



# CITY OF SNOHOMISH

Founded 1859, Incorporated 1890

116 UNION AVENUE □ SNOHOMISH, WASHINGTON 98290 □ TEL (360) 568-3115 FAX (360) 568-1375

## NOTICE OF REGULAR MEETING

### SNOHOMISH CITY COUNCIL

in the  
George Gilbertson Boardroom  
1601 Avenue D

**TUESDAY**  
**January 17, 2017**  
**7:00 p.m.**

### AGENDA

*Estimated  
time*

- 7:00 1. **CALL TO ORDER**
- a. Pledge of Allegiance
  - b. Roll Call
2. **APPROVE AGENDA** contents and order
3. **APPROVE MINUTES** of the meetings of January 3, 2017
- a. Workshop (P.1)
  - b. Regular Meeting (P.7)
- 7:05 4. **CITIZEN COMMENTS** - *Three minutes allowed for citizen comments on subjects not on the agenda. Three minutes will be allowed for citizen comments during each Public Hearing, Action or Discussion Agenda Item immediately following council questions and before council deliberation. Citizen comments are not allowed under New Business or Consent items.*
5. **ACTION ITEMS**
- 7:15 a. **AUTHORIZE** City Manager to Sign a Contract with ARC Architecture for the Hal Moe Building Remodel Project (P.21)
- 7:30 b. **ACCEPT** Planning Commission 2016 Annual Report and 2017 Work Program (P.53)

*Continued Next Page*

6. **DISCUSSION ITEMS**
- 7:40 a. Historic District Design Standards Update (*P.57*)
- 7:55 b. State of the Streets Report (*P.63*)
- 8:25 7. **CONSENT ITEM - AUTHORIZE** payment of claim warrants #60051 through #60117 in the amount of \$392,470.48 issued since the last regular meeting (*P.87*)
- 8:30 8. **OTHER BUSINESS/INFORMATION ITEMS**
- 8:40 9. **COUNCILMEMBER COMMENTS/LIAISON REPORTS**
- 8:50 10. **MANAGER'S COMMENTS**
- 9:00 11. **MAYOR'S COMMENTS**
- 9:10 12. **EXECUTIVE SESSION** – Pending Litigation
- 9:25 13. **ADJOURN**

**NEXT MEETING:** Tuesday, January 24, 2017, special meeting at 6 p.m., in the George Gilbertson Boardroom, Snohomish School District Resource Center, 1601 Avenue D.

*The City Council Chambers are ADA accessible. Specialized accommodations will be provided with 5 days advanced notice. Contact the City Clerk's Office at 360-568-3115.*

*This organization is an Equal Opportunity Provider.*

**AGENDA ITEM 3a**

**Snohomish City Council Workshop Minutes  
January 3, 2017**

1. **CALL TO ORDER:** Mayor Guzak called the Snohomish City Council workshop to order at 6:00 p.m., Tuesday, January 3, 2017, in the Carnegie Building, 105 Cedar Avenue, Snohomish, Washington.

**COUNCILMEMBERS PRESENT**

Derrick Burke  
Karen Guzak, Mayor  
Tom Hamilton  
Dean Randall  
Michael Rohrscheib  
Lynn Schilaty

**STAFF PRESENT**

Pat Adams, City Clerk  
Larry Bauman, City Manager  
Debbie Emge, Finance Director  
John Flood, Police Chief  
Glen Pickus, Planning Director  
Steve Schuller, Deputy City Manager/Public Works Director

**SNOHOMISH CARNEGIE FOUNDATION**

Melody Clemans, President  
Cathy Reines, Board member  
Reny Cano, Board member

2. **DISCUSSION ITEM** – Carnegie Remodel Update

Mr. Schuller stated the purpose of the workshop is for the Council to discuss the Phase I Carnegie Remodel and for staff to obtain the Council's feedback on the primary priorities of the remodel. He also requested Council input on the proposed provisional layout of the room for future Council meetings. Mr. Schuller explained the remodel is also being designed to serve most City boards and commission meetings and other community assemblies. Morgan Sound set up the sound system and will be monitoring the system throughout this meeting. As Council is aware, the School District informed the City their Boardroom will no longer be available to the City after August 2017. The School District Boardroom currently hosts the City Council, Planning Commission, and Hearing Examiner meetings, and is the primary location for the City's large meetings.

The Carnegie Building was built in 1910. For 92 years, it was the City's library. It is the City's oldest public building. The Carnegie Restoration Funds have been used for capital upgrades to the building and those funds came from revenues from the building's rentals at approximately \$15,000 in 2016.

In 2011, the City, in partnership with the Snohomish Carnegie Foundation, a local not-for-profit established in 2005, completed a Design Report and Site Master Plan. In 2013, the City completed a seismic retrofit of the original 1910 building for \$713,203, of which, 87.5% was funded through federal and state grants. The local share was provided through donations by the local Foundation and from available City revenues collected by rental of the facility. The project installed seismic bracing underneath both stories, installed a new roof, and completed other structural improvements to the original building.

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In 2016, the City Council approved the use of Carnegie Restoration funds to make carpet and painting improvements to the main (or upper) room which is approximately 1,900 square feet. The painting of the main room walls was completed by the Foundation with minor assistance from the City. The new carpet was installed by a contractor for approximately \$9,200.

The 2017 budget for the Phase I remodel is \$230,000 funded by \$195,000 from the Real Estate Excise Tax (REET) and \$35,000 from the Carnegie Restoration Funds. The projected 2017 ending fund balance of the Carnegie Fund is less than \$1,000. Based on Council feedback from this workshop, staff will focus on completion of the primary projects first. Final funds available after completion of the primary tasks will determine which of the secondary projects can be started later in the year.

The 1968 addition has received very little improvements since its construction approximately five decades ago. The addition is in poor to mediocre condition. The Sno-Isle Libraries studied the structure approximately 20 years ago and at the time concluded it was not worth upgrading. The City's current long-term plan for the 1960s appendage is to eventually demolish it once the City Council has determined that it has reached the end of its useful life.

Mr. Schuller reviewed and discussed the proposed room layout, with podium and screen placement. He noted it is the exact configuration as the School District boardroom - it's just reversed. Mr. Schuller stated staff placed fifty audience chairs and noted typically 99% of City meetings have fifty audience members or less.

The focus of the 2017 remodel is the main floor community meeting room. The proposed priorities are as follows:

- Install mobility lift (stair widening & revisions, electrical modifications, widening of stairs will also provide increased room occupancy under the building code);
- Room separation wall (temporary, 17.5' length) and minor wall demo;
- Window coverings (16 large + 1 small + 1 skylight);
- Council & Mayor dais (portable/modular, large enough for 8); and
- Sound system (Council & Mayor microphones (#8), wireless for staff table & speaker lectern (3-4), sound board, and speakers (1-3).

Proposed secondary priorities for the latter half of 2017 would be as follows:

- New built-in projector (vs. existing projector from table);
- New built-in protector screen (vs. portable screen);
- Ceiling soundboard repairs and painting (asbestos limits);
- New ceiling lighting (electrical modifications); and
- Replace heating unit and provide air conditioning (phased, electrical modifications).

Proposed future purchase if needed:

- Approximate 80-inch TV for meeting with large attendance (over 30 in audience) to assist those in the back of the room (splitter and cables for tie in to overhead screen)

### **AGENDA ITEM 3a**

Councilmember Randall referenced the stair lift, which would provide for a larger capacity in the meeting room. He would like more details about that.

Mr. Schuller replied the stairs are currently only five feet wide, which allow a room capacity of approximately 50. If the stairs can be widened to eight feet, which is allowed with the proposed stair lift, along with no changes to the walls or commons, capacity can be increased to approximately 100. It's not the lift itself which provides the added capacity, it's the widening of the stairs. When the lift is not in use, it folds up and it appears to be a handrail on the stairs. When needed, a button is pushed, the lift drops down and brings the citizen to the top of the stairs.

Mayor Guzak asked if there is a second exit in the building.

Mr. Schuller responded there is not. He has discussed with the Foundation working on rebuilding the front stairs. This would involve that portion of the 60s addition in front of the 1910 Carnegie being replaced with new restored stairs. This would provide a secondary ingress and egress to the main room.

Mayor Guzak asked for a budget estimate for the project.

Mr. Schuller has a rough estimate based on 2010 standards of approximately \$250,000. The issue which needs to be defined is if it will involve solely the stairs, or if the façade will also be restored.

Mr. Schuller noted that in addition to the seismic work completed, there is also a brand new roof on the building.

Councilmember Hamilton asked about an alternate layout which would provide more intimacy between Council and its citizen. The present configuration seems distant.

Mr. Schuller stated staff reviewed both layouts and the alternate layout can definitely be explored. He noted, this is a mock set up and the long table in the middle of the room would not be there normally, which would allow the audience to be closer to the Council.

Councilmember Schilaty would like police and fire safety input on the proposed layout of the room.

Councilmember Burke asked if the lack of a sprinkler system could hinder the remodel until the building is brought up to code.

Mr. Schuller stated he has consulted with the Building/Fire Official and the proposed remodel would not be affected as the sprinkler system is not required.

Mayor Guzak asked if there is access to the basement and if the bathrooms will be renovated.

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Mr. Schuller responded when they complete the building walk through, the Council will visit the basement and it is currently unused. In the current budget, there is no funding for bathroom renovations. The one person, 1968 bathrooms will have to remain at this time.

Councilmember Randall noted every year there are a couple of occasions where the Council may expect more than 100 people attending a Council meeting. He would like to know what the plan would be for overflow capacity.

Mr. Schuller responded if it is planned and expected that over 100 people may be in attendance, a larger meeting space would be reserved elsewhere. The unplanned and unexpected overflow attendance would be difficult. There is the lobby area where some discussion has occurred about installing a speaker, and in the future possibly placing a television there so the audience can watch the meeting, but it is not currently planned.

Mayor Guzak noted the support of the Carnegie Foundation members also in attendance for the proposed remodel.

The Council and staff toured the building.

The Council and staff then discussed alternate room layouts. Mr. Schuller stated the rows can easily be moved forward to bring the audience closer to the Council.

Councilmember Schilaty asked Chief Flood for his input on the current room arrangement.

Chief Flood stated he believes the current room layout provides a good view for the public to see Council and staff and provides the ability for a quick exit in an orderly fashion. From a safety standpoint, he finds the current layout preferable.

