what was existing there before.

1895

04:24:33.870 --> 04:24:44.070

Heather Wright: And what we did find this wasn't included in your pocket, but we've got some further analysis done that have those 346 slots 70 of those do not have a critical area. So that means

1896

04:24:44.370 --> 04:24:56.340

Heather Wright: There are potentially 70 lots that are less than 12,500 square feet that could potentially be cleared you some of those lives could be in a subdivision so that analysis we unfortunately don't have access to

1897

04:24:56.670 --> 04:25:04.770

Heather Wright: And I mentioned that, because many lots that are in subdivisions have different tree standards that were already in place when the lot was when the flat was finals.

1898

04:25:05.850 --> 04:25:11.880

Heather Wright: So, um, lastly, I just wanted to move on to some potential solutions.

1899

04:25:12.840 --> 04:25:19.920

Heather Wright: Nick is with me and Nick and I had discussed, you know, what is something that we could propose potentially with an ordinance that we have in place.

1900

04:25:20.460 --> 04:25:34.980

Heather Wright: That would be comparable to other standards that we have on the island, and we thought maybe a simple, short term solution would be to require tree units, but it really isn't going to amount to much it for lots that are

1901

04:25:36.270 --> 04:25:45.210

Heather Wright: We're looking at a tree units. And just to give you an eye, a sense of what that means tree units are dependent on the diameter of retreat at Breast tight.

1902

04:25:45.600 --> 04:25:57.570

Heather Wright: So for example, if you had a tree that was 23 inches in diameter, you're going to get approximately five tree units. So maybe there's going to be two trees that are protected. Still not anything very substantial

1903

04:25:58.350 --> 04:26:05.070

Heather Wright: But it is comparable to what we have an Amazonian districts that are are the same size is a lot that was recently clear

1904

04:26:05.610 --> 04:26:15.570

Heather Wright: And then, of course, I think the other major concern that was raised from this activity was that this was a budding the fairy tale part in the trail system and

1905

04:26:16.350 --> 04:26:24.870

Heather Wright: We don't currently have a buffer to Trails and parks outside of site plan review or subdivision. We don't typically require those for single family residences.

1906

04:26:25.380 --> 04:26:38.580

Heather Wright: Um, but that is something that Council may also want to discuss or consider, and I'm sure you will have some. Any other ideas you could share. Um, so with that I would like to open it to any questions you may have comments or feedback you

1907

04:26:38.790 --> 04:26:42.960

Joe Deets: Okay, great. Thank you, Heather. Yes. Councilmember Pollock has his hand up.

1908

04:26:46.110 --> 04:26:47.670

Michael Pollock: Thank you, Director

1909

04:26:49.320 --> 04:26:53.130

Michael Pollock: I had had i a fairly simple question.

1910

04:26:55.110 --> 04:26:57.750

Michael Pollock: I'm guessing you guys consider this, which was

1911

04:26:58.830 --> 04:27:15.630

Michael Pollock: Why not just simply applying Arca to these units and then have a reasonable use exception pathway be pursued if they weren't able to build a property and build a home or residence.

1912

04:27:17.130 --> 04:27:21.270

Michael Pollock: On a 12,500 square foot lot because to me, that seems like

1913

04:27:22.800 --> 04:27:32.880

Michael Pollock: There's plenty of room to do that and maybe you can't hit 65% but you might be able to hit 50 or, at least, Hannah. Again, allowing

1914

04:27:34.170 --> 04:27:37.200

Michael Pollock: Reasonable Use. And so, allowing that reduction in our

1915

04:27:38.370 --> 04:27:43.260

Michael Pollock: Under the reasonable use exception, but it but it's sort of, it would apply everywhere possible

1916

04:27:44.730 --> 04:27:54.360

Michael Pollock: So I did do consider that or has that was that considered I wasn't, I didn't watch the deliberations and and I guess I'd like your opinion on that option.

1917

04:27:57.060 --> 04:28:11.520

Heather Wright: So if that was applied to these lots. It would result in about 4375 square feet of developable area and when the critical areas ordinance was going through

1918

04:28:12.270 --> 04:28:30.720

Heather Wright: At the time, it was decided that the 12,500 square feet, was a more likely amount of developer area that would be necessary part of that is the septic the size requirements for the septic driveway. So when we talk about development area we mean more than just the residents itself.

1919

04:28:31.860 --> 04:28:43.770

Heather Wright: So I wasn't as involved in the ordinance and all the discussions about the 12,500 exception on but that is my understanding of why it was chosen to be

1920

04:28:44.910 --> 04:28:51.420

Heather Wright: Excluded from the ARPA requirements. And as far as just my initial thoughts, it, it seems

1921

04:28:52.860 --> 04:29:03.510

Heather Wright: It would be kind of a difficult standard and would probably push a lot of people into a reasonable use exception and um, I don't know that.

1922

04:29:04.170 --> 04:29:14.370

Heather Wright: I don't know if that's the direction that Council would like for for that it again. It's not a lot of lot but I don't know if that's the direction that Council would like for these properties to go through or not.

1923

04:29:15.960 --> 04:29:18.090

Michael Pollock: Okay, can I just to follow.

1924

04:29:18.240 --> 04:29:20.940

Michael Pollock: Follow up on that. I mean, my understanding of the

1925

04:29:20.940 --> 04:29:33.180

Michael Pollock: Problems with what's happening is that very large homes are being built on very small lots. Essentially what we're summer cabins there now.

1926

04:29:34.260 --> 04:29:35.430

Michael Pollock: homes that are built

1927

04:29:36.780 --> 04:29:39.900

Michael Pollock: That are quite large. And I don't know if some of it is that

1928

04:29:41.280 --> 04:29:54.810

Michael Pollock: You know, in this particular case there was a number of lives. And I don't know if they put the septic on one law and a big home on another side. I'm not exactly sure all the sort of loopholes that were applied, but it just strikes me that that

1929

04:29:56.070 --> 04:30:08.670

Michael Pollock: Building a smaller home would be the simple solution, right. It's a small lot for that zone. So build a small home and and and it's going to work fine. So some way that we could get

1930

04:30:09.120 --> 04:30:16.770

Michael Pollock: Smaller locks in the are one or two to go smaller homes. I think we're kind of address the problem.

1931

04:30:17.190 --> 04:30:24.240

Michael Pollock: What we're saying, so I'm not sure how to get there but dollar you week is a way, it's a reasonable use, but it's not a

1932

04:30:24.720 --> 04:30:37.620

Michael Pollock: Build the biggest home you can build and sell it for as much money as you can make, which is kind of what seems to be going on. So anyway, I just my thoughts you're looking for guidance and some way to

1933

04:30:38.670 --> 04:30:43.980

Michael Pollock: Keep homes from being out of proportion with the size of a lot would be

1934

04:30:45.480 --> 04:30:46.860

Michael Pollock: That's what I like to see

1935

04:30:48.180 --> 04:30:49.530

Michael Pollock: I'm not sure what the nothing is a man

1936

04:30:51.090 --> 04:30:53.220

Joe Deets: Thank you. Councilmember car.

1937

04:30:55.260 --> 04:30:57.450

Christy Carr: Thank you. Thanks for the presentation.

1938

04:30:58.590 --> 04:31:10.050

Christy Carr: I can provide just a little bit of background on the 12,500 square feet in the development of the ARPA regulations. It wasn't 12,500 square foot lots it

1939

04:31:10.050 --> 04:31:16.020

Christy Carr: Was 12,500 square feet. And that was because that was the minimum a lot size and the subdivision standards that were in

1940

04:31:16.020 --> 04:31:17.400

Christy Carr: Place at the time.

1941

04:31:18.540 --> 04:31:26.970

Christy Carr: subdivision standards. As you most all know have subsequently been updated and they've shifted to a home site.

1942

04:31:28.200 --> 04:31:43.620

Christy Carr: Standard and in our one zoning district that homesites standard is less than 12 570 500 to 10,000 and are two at 6500. So I think that one of the things that we could do is potentially look at

1943

04:31:44.670 --> 04:31:52.320

Christy Carr: Creating more consistency for these undersized lots in particular between what that ARPA exemption is

1944

04:31:54.120 --> 04:31:57.990

Christy Carr: Because it was derived from the minimum lot size.

1945

04:31:59.250 --> 04:32:01.200

Christy Carr: For the subdivision standards.

1946

04:32:02.670 --> 04:32:10.470

Christy Carr: I don't support the use of tree units, largely because of what was already stated in terms of it's not going to solve the problem.

1947

04:32:11.250 --> 04:32:32.040

Christy Carr: The way that tree and it's are currently applied if you were preserving trees. It's done by the diameter of the tree and nine tree in its is 132 inch diameter press tight tree or or to somewhat smaller trees. So I don't think that we would meet the

1948

04:32:33.240 --> 04:32:34.500

Christy Carr: Problems of this

1949

04:32:36.390 --> 04:32:39.300

Christy Carr: The issues of this problem by using tree units.

1950

04:32:40.320 --> 04:32:51.060

Christy Carr: Tree units as they're currently constructed also allow you to remove trees and replant and if nine tree units are required by would be nine new trees, but those are nine new trees.