Mr. Schuller discussed audience seating and screen placement. He noted any room configuration can work, but the current layout would also work best for viewing the screen. It would be more expensive to install additional screens.

Councilmember Hamilton would still like to be closer to the audience.

Mr. Schuller responded the Council will meet on another two or three occasions at the Carnegie, and staff will set up the room in the alternate proposed horizontal layout at the next meeting.

Mayor Guzak suggested with the current configuration, the Council table and first row of chairs can be moved forward to provide closer proximity to the audience.

Councilmember Randall asked what type of screen would be used. An option would be a projector mounted behind the screen which would be hidden and eliminate the need for the large table.

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Mr. Schuller stated that is the idea, and the set up being used currently is only temporary until the Council makes a decision on the final room layout. At that time, a built-in system would be installed.

3. **ADJOURN** at 6:55 p.m.

APPROVED this 17<sup>th</sup> day of January, 2017

CITY OF SNOHOMISH

ATTEST:

\_\_\_\_\_  
Karen Guzak, Mayor

\_\_\_\_\_  
Pat Adams, City Clerk

**AGENDA ITEM 3a**

## **AGENDA ITEM 3b**

### **Snohomish City Council Meeting Minutes**

**January 3, 2017**

1. **CALL TO ORDER:** Mayor Guzak called the Snohomish City Council meeting to order at 7:00 p.m., Tuesday, January 3, 2017 in the Carnegie Building, 105 Cedar Avenue, Snohomish, Washington.

#### **COUNCILMEMBERS PRESENT**

Derrick Burke  
Karen Guzak, Mayor  
Tom Hamilton  
Dean Randall  
Michael Rohrscheib  
Lynn Schilaty

#### **STAFF PRESENT**

Pat Adams, City Clerk  
Larry Bauman, City Manager  
John Flood, Police Chief  
Glen Pickus, Planning Director  
Steve Schuller, Deputy City Manager/PW Director  
Grant Weed, City Attorney

2. **APPROVE AGENDA** contents and order. Mayor Guzak noted a change in the Executive Session language, which should read, Potential Litigation and Pending Litigation, instead of Litigation Update.

**MOTION** by Hamilton, second by Randall, to approve the agenda as amended. The motion passed unanimously (6-0).

3. **APPROVE MINUTES** of the December 5 Special Meeting, December 6 Boards and Commissions Appreciation Dinner and December 13, 2016 Special Meeting.

**MOTION** by Randall, second by Rohrscheib to approve the minutes of the special meetings, and the boards and commissions appreciation dinner. The motion passed unanimously (6-0).

4. **CITIZEN COMMENTS** on items not on the Agenda

Mayor Guzak welcomed the citizens to the meeting and discussed the procedures for providing citizen comments.

**Morgan Davis, 206 Avenue I**, stated he would like to comment on two subjects. First, at the December 13 Council meeting, the Mayor stated then Councilmember Zach Wilde, "lived in Snohomish." Then when a citizen prodded the Mayor again to ask Wilde for his residence address, the Mayor further stated Mr. Wilde doesn't have to disclose or even answer the question. In the Tribune, the Mayor was quoted as saying she was being bullied by that citizen speaker. So much for the \$25,000 the City spent on transparency for better citizen communications. Mr. Davis asked the Mayor after a whole three weeks to please disclose where Zach Wilde lives, or will she again cover up for him? There are a lot of implications to be considered. Some won't be known until it's investigated, but they need to know where he lives. Voter fraud, banking fraud, IRS capital gains fraud, city payroll fraud and mileage – based on where you live and where you go to meetings. These are all implications that need to be answered. They need to know where in the world Zach Wilde lives. He asked the Mayor to please obtain that information for the citizens. Even Bruce Ferguson, Council gadfly wrote in the Tribune and Herald today that the City should at least reprimand Mr. Wilde. He thinks Mr. Wilde needs more than a reprimand. There should be an investigation. Don't let him off the hook. Secondly, Mr. Davis' brother, a real estate investor, asked him to

## **AGENDA ITEM 3b**

check with City Hall today on Councilmember Randall's income property at 206 Avenue F now listed for sale. The property contains a main rental house and two individually detached rental cottages in the backyard of the 6,520 City lot. Mr. Davis was personally helped at City Hall by Sharon Pettit, who was very cooperative. He has to compliment her. She did a little research for him. At this point, it is undetermined whether the two cottages are non-conforming, or were later bootlegged – a vernacular term for putting in a rental unit against current code. Councilmember Randall also has two rental units at 1820 Second Street. Mr. Davis was curious to see if Councilmember Randall has taken out a City business license for landlords, as he had to do when the ordinance was changed a few years ago. He believes Councilmember Randall even voted on it. Mr. Davis was told by City staff that the Randalls do not have a landlord license as of noon today. An hour later, he received a call from Mrs. Randall indicating City Manager Larry Bauman called her to report that his interpretation of the business license statute for landlords is four or more contiguous units, which would require a license. The Randalls have five units in town. Mr. Bauman's opinion differed from Ms. Pettit's. According to Mr. Bauman's interpretation, a landlord who owns 90 rental units consisting of 30 triplexes, would not need a license. While a mom or pop real estate investor of only a four-plex, would have to get a City license. He would like an opinion on the two varying interpretations from the City Attorney.

Mayor Guzak stated Mr. Davis brought up two issues. The first is about former Councilmember Wilde and the second is about Councilmember Randall's rentals and house for sale. She asked the City Manager if he had any information regarding Zach Wilde. She does not know where he lives and was surprised as everybody was that he did not reside in the City. As far as Mayor Guzak knew, he lived on 22<sup>nd</sup> Street.

Mr. Bauman responded his information is that Mr. Wilde lived at home with his parents, due to some medical issues they've had, and he wanted to be near them. The home is outside of the City limits and that is why he no longer maintains City residency. Over the past weekend, the City received in its utility payment drop box, a check from Mr. Wilde repaying the City for all salary, federal and state withholdings totaling \$4,427.04. Along with the check, there was a note from Mr. Wilde addressed to all, which read, *I hope you can accept my apology on the recent events, confusion and misunderstanding on my part with residency. With that I thought it would be in the best interest to resign my position on Council. During this time of confusion and misunderstanding, Council and staff were unaware of my confusion and misunderstanding. I hope everyone can move forward. This is a community filled with great people in and outside. Hope is for all to make this a great place and do better. Signed, Zach Wilde.*

Mayor Guzak commented that the City has received all compensation from Mr. Wilde for all the monies he received during the time when he was no longer a City resident. Mayor Guzak asked Councilmember Randall to speak to the issues concerning his home.

Councilmember Randall confirmed he owns one home that is currently for sale. It has three houses on the property, and the homes existed when he purchased the property in 1989. He has not modified the structure. Two of the three units are vacant. During the sale, nobody is living in the homes. He is also putting his other home up for sale. Both of those units are duplexes and vacant. Councilmember Randall has one unit that is currently occupied by a long term tenant. He is getting out of the rental business and selling the homes. It is his understanding, he does not need a business license because he does not have any apartments. They are all houses. He asked Attorney Weed to speak more about the topic.

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Attorney Grant Weed indicated he just became aware of this issue today. The business license code does have a specific exemption for persons or organizations that provide three or less rooms or apartments for residential use. It is his understanding the City has not interpreted that part of the code as a unit confined to single family residential homes. He thinks the City has not consistently required business licenses of persons who own resident dwellings that might be made available for rent. The rental of four or more rooms or apartments for residential use is considered a business activity by definition of the code and in that scenario would require a business license, but it does require a rental of four or more units. Mr. Weed would interpret that as meaning the actual rental of the units.

**Grayson Pope**, stated the issue he would like to discuss is pertinent to Title 5, Section 44 of the Snohomish Municipal Code. Title 5 deals with Business Regulations and Licensing and Section 5.44 is strictly related to Taxicabs. He read directly from the Code, "A taxicab includes all vehicles used for the transportation of passengers for compensation, except ambulances, first aid vehicles, and other vehicles...." The City code then defines a taxicab operator as "any person, concern, business, corporation, or other entity which owns one or more taxicabs and is engaged in the business of transporting passengers for compensation in such vehicles." The Code then defines a taxicab driver as "any person who drives a taxicab on a full-time or part-time basis by arrangement with the owner thereof, and who uses said vehicle for the transportation of passengers for compensation." So, according to City code currently, a friend of his who drives for Uber, is by law considered a taxicab driver and his vehicle is by law is considered a taxicab. According to Title 5, Section 44, he would not legally be considered a taxicab driver in the City right now. He is bringing this to the City's attention because Title 5, Section 44 is completely unenforceable. He knows of a college student, 21 years old, with several jobs and when not scoring on his other jobs, he will go up to King Charley's and turn on Uber and pick somebody up and take them down to First Street. According to City code right now, he needs to obtain a taxicab driver license, pay a fee certified by the City, secure an operator's permit and all sorts of things. Why would his friend go through the process of doing something like that when he could just as easily continue to be an Uber or Lyft driver without all the necessary permits? He hasn't been caught yet and he has been doing this for three or four months. Mr. Pope wanted to bring this to the City's attention as it is unenforceable and something should be done about it.

Mayor Guzak thanked Mr. Pope for bringing the issue to the City's attention and stated with Uber and Lyft, the scenario relative to taxicabs has changed. It is time for the City to review Title 5, Section 44.

**Cathy Reines, 12925 77<sup>th</sup> Avenue S.E., Snohomish**, thanked the Council for their unbelievable commitment to the City. She represents the Snohomish Carnegie Foundation and is honored to be in front of the Council. They are in attendance to support the City's recommendation that the Carnegie be utilized for future City Council meetings. The Foundation participated in a workshop prior to the regular meeting. They are very excited about the opportunity to have the beautiful Carnegie public building – the oldest public building in the City of Snohomish continue to be used once again as a Council location. The Foundation, over the past couple of years has been working on grants that would be utilized to take down the annexed portion of the building and restore the entryway to the original beautiful staircase that was there when the building was originally built. The Foundation has held several events in the Carnegie. Those events have been very much geared toward raising dollars, but equally geared toward creating community awareness. They had the opportunity to create over the past few years many new supporters of the beautiful Carnegie Building. The Foundation believes holding Council meetings at the Carnegie will increase the numbers of supporters they have. For those who are not aware of what the Foundation is

## **AGENDA ITEM 3b**

doing, if they go to the back of main room on their way out, they will see the vision of the Foundation and what they anticipate the Carnegie building and its grounds will look like in the years to come. Last, but not least, the Carnegie Foundation Board has put in countless hours remodeling the building. They painted the interior. Another board member has been committed to polishing the woodwork. The board has also spent a lot of time on the grounds and they have been happy to do so. They view the Carnegie as a beautiful building and they are very pleased to have the Council there.