1951

04:32:51.540 --> 04:33:00.030

Christy Carr: And I don't think that tree units. They're more of an urban construct and I think they're probably appropriate in the zoning districts where they're currently applied.

1952

04:33:00.930 --> 04:33:11.790

Christy Carr: But we're talking about very different zoning districts, the lot sizes may be similar, but the location is very different. These are our conservation areas not our urban residential areas.

1953

04:33:12.030 --> 04:33:20.100

Christy Carr: So I think we need a different standard, but a lot sizes is kind of irrelevant. It's, it's what we want to do with these these lots in the zoning districts

1954

04:33:20.700 --> 04:33:30.510

Christy Carr: Tree in its don't address the ecological function of a tree or the broader site the species, the structural diversity. The size of mature height, etc.

1955

04:33:32.460 --> 04:33:39.090

Christy Carr: And I think that's about what I wanted to say in terms of other ideas. I think

1956

04:33:40.230 --> 04:33:49.740

Christy Carr: Prohibiting significant tree removal unless you can't achieve your allowed lot coverage, which in our one, I believe, is 15%, you should be able to

1957

04:33:51.120 --> 04:34:06.240

Christy Carr: Minimize tree development that way. I think we could require documentation of avoidance and minimization strategies before tree removal is allowed. Again, I think we could lower the ARPA threshold on these undersized last match the home site in those owning districts

1958

04:34:07.290 --> 04:34:16.470

Christy Carr: Not in our UAE, I wouldn't necessarily recommend that. But we may want to require an administrative land use review projects. If a significant number of trees are being removed.

1959

04:34:18.900 --> 04:34:23.280

Christy Carr: So I think those are some other solutions. I'd like the Council to explore before

1960

04:34:24.300 --> 04:34:27.960

Christy Carr: Providing direction to go with tree units.

1961

04:34:29.700 --> 04:34:30.690

Joe Deets: Okay, thank you.

1962

04:34:31.770 --> 04:34:34.620

Joe Deets: Very grateful for that analysis.

1963

04:34:37.320 --> 04:34:38.460

Joe Deets: Oh. Councilmember Nasir

1964

04:34:39.330 --> 04:34:44.640

Morgan Smith: Just quickly, Heather, you may want to stop sharing your screen, so that the discussion.

1965

04:34:45.810 --> 04:34:46.230

Morgan Smith: Thank you.

1966

04:34:48.540 --> 04:34:55.140

Rasham Nassar: Yeah, I'm happy to serve more to support the recommendations that were just proposed by council member car.

1967

04:34:56.640 --> 04:35:04.680

Rasham Nassar: That what COUNCILMEMBER car just stated can provide the Council would support that as being the direction that we provide to staff and that we

1968

04:35:06.510 --> 04:35:13.680

Rasham Nassar: Talk about those recommendations, again, a depth at another another date possibly at a business meeting republic and come and provide comment.

1969

04:35:14.490 --> 04:35:26.220

Rasham Nassar: But this is a really significant issue. I think the data that the director has provided substantiates and justifies our continued discussions on this and does warrant near term action.

1970

04:35:27.450 --> 04:35:29.010

Rasham Nassar: So, okay.

1971

04:35:29.040 --> 04:35:38.430

Joe Deets: Thank you. I'm just very quickly do Heather. Do you need emotion from us, or do you think the comments from COUNCILMEMBER cars gives you enough guidance.

1972

04:35:39.360 --> 04:35:49.050

Heather Wright: Thank you, Jerry. And I do think I got some really good direction from COUNCILMEMBER car. And if I could, I would like to receive emotion from council to

1973

04:35:49.650 --> 04:35:54.390

Heather Wright: Take this her suggestions to the planning commission and our current draft ordinance.

1974

04:35:55.050 --> 04:36:05.280

Heather Wright: We are set to go to the planning commission next Thursday. So we will be getting some feedback from them. And this ordinance would ultimately be finally decided on by the city council.

1975

04:36:05.940 --> 04:36:11.310

Heather Wright: So if you'd like to make a motion in that direction. Otherwise, I can bring this back to you all at a future date to discuss that.

1976

04:36:11.730 --> 04:36:22.380

Heather Wright: Further after we've had more time to look at it and I didn't know if Nick wanted to add anything, I just wanted to provide him an opportunity if you had anything to say to any of the recommendations, you've heard, thus far, and

1977

04:36:24.060 --> 04:36:34.890

Nick Snyder: I agree. I agree with you, Heather. I think that came up with some really good direction there from COUNCILMEMBER car. So I think those are some good ideas that we can definitely start working with

1978

04:36:36.030 --> 04:36:38.580

Joe Deets: It. Thank you. Councilmember I topless.