Mayor Guzak stated the Council appreciates the work of the Foundation.

**Mary Pat Connors, 6915 60<sup>th</sup> Street SE, Snohomish**, stated after reading the recent headlines in The Herald describing Snohomish as a divided city and reading citizens comments from the December 5 City Council meeting, she decided to speak during citizen comments at this meeting. She is there to give her experience and to support the City Council, staff and volunteers who serve on City advisory boards and commissions. The first time she volunteered to serve on a community advisory committee, the task was to draft a Strategic Plan for the City in 2005. That advisory group titled the Strategic Plan as *Imagine Snohomish. Promoting Vitality and Preserving Character*. In 2008, she applied, and was appointed by the previous Mayor to the City of Snohomish Economic Development Committee. To date, she has continued to volunteer as part of the committee. In 2013, a new community advisory committee was appointed to perform annual goal setting, budgeting and evaluation processes for an updated Strategic Plan. She applied to serve on that committee and was appointed. Again, the central guide was – Imagine Snohomish. Promoting Vitality and Preserving Character. Those were the difficult years during the economic downturn. Ms. Connors recently read a letter addressed to the Historic Downtown Snohomish Merchants Group from its Promotions and Marketing Director, Debbie Carlson-Gould. In the letter, she made mention of the fact when she first came to this position in 2009, there were thirteen empty storefronts on First Street alone. Today, she occasionally sees one empty storefront. In that letter, Ms. Carlson-Gould also credited the volunteers who helped rejuvenate this important part of the City. Ms. Connors currently serves on the Hal Moe Pool Advisory Committee. Once again, the City Council has asked volunteers to advise them on an important project. She read in the minutes from the December 5 meeting that there are those who state that transparency, accountability and public participation are three powerful components of open government. She agrees with that. It has been her experience as a business owner and property owner in Snohomish since 1999, this is what has been happening. She has read citizen comments stating the City is not transparent and knows that some of those folks have been appointed to the committees. At times, even after missing the deadline for application. These same people have attended a few meetings, then officially quit, or just quit coming. They were given the opportunity to participate in the process, but continued to stand outside and make their complaints from there. She is not there to talk about what she has done. She is here to talk about her long experience in the City and how the City Council and staff have worked with its citizen volunteers, property owners and business owners. We are not a divided City. We are a City of volunteer citizens who often show up to make the City better. She is biased in favor of the Council and staff. Her bias comes from her experience with them for many years and many instances. They have not always agreed, but have worked out those disagreements in public meetings and she thanked them for the respect shown.

**Donna Ray, 728 Mill Avenue**, stated she has lived in the City since 2005. She was recently appointed to the Public Safety Commission, and she has been very involved in building community in her neighborhood – Morgantown. She understands how important it is that people work together and not focus on the negative things going on, but try to find common

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ground. That is one of the main things happening in her neighborhood which has helped build that community. She supports the Council. Some people who have never served, do not understand how much work it is to run a City and keep it going. It is very easy to sit on the sidelines, make comments and criticize. Unless they have been in the process and understand how hard it is, she doesn't think they really have much of a leg to stand on. She supports all that the Council is doing and even though changes occurring in the City are dramatic, she is hoping the right person is elected as a strong mayor and that the City will continue to move forward in a very positive way.

Citizen Comments: Closed

### **5. PRESENTATION: Alliance for Housing Affordability Work Plan and Budget**

Planning Director Glen Pickus stated the City has been a member of the Alliance for Housing Affordability (AHA) since its inception in 2013. Mr. Chris Collier, AHA Program Manager will provide the Council with a presentation and information on the AHA program prior to a Council vote to approve the 2017-2018 budget.

Chris Collier stated AHA's core mission is to facilitate the availability of housing within Snohomish County, meeting the needs of all income levels.

Past work by the AHA includes:

- Jurisdiction profiles
- Assisted with Comp Plan housing elements
- Jurisdiction dashboards

Work in the future includes:

- Help jurisdictions address their housing needs
- Particularly for the 50-120% Area Median Income (AMI) bracket
- Legislation tracking and updates
- Outreach and education to community and government
- Assist with research projects, presentations, and enhancing communication in the county

AHA's work plan consists of the following:

Data analysis

- Reviewing the Census Bureau surveys and data – primarily American Communities Survey
- HUD data and policy documents
- Research projects for jurisdictions

Technical expertise

- Mapping (ArcGIS)
- Web presence, programming, database management
- Managing data gathering and automation projects for jurisdictions

Education and outreach

- Presentations to councils and committees, working with community members to assist in connecting with the right people

## **AGENDA ITEM 3b**

### Grants and Financial

- Work to find funding for projects and new funding opportunities
- Collaborative funding model similar to A Regional Council for Housing (ARCH)

Mr. Collier noted the AHA is available to help with the above noted work so cities can meet their housing needs. The Alliance's budget request for FY2018 is \$120,586. The City of Snohomish is asked to contribute \$1,639.

Mayor Guzak commented that she is very proud that the City of Snohomish was one of the original members of the Alliance for Housing Affordability. She knows the City received a great benefit from the housing survey related to the Comprehensive Plan. Clearly, the City needs more affordable housing, and although the Snohomish Affordable Group is doing a great job, there is still a huge need. Mayor Guzak is counting on the AHA as a point of research and collaboration. She appreciates their work and support. She feels the City's small contribution toward their annual budget is a great benefit.

Mr. Pickus stated AHA offers the City housing expertise. He knows a little bit about housing, but is not a housing expert. He feels fortunate as a staff member to be able to contact Mr. Collier to assist him with technical housing issues.

**MOTION** by Rohrscheib, second by Schilaty that the City Council **APPROVE** the Alliance for Housing Affordability Fiscal Year 2017-2018 Budget. The motion passed unanimously (6-0).

## **6. DISCUSSION ITEMS:**

### **a. SET Mayors Compensation**

Mr. Bauman explained this item was last discussed at the Council's December 13 meeting where Council directed the item be continued to tonight. The salary comparison data from the Association of Washington Cities (AWC) has been provided. All salary data provided reflect only base salaries for the position. No additional benefit costs are included in these studies. AWC data shows that only a few cities statewide currently report that they offer any additional benefits for the position of Mayor. The AWC study is the only comprehensive set of current salary data known to exist for comparing salaries statewide for elected city positions. Staff analyzed the AWC salary survey for Mayor and developed two different views of this data: 1) a statewide review of all cities and towns reporting salary for a Mayor position (that is, only Mayor-Council forms of government); and 2) a more narrow review of only Pierce, King and Snohomish (central Puget Sound) Counties cities reporting salary for a Mayor position. It is purely coincidental that both the statewide and three-county data resulted in the same median salary.

Mr. Bauman noted considerations that may be important for the City Council in establishing this salary would be whether this would be envisioned as a full-time or part-time position. Staff does not expect that Council will take final action tonight, as it is a discussion item.

Citizen Comments:

**Steve Humphries, Snohomish County**, stated he took it upon himself to form a citizens' committee for the Mayor's salary. He had nine very capable people respond. He asked

## **AGENDA ITEM 3b**

them to step up and they did a survey of twelve like communities of populations from the low end to the high end. He has a meeting scheduled on Friday with one of the Councilmembers so he can share the data because he thinks it will help. He is not a rocket scientist or brain surgeon, but he thinks they did well. Of the nine people he asked to step up, only one of them showed up. He spoke with nine of the twelve cities personally, and spoke with two Mayors personally from the City of Yelm and City of DuPont. He compiled a nice set of comparisons and has a recommendation for the Mayor's salary and stipend for Councilmembers. He also has a recommended salary if the Mayor chooses to hire a City Administrator. All but one city had a City Administrator and that one city said you must have a City Administrator to run a city this size. He will be meeting with a Councilmember on Friday. He would be happy to share his data with the Council.

Mayor Guzak stated there a couple of ways he can share the information. He can send the Council a letter or email. Additionally, when he meets with the Councilmember, the Councilmember can forward the information to the Council. She welcomes receiving additional information. The Council is currently reviewing the Association of Washington Cities and Municipal Research data. However, she would be happy to fold this information into the discussion.

**Morgan Davis, 206 Avenue I**, asked the Mayor to afford him an extra minute like she did for her supporter Ms. Connors this evening. He stated there is a logic disconnect going on by the Council with respect to the salaries. The Council has already created two new positions. The Strong Mayor and the City Administrator. Both to this point without set salaries. That's the point. They are both linked together. A low Mayor salary means a highly paid City Administrator. A higher Mayor salary - \$43,200 like Monroe means there is no need for Snohomish to have a full-time City Administrator. Snohomish already has a highly paid Deputy City Manager, Steve Schuller. The logical conclusion is to wait to set both position salaries until after the November 7 election. Why set them now and then have to change them again in a year with the new Mayor and new Council? It doesn't make sense. It's illogical. He has another point he would like confirmed with the City Attorney. Garth Fell, Snohomish County Elections Department Manager told him if the City sets no Mayor salary prior to the election, the County Auditor will simply put a placeholder zero and there will be no filing fee required of the mayoral candidates. Isn't that a good thing for democracy to encourage more people to file for Mayor? He read page 80 the Council agenda packet starting with Monroe - population 18,000. Mr. Davis states when you deduct the prison population, their effective population is 15,000 and within the Snohomish bracket. Monroe's salary for Mayor is \$43,000, not \$30,000. Monroe's population is not 30,000 like Kari Zimmerman mentioned at the last Council meeting. He thinks Monroe is the best comparison. The next one is Mukilteo. Their strong Mayor earns \$70,000 per year, Oak Harbor \$50,000, Tukwila \$100,000, Burlington \$53,000, East Wenatchee \$60,000, Ferndale \$32,000 and these are all populations under 20,000. The Council can cherry pick all they want. They can go to Air Heights over in Spokane, Medina or Woodway - where they pay the Mayor \$1.00. What the Council should do is not set a salary until after the November election and let the voters decide in the Voters Pamphlet with the vision of each candidate. Mr. Bauman said that tonight - you need to have the vision and how you want the Mayor to operate, and this Council shouldn't do it. It should be after the election.