1979

04:36:40.260 --> 04:36:49.710

Kirsten Hytopoulos: Um, so I just wanted to to also support the direction by COUNCILMEMBER car and I guess I was wondering where, where is the I thought the ordinance that was

1980

04:36:50.160 --> 04:36:59.190

Kirsten Hytopoulos: I didn't see an ordinance, but I thought the audience is going forward was going to be was going to be proposing tree units. So I must have missed something.

1981

04:37:00.750 --> 04:37:08.790

Joe Deets: I think it was a suggestion I don't recall those action actual ordinance, but I'm COUNCILMEMBER CAR. YOU PREPARED TO MAKE A MOTION.

1982

04:37:11.760 --> 04:37:18.060

Kirsten Hytopoulos: Well, that's the clarification. I think we need though isn't it what what the directors talking about a supporting

1983

04:37:19.230 --> 04:37:24.870

Heather Wright: So we are not at the point where we have a full ordinance drafted, we are going to planning commission next

1984

04:37:25.290 --> 04:37:32.970

Heather Wright: This Thursday to go over draft ordinance, so we can incorporate those changes before we go to the planning commission next Thursday.

1985

04:37:33.480 --> 04:37:47.010

Heather Wright: So we're just in draft form right now. We haven't thought the public hearing that we can get will happen in early November, and then we'll be coming before the Council late November early December, if you'd like us to roll it into our current draft ordinance.

1986

04:37:49.800 --> 04:37:50.040

Joe Deets: Okay.

1987

04:37:52.080 --> 04:37:57.570

Joe Deets: But it sounded like you wanted emotion from us. Councilmember car.

1988

04:37:59.580 --> 04:38:13.320

Christy Carr: I think you I'm having to make a motion, but I'm still actually not clear on what the motion would be I think what I'm most interested in is not is having the planning commission not considered tree units at their next meeting related to this issue.

1989

04:38:14.190 --> 04:38:27.090

Christy Carr: So I'm happy to make that motion. But in terms of what else you'd like to perhaps direction provided via emotion. I guess I just need a little bit more clarity on

1990

04:38:28.380 --> 04:38:29.670

Joe Deets: The city manager has her hand up.

1991

04:38:30.780 --> 04:38:36.180

Morgan Smith: Maybe at this point. It feels like an appropriate direction from council, it could be emotion that

1992

04:38:37.890 --> 04:38:45.240

Morgan Smith: App requested that stat well and it would actually be, I guess we're supposed to have motions that are directed towards me so

1993

04:38:46.710 --> 04:38:59.760

Morgan Smith: TO HAVE A MOTION TO HAVE THE CITY MANAGER work with staff to present planning commission with options for this issue that are alternatives to a tree unit approach.

1994

04:39:01.080 --> 04:39:01.530

Okay.

1995

04:39:02.820 --> 04:39:03.690

Christy Carr: So moved.

1996

04:39:04.410 --> 04:39:04.950

Okay.

1997

04:39:07.020 --> 04:39:09.300

Joe Deets: Okay, any, any discussion of this motion.

1998

04:39:10.410 --> 04:39:10.950

To see

1999

04:39:13.200 --> 04:39:14.580

Joe Deets: COUNCILMEMBER car. Your hands slow

2000

04:39:15.780 --> 04:39:16.110

Joe Deets: No.

2001

04:39:17.220 --> 04:39:18.510

Joe Deets: Capital Mariah topless.

2002

04:39:19.380 --> 04:39:32.610

Kirsten Hytopoulos: I guess just for some from some certainty that it would be maybe helpful if if counsel over car could throw out one or two of the ideas that she had shared titillated such as

2003

04:39:33.780 --> 04:39:37.470

Kirsten Hytopoulos: Creating consistency with the current I'm just not going to get up with the

2004

04:39:37.470 --> 04:39:46.260

Morgan Smith: Correct. And I think those would be hard concepts to capture in emotion and what I took from COUNCILMEMBER cars comments and correct me if I am mistaking

2005

04:39:46.620 --> 04:39:54.750

Morgan Smith: Is that she she suggested two or three alternate approaches that could be useful. Maybe, maybe not to the exclusion of one another.

2006

04:39:55.230 --> 04:40:07.620

Morgan Smith: And so I did, I am confident that Heather and Nick heard those and we'll bring take some time to evaluate how they might be constructed and the pros and cons of some of those alternatives.