Citizen Comments: Closed

### **AGENDA ITEM 3b**

Councilmember Hamilton said as he stated before, he doesn't think the comparables are of much value. If the City is going out and hiring somebody for a salaried or hourly position, the comps would have some relevance. In this situation, the candidate will be somebody who lives in the City. The voters will decide. The responsibilities the strong Mayor has are enormous. They are responsible for running the City and will determine how hard they work. The Council hopes they will work with great diligence. The Council has no choice on that. The Mayor is going to do what they're going to do. They have hiring and firing authority. How much is the job worth? The City is wishing to attract candidates to the position who not only have a passion for the City, but are going to be appropriately compensated. What is that perfect compensation? He has thrown out \$35.00 per hour, or approximately \$72,000 annually. He feels that is adequate compensation for a person the City expects to take great responsibility. That may even be underpaid. It's difficult.

Councilmember Randall stated the Council doesn't know if there will be a full or part-time Mayor until sometime in November. It's very difficult to know what salary to set, because the Council doesn't know who the candidates are. This will not be known until May, and will not know who actually wins the election until November. He is in favor of leaving the salary at \$8,700, which is the current salary. After the election is over, the City Council can then decide what the correct amount should be based on the winning candidate's indication as to whether they are a full or part-time Mayor.

Councilmember Schilaty stated several Councilmembers and past Councilmember Mr. Kaftanski brought this up at the last meeting, those who serve on the Council are not doing it for the money. She thinks the idea of public service and running for a political office is that nobody goes into it for the money. If they are going into it for the money, they are doing it for the wrong reason. It is to be a public servant. The idea of discussing and setting a salary and deciding how to compensate the position really doesn't make a lot of sense to her at this point. The Council should more realistically look at what does the Council expect of this position, which is in the purview of the Council to decide. Will it be a full or part-time position? The Council can do that by setting the salary. She heard from a speaker tonight that it's almost paramount to being irresponsible to run the City without a City Administrator. If someone has the expertise to run the City without an Administrator, it will be discovered during the election. She would be reticent to try to set a salary now that is on the higher end.

Councilmember Burke thinks the Council can move ahead with the assumption that there will be a City Administrator. The aspect of whether the Mayor's position will be full or part-time can be decided later. Going forward with the assumption there will be a City Administrator is a good place to start. He doesn't have strong feelings about the salary.

Mayor Guzak thinks the City needs a full time City Administrator to run a \$30 million per year business, with all the State and Federal regulations. All the requirements for public process needs somebody who is skilled and highly professional. She knows many people in the City that are attracted to public service and are probably not in a position to be a City Administrator. She agrees with Councilmember Schilaty and sees the strong Mayor as being a part-time position. She supports the median salary of \$18,000 per year, and knows the Council at any point can create a different a salary range. She is also okay with no salary at this time. She is not sure if having no salary may be a deterrent. It's difficult.

## **AGENDA ITEM 3b**

Councilmember Schilaty mentioned once they know who the strong Mayor will be and how much that person intends to work, the salary is completely negotiable and can be adjusted upward. However, if the salary is set too high, and that person decided to work fewer hours and hire a City Administrator, which would be within the Mayor's purview, then the Council could lower the salary, but it wouldn't take effect until the next election. Placing the salary too high with the expectation of lowering it, is not a good idea. She supports placing the salary at \$18,000 per year as a placeholder.

Councilmember Hamilton doesn't want to make a determination tonight. Anybody who thinks the Council can set the salary after the election is ludicrous. Ethically that is a bad idea. Waiting until the new Council is seated in 2018 and letting them decide the salary of the Mayor is equally ludicrous. The Council needs to come to some determination. A strong Mayor is the Chief Executive Officer in charge of all the operations. Nobody gets to decide how hard they will work or what systems they will have except the Mayor. The Council has a fiduciary responsibility to arrive at a legitimate number that people understand. The Council needs to think what they are compensating for. He thinks the Mayor should be adequately compensated.

Councilmember Schilaty stated there will be an elected Mayor and that elected Mayor will be their own checks and balance. When the salary is set, if a Mayor does come forward and want to renegotiate, she doesn't think it is ludicrous. The Mayor will have to not only convince the Council, but their constituency that they need the additional income for what they are going to accomplish. She is confident it would work itself out.

Councilmember Burke stated the vote is not about the Council or staff. It's about the citizens. He believes \$18,000 is in the spirit of the vote. The salary can change at any time if necessary.

Mayor Guzak stated this issue is a discussion item and the Council could make a decision tonight, but there will be a new Councilmember soon. It may be an appropriate action item when the seventh Councilmember is appointed. As there may be a split vote. She reiterated she envisions a part-time Mayor and a full-time City Administrator. A City Administrator is critical. She is reluctant to set the salary for a Mayor at a high level. She does not want two Executive salaries.

The Mayor is recommending that the Council postpone taking action until the seventh Councilmember is seated.

The Council concurred.

### **b. Council Vacancy Application Process**

Mr. Bauman stated the resignation of Councilmember Zach Wilde has created a vacancy for Position 3. The purpose of the discussion item is for the City Council to direct staff regarding the timing and process for filling the vacant City Council position.

The City Council has authority to determine the timing of the application period, the type of application materials to be required for applicants and the timing and process for interviewing applicants. The previous recruitment to fill a City Council vacancy provided applicants with 30 days to submit their applications. Does the City Council wish to use the same open application period or a different time period? And, does the Council wish to interview and select a candidate for the vacancy during a regular meeting or a special

### **AGENDA ITEM 3b**

meeting set aside for this purpose? Other options for Council discussion are how it wishes to develop interview questions in Executive Session as permitted by state law for the purpose of selecting a smaller number of applicants for interviews.

Citizen Comments:

**Morgan Davis, 206 Avenue I**, stated he is opposed to having executive sessions on this issue. The Council spends all this money for transparency. Let the citizens hear the interview questions. Let them hear the answers. Apparently, this will be up for election in August. They need to get all the information they can. He always said this City Council has too many executive sessions. Too much backroom deals. Too much secrecy going on. He asked the Council to not have any executive sessions to pick a qualified candidate.

Mayor Guzak asked Attorney Weed for clarification regarding the need and purpose for an executive session.

Attorney Weed responded the Open Public Meetings Act allows the Council to consider the qualifications for applicants to fill a vacancy in a public office. Council can review the letters of interest and resumes primarily for narrowing down the field if there are a large number of applications in executive session. The process of asking questions and obtaining the answers needs to be done in an open public meeting. That is what state law allows.

Citizen Comments: Closed

Councilmember Hamilton preferred a 30 day time period for accepting applications. He suggests an application deadline at close of business on Friday, February 3. He recommends eliminating the reference to a pager number on the application form.

Councilmember Schilaty suggested moving the application deadline up to 3 weeks, instead of 30 days. She felt the process worked very well last time. She hopes there are a lot of applicants.

Mayor Guzak stated there will need to be a special meeting for interviews. She noted that Mr. Bauman will be out of the office until the end of January.

Councilmember Randall agreed with Councilmember Schilaty that 30 days is a little long. He supports a 3 week advertising period, and is fine with the rest of the process as outlined by staff. He clarified that there would only need to be an executive session if there are seven or more applicants.

Manager Bauman asked the Council to confirm the closing date for applications as Friday, January 20, 2017, with a possible Special Meeting and Executive Session on Tuesday, January 24, 2017 and the interviews on Tuesday, January 31, 2017.

Council confirmed the dates as outlined.

## **AGENDA ITEM 3b**

### **7. CONSENT ITEMS:**

- a. **AUTHORIZE** payment of claim warrants #59883 through #60050 in the amount of \$1,029,373.62 , and payroll checks #15169 through #15189 in the amount of \$419,636.88 issued since the last regular meeting.
- b. **CONFIRMATION** of Monroe City Councilmember Jeff Rasmussen to the County Board of Health.

**MOTION** by Hamilton, second by Randall to pass the Consent Item. The motion passed unanimously (6-0).

### **8. OTHER BUSINESS/INFORMATION ITEMS:**

Mayor Guzak stated she wished to discuss reviewing taxi driver regulations in light of Uber and Lyft. She would like the issue to be reviewed by staff and brought back as a future discussion item to obtain Council direction on next steps.

Councilmember Hamilton stated there is an organization having a community meeting on Saturday morning. He asked if more than three Councilmembers plan to attend the function, does the City need to be aware of the quorum? It is being conducted by the Citizens for Responsible Government to discuss City business.

Mr. Bauman replied if more than three Councilmembers attend, it would be considered a City Council meeting and it would have to be posted and published.

It was determined Councilmember Hamilton will be the only Councilmember in attendance.

### **9. COUNCILMEMBER COMMENTS/LIAISON REPORTS:**

Councilmember Hamilton stated the Planning Commission will be meeting at the School District tomorrow evening to discuss their work plan for the upcoming year.

### **10. MANAGER'S COMMENTS:**

Mr. Bauman stated staff has not brought forth to Council a set of legislative priorities for 2017 because the outlook looks so bleak in terms of getting anything special from the legislature this year, due to work involved in acquiring education funding. He is happy to organize something to be brought to the next Council meeting for review developed by the Economic Alliance Snohomish County and the Managers and Administrators Group. He believes the prospect of obtaining special legislation in the cities is not an opportune possibility for 2017.

Mayor Guzak supports signing off on a letter listing legislative priorities.

Mr. Bauman noted the Police Department remodel is very close to being completed. Hopefully, a public Open House will be scheduled by the end of January.

## **AGENDA ITEM 3b**

### **11. MAYOR'S COMMENTS:**

Mayor Guzak stated the Winter Solstice Walk enjoyed some of the best weather in quite some time. There were a lot of people downtown. It was the pleasure of Yoga Circle Studio and her partner, Warner Blake and several friends who do the work to organize this event. There were over 550 candle lumineers downtown, with music on First Street and they had a wonderful time.

Mayor Guzak distributed letters of attendance to the City's boards and commission members. They are all volunteers. However, the City does ask that volunteers commit to at least 75% meeting attendance for their effectiveness.

Mayor Guzak reviewed the City's significant accomplishments in 2016.