2007

04:40:08.490 --> 04:40:21.360

Morgan Smith: But I don't think the motion necessarily needs to articulate to those in part because I didn't exactly hear that there was a preference for one one particular tool at this point. Is that a fair representation

2008

04:40:21.900 --> 04:40:22.830

Christy Carr: It's fair to me. Yeah.

2009

04:40:22.860 --> 04:40:23.250

Christy Carr: Okay.

2010

04:40:23.790 --> 04:40:25.260

Morgan Smith: Thank you. Okay.

2011

04:40:26.460 --> 04:40:28.380

Joe Deets: All right, so we have a motion on the table.

2012

04:40:29.760 --> 04:40:33.150

Joe Deets: And let's just go straight to a vote. All those in favor, say aye.

2013

04:40:35.580 --> 04:40:39.630

Joe Deets: Any opposed, okay, the eyes.

2014

04:40:40.680 --> 04:40:44.310

Joe Deets: Did COUNCILMEMBER pilot, did we lose him.

2015

04:40:47.610 --> 04:40:48.150

Joe Deets: Oh well.

2016

04:40:50.670 --> 04:40:51.120

Joe Deets: Um,

2017

04:40:51.780 --> 04:40:57.240

Rasham Nassar: If I made Deputy Mayor, I believe he sent you a message. I just blocked at my video because he called

2018

04:40:57.480 --> 04:41:01.080

Joe Deets: You couldn't go I turned my phone off because, well,

2019

04:41:02.460 --> 04:41:05.790

Rasham Nassar: Internet connection issues just trying to reconnect.

2020

04:41:06.330 --> 04:41:08.340

Joe Deets: Okay. Well, anyway, the motion past

2021

04:41:10.110 --> 04:41:11.250

Joe Deets: Five zero so

2022

04:41:11.700 --> 04:41:12.660

Joe Deets: COUNCILMEMBER car.

2023

04:41:13.920 --> 04:41:17.250

Christy Carr: I could I just verify that there was a second to the motion.

2024

04:41:19.650 --> 04:41:20.490

Christy Carr: There was. Thank you.

2025

04:41:22.380 --> 04:41:22.770

Joe Deets: Okay.

2026

04:41:23.370 --> 04:41:25.920

Joe Deets: And so me. Sorry for the clerk.

2027

04:41:26.340 --> 04:41:31.290

Morgan Smith: That's a good question and couldn't. Can we confirm which council member was the second for the record.

2028

04:41:39.270 --> 04:41:41.910

Christy Carr: I saw council member Mendoza, Sar raise your hand when I

2029

04:41:41.940 --> 04:41:44.130

Morgan Smith: Okay, good. That works.

2030

04:41:45.480 --> 04:41:49.980

Joe Deets: Can we do that and I'm sorry, I should have kept my eyes out for whoever

2031

04:41:50.040 --> 04:41:56.250

Morgan Smith: So we're all we're all helping get to cross the finish line at this point it's emotion from the

2032

04:41:56.580 --> 04:42:09.960

Morgan Smith: Council members and star seconded by a council of I'm sorry bush by COUNCILMEMBER car seconded by council member and us our cows metabolic had dropped off momentarily. So the vote was five to zero for approval.

2033

04:42:10.470 --> 04:42:10.890

Joe Deets: Okay.

2034

04:42:11.430 --> 04:42:16.470

Joe Deets: Very good. Okay. Very good. Thank you, Heather. Nick, good to see you.

2035

04:42:16.980 --> 04:42:18.330

Heather Wright: Thank you very much. Good evening.

2036

04:42:18.360 --> 04:42:21.210

Joe Deets: AND GOOD TO SEE YOU BACK. Councilmember Pollock.

2037

04:42:22.440 --> 04:42:25.650

Joe Deets: So we're going to go to our last item of the evening.

2038

04:42:26.730 --> 04:42:32.850

Joe Deets: Before good of the order item nine, a proposed process for filling up coming Council vacancy.

2039

04:42:34.470 --> 04:42:36.660

Joe Deets: Sorry, my phone, man. Mayor cider.

2040

04:42:40.140 --> 04:42:41.550

Joe Deets: This is why I don't have my phone on

2041

04:42:44.490 --> 04:42:44.820

Joe Deets: Okay.

2042

04:42:44.910 --> 04:42:45.450

Leslie Schneider: All right.

2043

04:42:45.780 --> 04:42:50.070

Leslie Schneider: Well, let's see if we can wrap this up kind of quickly so

2044

04:42:52.140 --> 04:43:12.960

Leslie Schneider: There is a number of materials in the packet about the process that we followed last time for Council vacancy and those have been updated with the idea that we might go ahead and give our city manager direction to get the position opened and promoted for a replacement council member

2045

04:43:15.300 --> 04:43:18.690

Leslie Schneider: Is for consideration is we've got a lot coming up.

2046

04:43:19.980 --> 04:43:22.590

Leslie Schneider: Complicated by the holidays and so

2047

04:43:24.120 --> 04:43:39.180

Leslie Schneider: We know that there is a possibility for being able to select a city manager, maybe, but that's going to be a bigger process than selecting a council member before the end of the year, I guess was the part that I was going to

2048

04:43:39.180 --> 04:43:52.590

Leslie Schneider: Say, so for consideration is get this process started. And it doesn't lock us into any given timeline, but it does give us an option for a fast timeline that could replace a council member

2049

04:43:53.790 --> 04:43:58.440

Leslie Schneider: By the end of the year. And so the draft timeline.

2050

04:44:00.300 --> 04:44:09.270

Leslie Schneider: Would be to get the display ad into the Bay Bridge review starting looks like all this timeline starts on October 19 which is

2051

04:44:10.560 --> 04:44:11.220

Leslie Schneider: Yesterday,

2052

04:44:13.020 --> 04:44:23.640

Leslie Schneider: I think what that means is, is that there is like a reservation in place for an ad that could go into tomorrow that would then be published by Friday.

2053

04:44:25.020 --> 04:44:33.600

Leslie Schneider: Correct me if I'm wrong on that. But, so I think there was a little bit of homework done in anticipation, but it's up to us to decide whether we get this going. Sooner than later.

2054

04:44:36.600 --> 04:44:41.970

Leslie Schneider: I'm going to just kind of be quiet and look for questions, because I'm not sure what sort of with

2055

04:44:43.410 --> 04:44:46.200

Leslie Schneider: What sort of film objections, there might be so

2056

04:44:48.180 --> 04:44:50.880

Joe Deets: Okay, thank you. Councilmember Nestor.

2057

04:44:51.600 --> 04:44:57.420

Rasham Nassar: I moved to approve the process for building the upcoming Council vacancy and authorize the city manager to initiate the application process.

2058

04:44:59.160 --> 04:45:00.930

Joe Deets: Second COUNCILMEMBER palette.

2059

04:45:02.580 --> 04:45:12.810

Joe Deets: The Sikh well as for okay camp similar topics. I do have just a point of discussion to the city attorney is this person.

2060

04:45:14.160 --> 04:45:19.500

Joe Deets: I had thought that, you know, say we do give the role the position to somebody

2061

04:45:20.790 --> 04:45:30.270

Joe Deets: How long is their term is it doesn't, it sounds like. Does it, does it or does it not feel the full term of COUNCILMEMBER Medina.

2062

04:45:31.680 --> 04:45:43.170

Joe Levan: He does not based on the timing of the vacancy, it would. The first one would be up for election at the next municipal election which is 2021

2063

04:45:44.790 --> 04:45:45.120

Joe Deets: Okay.

2064

04:45:45.150 --> 04:45:53.700

Joe Levan: That person could certainly run for the position, but they wouldn't fill out three years I provided information to the Council on that topic.

2065

04:45:54.180 --> 04:46:02.070

Joe Deets: Yeah, I saw that. So I guess my request would be that sort of information should be included in the application so people know what there.

2066

04:46:02.460 --> 04:46:11.220

Joe Levan: It is. It's in there it is in there. And just so you all know to just so everyone knows that quite another question about timing.

2067

04:46:11.820 --> 04:46:20.640

Joe Levan: And looks like the Council is going to be moving fairly quickly on this, but you probably all know that under State law you have 90 days to make the

2068

04:46:21.120 --> 04:46:29.160

Joe Levan: Appointment if you don't do what the 90 days in the county makes the appointment so I'm sure you're aware of that, just to make sure you know that. Yeah, okay.

2069

04:46:29.730 --> 04:46:40.920

Joe Levan: 30 days from when the vacancy is actually created which it has not yet been created because it is not that the, the day of the resignation has not occurred yet.

2070

04:46:41.250 --> 04:46:42.690

Joe Deets: So November.

2071

04:46:44.070 --> 04:46:46.380

Joe Deets: Thing. Councilmember topless.

2072

04:46:47.490 --> 04:46:53.610

Kirsten Hytopoulos: So I'm curious, will the display ad clarify how long the position will the person will serve

2073

04:46:57.870 --> 04:47:10.710

Morgan Smith: Oh, we can see how much information we can fit in the display ad, usually what we like to do is just call it the opportunity and highlight the key points and then point people to the website and the application for more details.