1. Approved ALL recommendations developed by the Open Government Committee
2. Began work to publish a City Quarterly Magazine starting in early 2017
3. Collaborated with the Snohomish Sportsmans Club and legislature; worked with the state Department of Fish and Wildlife for the state-funded \$500,000 construction of the new Boat Launch on the Snohomish River
4. Received \$500,000 from the Snohomish County Conservation Futures funding program to purchase 20 acres of riverfront property for the boat launch project
5. Began planning new community uses for the Hal Moe property with an ad hoc citizens committee
6. Reduced sewer utility rates by approximately 10% for the average user (making our 2017 rates lower than both Lake Stevens and Monroe)
7. Blackmans Lake Outlet Improvements (now nearly complete) providing an overflow channel to control flooding
8. Adopted new annual City Council Goals for 2017
9. Remodeled the Police Station (phase 1) with \$140,000 in shared federal drug asset seizure funds
10. Began working with Snohomish County on the design of the Centennial Trail South connection to First Street
11. Constructed the Blackmans Lake Outlet Improvement Project
12. Constructed the lane capacity improvements for the intersection of Highway 9 and 30<sup>th</sup> Street
13. Adopted new financial management policies
14. Approved new development codes to preserve community based theaters
15. Organized a well-attended community forum regarding opiate addiction
16. Adopted policies to eventually close the City's water treatment plant on the Snohomish River, preserve the City's water rights and supply all City water needs through the City of Everett to reduce future costs to utility customers
17. Developed a new City mobile phone application and began redesign of the City's website (now nearly complete)
18. Began work to develop a five-year financial plan to balance expenditures and revenues for the City's General Fund in future years
19. Asked voters to advise the City Council regarding a potential ban on fireworks with a November ballot measure

**AGENDA ITEM 3b**

20. Updated the City's Comprehensive Emergency Management Plan and participated in the regional Cascadia Rising emergency planning exercise
21. Approved updated and strengthened wireless communications regulations
22. Expanded citizen comment opportunities for City Council meetings
23. Adopted policies to confirm prohibitions on medical and recreational marijuana within the City
24. Expanded the use of online credit card payments for City utilities and other fees
25. Completed (almost) phase 1 remodeling of the Police Station
26. Completed upgrades of storage facilities and other facilities at the City's Public Works Yard
27. Continued work with Snohomish County regarding its plans for connecting Centennial Trail South across the Snohomish River to First Street
28. Approved a new, five year agreement (2017-2021) for police services contracted with the Snohomish County Sheriff's Office
29. Approved the 2017 Budget with a planned donation of \$19,250 to help support the struggling Snohomish County Health District
30. Received grants to support public works projects:
  - o 30<sup>th</sup> Street/ SR 9 intersection--State (Transportation Improvement Board) and federal (Puget Sound Regional Council) grant funds to design and construct the project are contributing \$909,000 of the \$1.02 total costs (approx. \$113,000 remainder from TBD funds)
  - o Maple Avenue Pavement Overlay (Second Street to Pine Avenue)-- \$305,000 from the Washington State Transportation Improvement Board for the \$340,000 project (\$35,000 remainder from TBD funds)

Mayor Guzak thanked staff, Council, the volunteer Boards and Commissions and the citizens who make this City a better place.

12. Adjourn to **EXECUTIVE SESSION** at 9:10 p.m. to discuss potential litigation with no action to follow.
13. Reconvene and **ADJOURN** at 9:30 p.m.

APPROVED this 17th day of January, 2017

CITY OF SNOHOMISH

ATTEST:

\_\_\_\_\_  
Karen Guzak, Mayor

\_\_\_\_\_  
Pat Adams, City Clerk

**AGENDA ITEM 3b**

## **ACTION ITEM 5a**

**Date:** January 17, 2017  
**To:** City Council  
**From:** Denise Meta Johns, Project Manager  
**Subject:** **Authorize the City Manager to sign and execute a Professional Services Agreement for the Hal Moe Pool Remodel Project**

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**SUMMARY:** The purpose of this agenda item is to authorize the execution of a Professional Services Agreement between the City of Snohomish and ARC Architects for conceptual design of the Hal Moe Building Remodel.

Eleven architectural firms submitted proposals to develop conceptual designs in response to the Request for Proposal (RFP) advertisement. Firms which submitted proposals were as follows:

- ARC Architects
- Atelier Jones Architects
- BergerABAM
- Capital Architecture
- Design2Last, Inc.
- Hoshide Wanzer Architects
- Minaker Architects
- NAC Architects
- SKL Architects
- Solarc Architect
- Woolen/Posit Studio

After reviewing the proposals, four firms were invited to interview on December 12, 2016: 1) ARC Architects; 2) NAC Architecture; 3) SKL Architects; and 4) Woolen/Posit Studio. ARC Architects was selected based on their experience, qualifications, and understanding of the project. If this selection is approved by the City Council, conceptual planning will begin in February and is scheduled for completion by summer 2017.

**BACKGROUND:** The Snohomish School District (SSD) constructed the Hal Moe Pool facility in 1968 and completed its enclosure and additional improvements in the late 1980s. The Hal Moe Building (HMB) is located on the north side of the City-owned block between Lincoln Avenue and Pine to the east and west; and Second and Third Streets to the north and south. In 2007, the SSD permanently closed the HMB for structural and safety issues and transferred ownership to the City of Snohomish in 2013.

In December of 2015, the City Council appointed the ad hoc Hal Moe Pool Advisory Committee (Committee) to determine the HMB's future through a master planning process. The Committee convened in January 2016, beginning the master planning effort for the HMB and site. During their June meeting, the Committee agreed to further study the feasibility of redeveloping the

## **ACTION ITEM 5a**

existing HMB into a multi-use, multi-generational, and multi-ability-level facility and develop options for management and operations. Its findings were presented to the City Council as an update in August 2016.

In September 2016, Council authorized staff to advertise, interview and select a consultant to prepare a conceptual design including a final conceptual plan, elevations, and cost estimate for the HMB. The Request for Proposals (RFP) was advertised for 30 days in the Everett Herald, Daily Journal of Commerce, and social media.

**ANALYSIS:** Once authorized to proceed, the architectural team will provide the professional expertise to develop the HMB's initial conceptual design. This is the first phase of the design work to determine the feasibility of remodeling the building according to the Committee and community's vision. Products will include illustrative draft design drawings, renderings, construction cost estimates, attendance at public meetings, and presentation of conceptual design alternatives. Upon completion and acceptance of the preferred alternative, the City may wish to use the completed conceptual design and cost estimate to pursue funding, and/or to complete portions of the final design, or both.

**BUGETARY IMPACTS:** The Real Estate Excise Tax (REET) fund has allocated \$150,000 for the HMB's redesign and is a part of the City's 2017 Capital Improvement Plan Budget. Out of the \$150,000 design budget, \$50,000 has been allocated for this initial conceptual design described above.

**STRATEGIC PLAN REFERENCE:** Initiative #1: Establish a sustainable model for strengthening and expanding our parks, trails, and public spaces; Initiative #2: Strengthen our foundations for connecting neighbors and enhancing our neighborhoods; Initiative #6: Cultivate local businesses and promote the City as a great place to do business; Initiative #7: Strengthen the City's attractiveness as a regional destination; Initiative #8: Invest in Snohomish's civic facilities

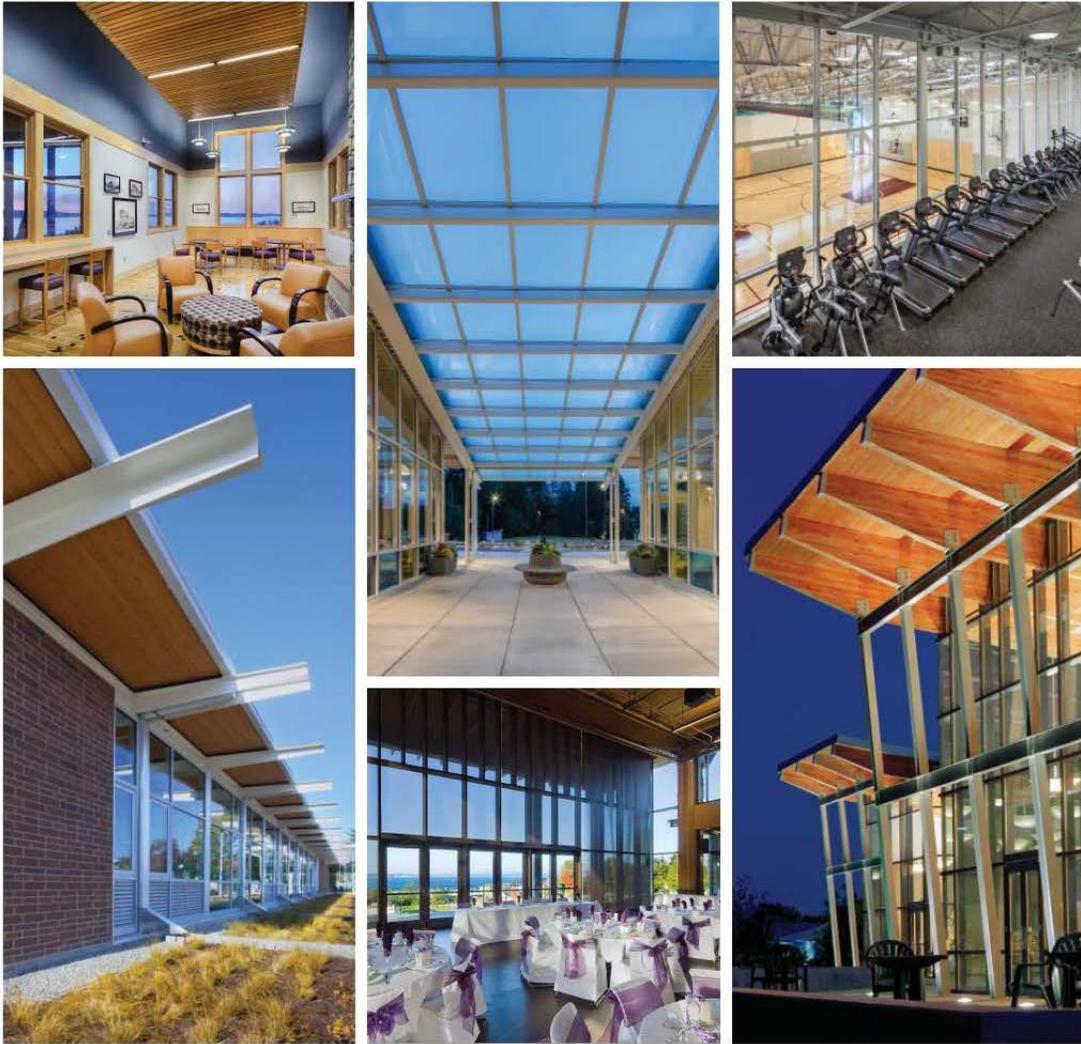
**RECOMMENDATION:** That the City Council **AUTHORIZE** the City Manager to sign and execute the Professional Services Agreement with ARC Architectures in an amount not to exceed \$50,000 for the Hal Moe Building Redesign.

### **ATTACHMENTS:**

- A. ARC Architects Proposal
- B. ARC Architects Scope and Fee Schedule
- C. ARC Work Schedule
- D. Hal Moe Building Remodel Request for Proposals

**ACTION ITEM 5a**

ATTACHMENT A



**HAL MOE BUILDING REMODEL**

ARC ARCHITECTS  
November 8, 2016

## **ACTION ITEM 5a**

ARC ARCHITECTS.COM 119 S MAIN ST #200 SEATTLE, WA 98104 206.322.3322 P 206.322.9323 F



November 8, 2016

City of Snohomish  
Attn: Denise Johns, Project Manager  
116 Union Street  
Snohomish, WA 98290

Re: RFQ - Hal Moe Building Remodel

Dear Denise and Selection Committee,

ARC Architects is pleased to submit its qualifications for consideration for the Hal Moe Building Remodeling project. This important project will serve community needs and contribute to the evolution of the Pilchuck District.

We have structured our team based on spending the \$50,000 fee efficiently and on our shared knowledge and commitment. ARC Architects specializes in the design of recreation and community centers that are welcoming public places that encourage fitness, sports, health and wellness, and public and private events. We are consensus builders, a skill that comes from years of public sector experience and a desire to design architecture that fits its community. Sustainable design informs all our work; we will work to ensure all LEED opportunities are discussed with you.

Ballard\*King and Associates are recreation planning experts. They will provide insights about the service area, local market, fees, and operations costs. This will help develop a program that meets needs and a realistic understanding of annual subsidies that may be required.

DCW Cost Management is an estimating consultant that knows the local construction market. Together, DCW and ARC have the experience to provide accurate construction costs and project budgets without the need for engineering talent that will, in the future, be needed.

ARC Architects' practice is based on the principle of service. Stan Lokting will be the Principal-in-Charge overseeing contracting, design and public outreach. Principal Paul Curtis will coordinate our consultant team, provide design guidance and manage the schedule. We can be reached at 206-322-3322, lokting@arcarchitects.com, and curtis@arcarchitects.com.

Sincerely,

Stan Lokting, LEED AP  
Principal

Paul Curtis, LEED AP  
Principal

## **ACTION ITEM 5a**

### PROJECT UNDERSTANDING & APPROACH

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## PROJECT UNDERSTANDING & EARLY THOUGHTS

Community interest abounds in this project, made clear by the meeting notes for the Hal Moe Pool Advisory Committee, the images from the Conversation Cafe, and the fact that the city funded this RFP.

There is keen interest in reusing what can be easily salvaged from the existing building to create a new multi-use, multi-generational center that is accessible to all and meets very broad community needs. The use program needs to be developed with consideration to the use and success of other facilities, in particular the Carnegie Education Center. Revenues from use of the Hal Moe building will be utilized to offset costs to operate and manage the facility.



*Hal Moe Existing Facility*

The program, building design and site design must contribute to the pedestrian and other urban design goals envisioned for the Pilchuck District and meet the district's design guidelines. The site is close to the Historic District which places additional importance on developing a design that respects Snohomish's rich history.

Overall in very poor shape, the existing building does contain glu-lam beams and columns worth saving. The important question for the City is whether the three options to be studied should all be based on

saving these elements. It is our opinion they should not. We think looking at (3) options is appropriate, but that they should be significantly different to provide you with a breadth of options that consider project budgets (construction and soft costs), cost recovers (operations costs less fees), and design outcomes. A first pass at the three options to consider might be:

1. **Large Building with Reuse of Glu-lams:** In this option, the new building is approximately the same size as the existing. The form of the building will be familiar to everyone and the glu-lams are salvaged which helps retain some of the town's history.
2. **Modest Building with Reuse of Glu-lams:** Below the roof formed by the glu-lams is a smaller enclosed building and a covered outdoor area. This option would cost less and may offer interesting programming benefits for the park.
3. **New Building:** This option frees up the design to maximize connections between the site, building and street. Rethinking building form and location might help with access, views, and solar orienta

## APPROACH

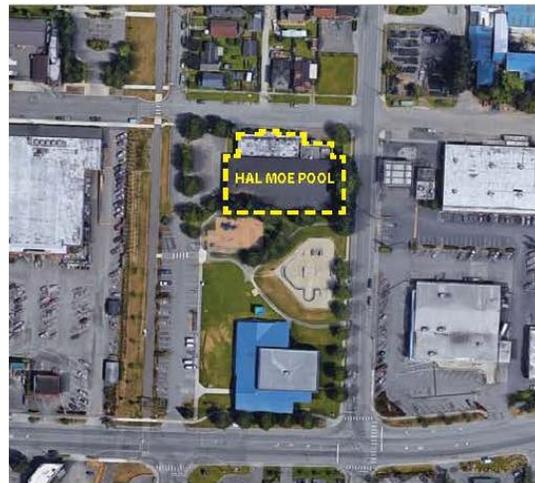
Our approach starts with a commitment to help the Hal Moe Pool Advisory Committee meet its mission "to make recommendations for a wide variety of compatible uses which support citizen need and are affordable and feasible."

We will follow the well-thought out tasks and deliverables outlined in the RFP with additional work tasks that address issues that will help you in your decision-making. Please see the Preliminary Schedule.

### TASK ONE

#### Review Background Information & Meeting

- Meet with Committee and stakeholders to understand project goals, budget, and program and revenue hopes.
- Review meeting notes and other information.
- Review City zoning and planning goals.
- Understand the vision for the Pilchuck District.
- Review site survey and other drawings.
- **Suggested Additional Work Item:** Begin demographic, service area and market analysis to structure the cost recovery.



### TASK TWO

#### Develop Conceptual Architectural and Site Plans

- Develop a program for each option and include how each are affected by planned-for use of the Carnegie Educational Center.
- Provide plans, perspectives, sections, phasing, and a cost estimate for each option.
- Evaluate practical sustainability & design goals and LEED certification process & costs.
- **Suggested Additional Work Item:** Meet with Parks Board and City Council mid-task to apprise them of concepts before they are completed.
- **Suggested Additional Work Item:** In addition to the estimate, provide a planning level project budget (construction and soft costs) and cost recovery analysis (operations costs less fees) for each option.



## **ACTION ITEM 5a**

### PROJECT APPROACH & SCHEDULE

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#### TASK THREE

##### Combined Meeting

- Present to City Council, Parks Board, Hal Moe Pool Committee, and community.
- *Suggested Additional Work Item:* The public can attend this meeting. Provide information that will make it easy to get the word out about this meeting.



#### TASK FOUR

##### Conceptual Master Plan - City Council Meeting

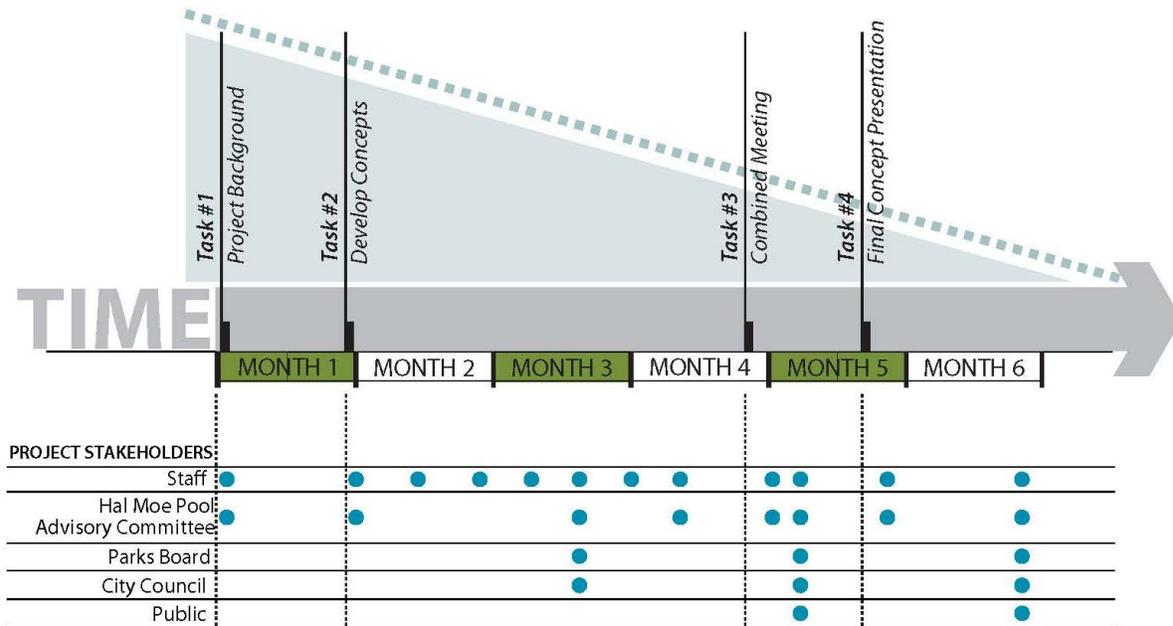
- Prepare the final conceptual design.
- Present at City Council Meeting.
- *Suggested Additional Work Item:* The public can attend this meeting. Provide information that will make it easy to get the word out about this meeting.
- *Suggested Additional Work Item:* Plan next steps, including possible financing strategies.
- *Suggested Additional Work Item:* Provide a final report that summarizes process, program, options, costs, and recommendations.



## PRELIMINARY SCHEDULE

We will develop a schedule - with your input - that identifies milestones for decision making that advance the study to successful completion. An important scheduling consideration is timing the meetings in Phases Three and Four to assure that the public has a better chance of attending. To do this, it would be good to schedule these so that they don't conflict with holidays, school closures and summer vacation. We feel the studies and process can be done in 6 to 9 months.

We think regular meetings with the Advisory Committee are important to assure continuous client input and to keep up the momentum to meet the schedule. These meetings are identified in the schedule below.



# **ACTION ITEM 5a**

## PREVIOUS EXPERIENCE

### a|r|c ARCHITECTS

#### FEASIBILITY STUDIES

Our firm's public project focus requires helping decision makers make the right decisions. Feasibility studies are often pre-requisites that help establish the right design direction and foster consensus. ARC Architects has facilitated many public meetings and we know how to make compelling presentations and listen to the community and our clients.