2074

04:47:11.610 --> 04:47:17.160

Kirsten Hytopoulos: And then I just was going to point out just, I mean, I think we're all. It sounds like we're all on board and moving forward, you know, just

2075

04:47:18.150 --> 04:47:24.840

Kirsten Hytopoulos: Quickly, but for the public sake. I mean, I think, where the reasons to get this filled right away is to give the person who applies a chance to

2076

04:47:25.440 --> 04:47:29.100

Kirsten Hytopoulos: You know, really experience the position long enough to decide whether they want to

2077

04:47:29.490 --> 04:47:39.660

Kirsten Hytopoulos: You know, run a campaign, as you know, and to announce, they want to do that in the spring. So let's get someone in here long enough that they can make such an important decision. So I think that's a good reason to get

2078

04:47:39.660 --> 04:47:39.990

Going

2079

04:47:41.520 --> 04:47:46.470

Joe Deets: Okay. Um, I think we need to do emotion. Does anyone want to do that.

2080

04:47:49.590 --> 04:47:51.270

Leslie Schneider: Emotion on the table. Yeah.

2081

04:47:51.330 --> 04:47:55.470

Joe Deets: Is there already. I want. Sorry, did we make the motion and second it your

2082

04:47:55.650 --> 04:48:01.650

Joe Deets: Emotions like that. Sorry. Okay. I apologize. Okay, all those in favor of the motion please say aye.

2083

04:48:02.460 --> 04:48:12.150

Joe Deets: Aye. Any opposed, okay, it's a it's six zero eyes. Well great. Okay, well, we will move forward with that.

2084

04:48:13.860 --> 04:48:14.220

Leslie Schneider: I think

2085

04:48:15.540 --> 04:48:17.070

Joe Deets: Last item is item 10

2086

04:48:17.550 --> 04:48:18.540

Joe Deets: Good of the order

2087

04:48:20.040 --> 04:48:23.250

Joe Deets: And does anyone have anything to go to the order, other than

2088

04:48:25.320 --> 04:48:26.400

Joe Deets: Other than it was long night.

2089

04:48:28.950 --> 04:48:30.480

Joe Deets: Customer topless.

2090

04:48:32.010 --> 04:48:39.090

Kirsten Hytopoulos: I would request that you keep your phone on cuz I texted you to say, I wasn't feeling well. I wanted to drop out.

2091

04:48:39.090 --> 04:48:40.920

Kirsten Hytopoulos: Like two hours ago.

2092

04:48:41.130 --> 04:48:42.570

Kirsten Hytopoulos: Okay, but

2093

04:48:42.630 --> 04:48:43.320

Joe Deets: Hey, you know,

2094

04:48:44.160 --> 04:48:51.390

Kirsten Hytopoulos: You for two hours. I'm in put up with my weirdness for the rest of the night. So, but it would be helpful to be able to reach you.

2095

04:48:51.480 --> 04:49:08.190

Joe Deets: As my call found okay i Point taken. And yeah, I'm definitely my problem is this phone makes a lot of noise. So, and I thought that was and it's as chair. You don't tend to mute yourself as much. So anyway, point taken. Thank you. Councilmember Pollock.

2096

04:49:08.880 --> 04:49:18.450

Michael Pollock: Yeah, yeah, it was kind of a weird thing. I just lost the internet service. And so, yeah, being able to at least meet us everyone in the meeting.

2097

04:49:18.930 --> 04:49:34.020

Michael Pollock: OK, yeah, it's OK. But also, I just wanted to thank you, Debbie America meeting well run it was really long almost five hours, but he did try to move things along. And if you hadn't I guess it would probably be midnight. So

2098

04:49:37.350 --> 04:49:42.330

Joe Deets: I was trying to apply some of the things we learned last Saturday but you know

2099

04:49:43.470 --> 04:49:57.780

Joe Deets: And by the way, I encourage all of us to kind of review the parliamentary training and also since bringing that up. Should we encourage sending out that materials to our committee citizen advisory committees.

2100

04:49:58.830 --> 04:50:10.710

Michael Pollock: Yeah i and I'm glad you brought that up. I thought that that would be really good. And I don't know if we want to make it mandatory or just advisory that they watch it.

2101

04:50:11.130 --> 04:50:24.150

Michael Pollock: But I do think it would help. And this really set for set the expectations of what sort of conduct is expected. So how to run a meeting and everything. So yeah, I wouldn't support that.

2102

04:50:25.470 --> 04:50:26.160

Joe Deets: Mayor Schneider.