#### Inventory and Programming

Successful feasibility studies depend upon development of the use program, garnering stakeholder and public input, and understanding the site's zoning, sensitive areas, climate, topography, traffic impacts, and infrastructure. Existing studies and background information are researched, client representatives are interviewed, authorities having jurisdiction are contacted, and the public is asked to participate.

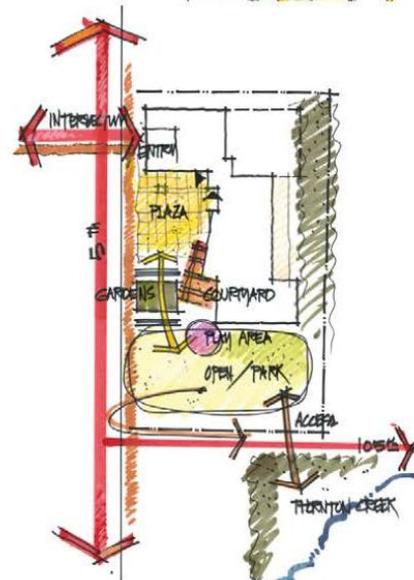
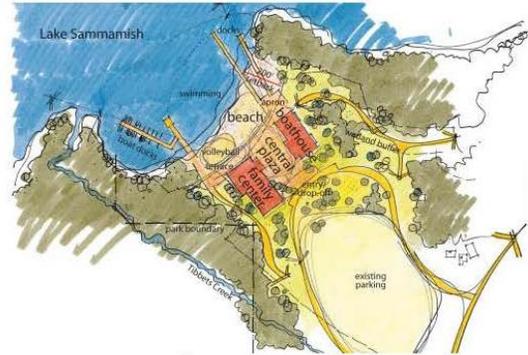
#### Design Concepts and Cost Estimates

Concept options will address program, site and building functionality, aesthetics, and possible phasing strategies. Consultants provide technical input and our estimating consultant provides a construction cost budget. We work with clients on detailed soft costs in order to provide realistic project cost budgets. Graphics will communicate the look and feel of a project before moving into detailed design.

#### Relevant Projects

- Eastside Tacoma Community Center & Pool Study
- Bonney Lake Public Works Programming & Master Plan
- Lake City Library Civic Center Master Plan\*
- Cowlitz Conf. & Comm. Center Feasibility Study\*
- Kirkland City Hall Assessment & Programming\*
- Mukilteo City Hall Feasibility Study\*
- New Holly Neighborhood Campus\*
- Northgate Community Center, Library & Park Master Plan\*
- Rainier Beach Community Center Feasibility Study\*
- Richland Community & Senior Center Study\*
- Rosehill Community Center Pre-Design\*
- Port Angeles William Shore Pool Feasibility Study
- Sammamish City Hall, Police & Parks Master Plan\*
- Washougal Civic Masterplan

\* denotes built project



## SUSTAINABLE DESIGN & LEED CONSULTING

An efficient building design can help reduce energy and water use, improve indoor air quality, and minimize materials use. ARC Architects has a long history of integrating sustainable design in its projects, effectively considering first costs and the long-term costs and the benefits of environmentally responsible design. This integrated design approach develops connections between the site and the building, and include consideration of roof water run off, avian corridors, heat island mitigation and brownfield redevelopment. With 75 percent of our staff LEED Accredited, we are committed to incorporating green design into each project that

we do. Beyond the matrixes of sustainable design are those elements that are a reflection of the clients' environmental mission.

We have successfully shepherded multiple projects through the LEED certification process and continue to do so. We are also versed in the Evergreen Sustainable Development Standards associated with Washington State Housing Trust Funds. We are committed to working with you and your team to develop the appropriate sustainable strategies for each project. Our sustainable projects include:



### **EVERGREEN SUSTAINABLE DEVELOPMENT STANDARDS**

Adams View Family Housing, Yakama Nation HA  
Pacific Pearl Family Housing, Joint Pacific County HA  
Pivotal Point Family Housing, Everett Housing Authority  
DVS Emergency Shelter, DVS of Snohomish County

### **USGBC LEED GOLD CERTIFIED**

Mukilteo City Hall  
199 Blaine Biotechnology Building  
Rainier Beach Community Center & Pool

### **USGBC LEED SILVER CERTIFIED**

Birch Creek Youth Center  
Sammamish City Hall and Police  
Port Townsend City Hall

## **ACTION ITEM 5a**

### PROJECT REFERENCES

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## PROJECT REFERENCES

**Fircrest Community Center & Pool Study:** ARC has completed a feasibility study for the Roy H. Murphy Community Center & Pool in Fircrest, WA. The study provided strategies to reinvigorate the original 1960's center within its surrounding park site, providing a variety of options for the City's consideration. All options included the addition of a Bathhouse, renovated Gym, and full pool replacement.

**Contact:**

Jeff Grover, Parks & Recreation Director  
(253) 238-4160, [jgrover@cityoffircrest.net](mailto:jgrover@cityoffircrest.net)



**Auburn Youth & Community Center - Auburn, WA**

This project is a renovation and addition within a popular city park, operated jointly by Auburn Parks & Recreation. The facility includes two wings, community and teens, each with their own identifiable design sensibilities. The former caters to broad, community needs like weddings, classes, fund-raisers, dances, parties and aerobic activities. The latter is edgy, bright, and adaptable, with spaces catering to teens and youth that comprise the diverse communities of the area.

**Contact:**

Daryl Faber, Parks & Recreation Director  
(253) 804-5044, [dfaber@auburnwa.gov](mailto:dfaber@auburnwa.gov)



**Puyallup War Memorial Building - Puyallup, WA**

ARC Architects was the prime consultant for a study of the Puyallup Memorial Center, an historic building that serves many of the City of Puyallup's community center needs. The study provided options to enhance programming, extend the useful life of the building, and bring it up to current codes. ARC worked with city staff to address site opportunities, maintenance and operation needs, and programming that did not duplicate activities and classes at the city's Recreation Center. Three options were developed, all meeting the above criteria.

**Contact:**

Sarah Harris, Parks & Recreation Director  
(253) 841-5516, [sarah@ci.puyallup.wa.us](mailto:sarah@ci.puyallup.wa.us)





**Suquamish Fitness & Youth Center:** ARC Architects worked with the Suquamish Tribe to design a health, fitness, & youth center. Set up to promote communal interaction and healthy lifestyles, the center offers a variety of multi-use spaces. A gym, exercise rooms, racquetball court, various multipurpose rooms to accommodate dance, arts & crafts, and meetings, teen and lounge spaces, administrative offices, and large kitchens help the center become a central hub of Tribal activity and engagement.

**Contact:**

Chuck Deam, Project Manager & Economic Specialist  
(360) 394-8420, cdeam@suquamish.nsn.us



**Port Townsend City Hall - Port Townsend, WA**

ARC renovated the historic 1894 City Hall, adhering to the surrounding fabric of Victorian masonry structures, and built on an addition to bring the entire facility up to modern seismic, electric, and plumbing codes. The Annex is designed to serve as a buttress, strengthening the non-reinforced masonry structure of City Hall, minimizing the invasive seismic strengthening on the older structure. The new lobby includes ornamental, artisanal touches and the project incorporated sustainable design to achieve LEED Silver Certification.

**Contact:**

Dave Peterson, City Engineer  
(360) 379-5088, dpeterson@cityofpt.us



**William Shore Memorial Pool Feasibility Study - Port Angeles, WA**

The William Shore Memorial Pool is a facility located in the center of Port Angeles. This feasibility study provided strategies to reinvigorate the original 1961 competition pool. The study details building additions that allow for leisure water, warm water, and slides and reconfigured existing changing rooms to allow for the addition of a dry land training room accessed from both the pool deck and public lobby. In 2016, ARC is studying design options for adding a new recreation/leisure pool and improved locker room and staff areas.

**Contact:**

Steven Burke, Executive Director - WSMP District  
(360) 417-9767, sburke@williamshorepool.org

## **ACTION ITEM 5a**

### PROJECT TEAM

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## THE RIGHT TEAM

Our team is comprised of experts in their respective fields with a shared commitment to stellar design and service. All design team members have the availability to meet the proposed 6 month master plan schedule.



**ARC Architects** will set the tone for an integrated design approach that will engage the Hal Moe Pool Advisory Committee, City Council, Parks Board, and design team.

- Stan Lokting will be Principal-In-Charge and Team Lead, responsible for design direction, scheduling and quality control. He has led ARC's parks and recreation projects for 25 years and understands community center programming and management.
- Paul Curtis, also an ARC Principal, will be the Project Architect. He and Stan have worked together on numerous community and recreations center studies and built projects. His design insights and sophisticated computer skills result in graphics that communicate and create excitement for a project.

**Ballard\*King Associates** is on our team to provide you with information that will help you make sound financial and design decisions. The firm was established in 1992 in response to the need for market-driven and reality-based recreation and community facility planning. From pinpointing specifics to broad visions, B\*K provides services to ensure the long-term success of park and recreation projects. The firm is incorporated in Colorado and has been involved with over 50 master plan studies, 45 operations assessments, and has completed over 700 recreation facility projects in 48 states. ARC and B\*K have worked together since 1998.

**DCW Cost Management** is our estimating consultant. We have worked with principal Trish Drew for 12 years. Her insights about construction and building technology, in conjunction with her knowledge of construction costs and bid climate fluctuations, have helped us price and budget many of our recreation and community center projects.

**Our team formally acknowledges and accepts all terms and conditions set forth by the City of Snohomish with regards to its standard consultant services agreement.**

**ARC ARCHITECTS**  
PARTNER



**STAN LOKTING, LEED BD+C**  
PRINCIPAL-IN-CHARGE/TEAM LEAD

Stan Lokting is ARC Architects' lead designer for its extensive portfolio of recreation and community center projects. Stan has focused his career on creating meaningful, place-specific architecture. He believes in an integrated design process where owners and users are actively involved in the programming and design process, consultants understand the goals and challenges of the project, and stakeholders contribute to their new building in meaningful and tangible ways. He has led the public outreach process for over 20 community centers.