2103

04:50:28.110 --> 04:50:35.190

Leslie Schneider: So I support that as well. And it, it also reminded me of another conversation I had recently. So

2104

04:50:36.570 --> 04:50:58.050

Leslie Schneider: We just had a whole slew of new advisory council assignments, you know, and a lot of those new members. We don't really have anything stated for onboarding those new members and it could be that they could feel much better supported if we got them going with a little bit more. And so

2105

04:51:00.060 --> 04:51:11.070

Leslie Schneider: A suggestion could be that for now until we think of something better. Maybe we could just make a recommendation to the the chairs of the committee.

2106

04:51:11.430 --> 04:51:12.240

Leslie Schneider: That they

2107

04:51:12.330 --> 04:51:16.950

Leslie Schneider: Offer a one on one to all incoming committee members to kind of

2108

04:51:18.150 --> 04:51:18.990

Leslie Schneider: State, what

2109

04:51:20.520 --> 04:51:34.650

Leslie Schneider: You know, just bring them up to speed on whatever it could be the current work. It could be, you know, issues of communication or or whatever and maybe invite another council member to do. I'm sorry, invite another committee member so

2110

04:51:35.730 --> 04:51:55.230

Leslie Schneider: Basically any an easy way to onboard a new member could be just to suggest that the chair and another member of that committee provide a one on one to that to that incoming council member. Is that something that we could just put out there kind of quickly to take advantage of.

2111

04:51:57.900 --> 04:52:03.540

Leslie Schneider: Some additional support to a whole bunch of new committee members right now.

2112

04:52:07.590 --> 04:52:08.640

Joe Deets: Council member public

2113

04:52:09.360 --> 04:52:14.130

Michael Pollock: Yeah, I would say, yeah, that makes sense. I'm just wondering if

2114

04:52:14.760 --> 04:52:28.860

Michael Pollock: Maybe you could just go ahead and do that. And I don't know that you're going to need our permission. But if you have a sense of the Council that that's a good idea. I would just say yeah right up right up a procedure and then and then we can follow it.

2115

04:52:31.200 --> 04:52:33.960

Michael Pollock: But I like, I like your thinking on that.

2116

04:52:34.590 --> 04:52:35.970

Leslie Schneider: Okay, great. Thank you.

2117

04:52:36.420 --> 04:52:44.820

Joe Deets: Okay, so that, plus the parliamentary training that goes out to all the committee members. So particularly well we can start with the chairs at least and

2118

04:52:45.450 --> 04:52:46.140

Joe Deets: Encourage them.

2119

04:52:46.800 --> 04:52:49.800

Joe Deets: Okay, a city attorney.

2120

04:52:52.590 --> 04:52:57.570

Joe Levan: One quick thing from your train from Saturday, that I think you all saw tonight.

2121

04:52:58.620 --> 04:53:06.810

Joe Levan: Which is, if you can have motions pre prepared as best you can, you know, and actually write them out because they know to speed things along.

2122

04:53:07.230 --> 04:53:11.430

Joe Levan: And, you know, maybe in the future. We have an even have those were as and McFarland suggested

2123

04:53:11.760 --> 04:53:21.870

Joe Levan: Where the core could even post those and or have those available, you know, on a screen or something. But for now, at least if you could have them prepared and even if you can provide them to the clerk beforehand.

2124

04:53:22.350 --> 04:53:28.410

Joe Levan: As Dan McFarland suggested I think that was a really good suggestion. And I've certainly seen that work really well with other city council's

2125

04:53:28.890 --> 04:53:40.080

Joe Levan: So that we saw how it played out tonight. We're just gets difficult when you're trying to remember what the motion was and and certainly you're going to make amendments along the fly and you can do that, but the more preparation, the better. Just for efficiency.

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04:53:41.610 --> 04:53:42.840

Joe Deets: Very good advice. Okay.

2127

04:53:44.070 --> 04:53:44.460

Joe Deets: All right.

2128

04:53:44.730 --> 04:53:47.700

Joe Deets: Customer Pollock. Do you have want to have the last word on all this

2129

04:53:48.630 --> 04:54:00.270

Michael Pollock: Yeah, sure. I just wanted to send appreciations to COUNCILMEMBER hypothesis for getting it out and I'm sorry that you're not feeling well and I hope that you feel better soon so

2130

04:54:01.650 --> 04:54:10.980

Michael Pollock: You know, these councilman long meetings can be difficult, even in the best of health. So my just says a lot about your character that you did stick it out.

2131

04:54:12.660 --> 04:54:22.650

Joe Deets: Okay. Well, thank you, everybody. It was it was a long meeting, but a very productive one particularly outside, particularly on the budget, a lot of hard work and of course a lot of hard work still remains.

2132

04:54:23.910 --> 04:54:25.620

Joe Deets: With that, we will adjourn.