**EDUCATION**

MIT, M.S. Architecture, 1982  
MIT, M.S. City Planning, 1982  
Univ. of Oregon, B. Arch, 1974

**REGISTRATION**

State of Washington, 1993  
State of Oregon, 1981

**AFFILIATIONS**

American Institute of Architects  
WA Recreation and Parks  
Association

**Relevant Project Experience:**

- Auburn Community Center
- Eastside Tacoma Community Center & Pool
- Fircrest Community & Aquatic Center Study
- Mercer Island Community Facilities Study
- Mill Creek Community Center Study
- Rainier Beach Community Center & Pool - LEED Gold
- Richland Community Center
- Rosehill Community Center - LEED Silver
- Snoqualmie Community & Aquatic Center Study
- South Bellevue Community Center
- South Whidbey Aquatic Center
- South Whidbey Community and Aquatic Center Feasibility Study
- Suquamish Fitness & Youth Center
- Tukwila Community Center
- Valley Wellness, Recreation & Aquatic Center



*Rainier Beach Community Center & Pool*

**ACTION ITEM 5a**

RESUMES

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**ARC ARCHITECTS**  
PARTNER



**EDUCATION**

University of Oregon  
B.A. Architecture, 1999  
Minor in Fine Arts, 1999

**REGISTRATION**

State of Washington 2013  
State of Oregon, 2003  
LEED AP BD+C, 2006

**AWARDS**

WRPA Facility Spotlight Award,  
2012

**PAUL ROSS CURTIS, LEED AP BD+C**  
PROJECT MANAGER/PROJECT ARCHITECT

Paul Curtis is an experienced project manager, responsible for architectural design, consultant coordination, construction administration and specification research and writing. Paul is particularly adept at creating and maintaining an enjoyable dialogue between all of the players of a project including owner, user groups, community groups, consultants and contractor throughout the entire design and construction process. He is well versed in the skills required to manage a project from schematic design through construction administration while keeping a project on schedule and within budget.

**Relevant Project Experience:**

- Eastside Tacoma Community Center & Pool Study
- Eastside Tacoma Community Center & Pool
- Auburn Community Center
- Bellevue Aquatic Center Feasibility and Site Study
- Suquamish Fitness & Youth Center
- Rainier Beach Community Center & Pool - LEED Gold
- Seattle Fire Station 25 & 34 Renovations
- Rosehill Community Center
- Suquamish Early Learning Center
- Skagit County Recreation and Aquatic Center Study
- Mukilteo Lighthouse Park Buildings
- Mukilteo City Hall - LEED Gold



*Rosehill Community Center*



**BALLARD\*KING**

PRESIDENT



**EDUCATION**

University of Colorado  
B.S. Recreation  
B.A. History

**REGISTRATION**

Certified Parks & Recreation  
Professional

**AFFILIATIONS**

Athletic Business Magazine  
Advisory Board  
Colorado Parks & Rec. Assoc.  
National Rec. & Park Assoc.  
Metropolitan State  
College of Denver -  
Former Adjunct Faculty

**KEN BALLARD, C.P.R.P.**

RECREATION PLANNER

As a founding partner of Ballard\*King & Associates, Ken has over 35 years of experience in recreation facility operation and planning. He has provided planning, feasibility, and operations consulting to more than 300 recreation facility projects across the country.

Prior to co-founding B\*K, he has held various recreation management positions including Recreation Manager for the City of Thorton, CO, Director of the Englewood, CO Recreation Center, and a Faculty member at Athletic Business Conferences. Ken's expertise, down to earth approach and proven practical experience combines with solid ethical values gives each client superior counsel.

**Relevant Project Experience:**

Eastside Tacoma Community Center Master Plan  
Bellevue Aquatic Center Feasibility Study  
Cheney Aquatic Center Study  
Edmonds Aquatic Center Feasibility Study  
Everett Senior Center Assessment  
Forks Community Center Study  
Issaquah Aquatic Center Study  
Central/North Kitsap Pool Study  
Lincoln Park Sports Center Feasibility Study  
Lynnwood Recreation Center Feasibility Study  
Mill Creek Community Center Study  
Northshore School Dist. Aquatic/Recreation Center Study  
Quillayute Valley Aquatic Center Study  
Redmond Recreation Facilities Assessment  
Ray & Joan Kroc Corps Community Center Bid  
Selah Aquatics Center Study  
Shoreline Operations Software Review  
Skagit County Feasibility Study  
Shoreline Operations Software Review  
Skagit County Feasibility Study  
Snoqualmie Community Center Feasibility Study  
Suncadia Swim & Fitness Center  
Tacoma Aquatic Center Assessment  
Tri-Cities Aquatic Center Feasibility Study  
Vancouver Schools Recreation Center Feasibility Study  
Woodinville - Carol Edwards Feasibility Study  
Woodland Aquatic Center Study  
Yakima Aquatic Center Study

## **ACTION ITEM 5a**

### RESUMES

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**DCW**  
MANAGING DIRECTOR



**TRISH DREW**  
COST ESTIMATOR

Trish is the Managing Director for DCW Cost Management. She brings a depth of experience working on community and aquatic centers and community parks. With a strong background in construction applications, Trish supports the team by providing functional and applicable cost options at the concept level. She evaluates the project's unique attributes and develops the most cost effective and functional means of approaching the project. She looks to identify all areas of risk and develops her budgets to account for these elements. Trish is an outstanding owner advocate, and an accomplished steward of a project's budgetary requirements.

#### EDUCATION

B.A. Marketing &  
International Business  
University of Washington, 1982

#### REGISTRATION

Certified Professional Estimator,  
ASPE

#### LEED AP

#### MEMBERSHIPS

AACE

ASPE

AGC

#### DCW CERTIFICATIONS

WBE Washington

SCS - King County

WOSB - Federal

#### Relevant Project Experience:

Auburn Community Center - Renovation & Addition

Eastside Community Center & Pool

San Gabriel Discovery Center Outdoor Classroom

Willamette Falls Rediscovery Center and Riverwalk

Gateway Park and Urban Plaza

Early Learning Village - Children's Museum and Activity Center

Turnwater Site Renewal and Deschutes Riverwalk

Halprin Sequence - Historic Renovation of (3) Portland City Parks

Lents Park

Presidio Coastal Trail

Prairie Line Train - University of Washington

Montlake Triangle and Rainier Vista - University of Washington

Hemisfair Civic Park

Centennial Park Redevelopment with Sports Fields & Gathering Space

Connecting Downtown Cleveland Park

Burke Gilman Trail Phase I - University of Washington

Yakima Civic Park

Recreation & Wellness Center

Shoreline High School Sports Field Development

ATTACHMENT B

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ARC ARCHITECTS 119 S MAIN ST, STE 200, SEATTLE WA 98104 0 206.322.3322



January 5, 2017

Denise Johns  
Project Manager  
City of Snohomish  
116 Union Avenue  
Snohomish, WA 98290-2943

**RE: Hal Moe Building Study - Fee Proposal**

Dear Denise,

We are excited to have been selected to help with the study for the Hal Moe Building. Our team looks forward to programming, designing and meeting the stakeholders.

ARC Architects will be responsible for architecture and will be the project prime. Our scope includes the following and is detailed in the spreadsheet attached to this letter.

- Project management: scheduling, consultant coordination, scoping and contracting.
- Programming and design for three options.
- Site, floor plans and massing studies for three options.
- Final graphics and renderings for the preferred option
- A report that includes the findings of the consultant team.
- Meetings with the Hal Moe Advisory Committee, City Council, Parks Board and Community.

The consultants' proposals provide a detailed description of their respective scope of work. Their general scope includes:

- Ballard\*King Associates: Cost recovery modelling and associated demographic and market analysis; programming support; travel and accommodations.
- DCW Cost Management: Estimating.

The contract amount is not to exceed \$50,000 including the scope we've described and direct fees for travel, accommodations, and printing. We will use existing drawings and survey of the site and building. We have not included a new site survey, soils report or traffic study.

Again, we are excited to have this opportunity to work with you. Please don't hesitate to call should you have any questions.

Sincerely,

  
Stan Lokting, LEED AP, Principal

**ACTION ITEM 5a**

**HAL MOE BUILDING  
FEE SUMMARY AND ANALYSIS**

**ARC ARCHITECTS  
1/5/2017**

SUMMARY	fee	mark-up	subtotal
ARC - architecture			\$30,050
Ballard*King	\$14,500	1.05	\$15,225
DCW- estimating	\$4,500	1.05	\$4,725
<b>Total</b>			<b>\$50,000</b>

**ARC BILLING RATES**

partner	\$180
project manager	\$150
designer	\$85

**TASK ONE - BACKGROUND INFORMATION**

	partner	proj mgr	designer	remarks
<u>Meetings</u>				
Hal Moe Advisory Committee and staff	4	4		Vision, programming ideas
<u>Contracts</u>				
	6			
<u>Gather base information</u>				
site photographs	1	1		site & context, after HMAc mtg
existing notes and documents	1	1		program ideas, structural report, etc.
zoning	1	1		includes Pilchuck District review
gather existing drawings		2		assumes digital dwgs avail
Programming	4			spreadsheets for 3 options
<u>Consultant</u>				
Ballard*King		2		
DCW Cost Management		2		
hours	17	13	0	
hourly rate	\$180	\$150	\$85	
subtotal	\$3,060	\$1,950	\$0	
				\$5,010

**ACTION ITEM 5a**

**TASK TWO: DEVELOP CONCEPTUAL ARCHITECTURAL AND SITE PLANS**

	partner	proj mgr	designer	remarks
<u>Meetings</u>				
Mid-Phase - Hal Moe Advisory Committee and Parks Board	4	4		
<u>Option #1- Re-Purpose at Existing</u>				
Existing plan into Revit			2	concept level
Site Plan	3			
Floor Plan	0.5	8		
3D study	0.5	6		form / massing
<u>Option #2 - Phase One / Phase Two</u>				
Site Plan	3			concept level
Floor Plan	0.5	8		
3D study	0.5	6		form / massing
<u>Option #3- New Building</u>				
Site Plan	3			concept level
Floor Plan	0.5	8		
3D study	0.5	6		form / massing
<u>Consultant Coordination</u>				
Ballard*King		2		
DCW Cost Management		2		
hours	16	50	2	
hourly rate	\$180	\$150	\$85	
subtotal	\$2,880	\$7,500	\$170	
			\$10,550	

**TASK THREE - COMBINED MEETING**

	partner	proj mgr	designer	remarks
<u>Meetings</u>				
Combined Meeting - options	5	5		City Council, Hal Moe Advisory Committee, Parks Board, Community
<u>Preparation</u>				
Site Plans	0.5	1	4	for three options
Floor Plans	0.5	1	4	
Renderings	1	1	4	
Presentation			4	"Power Point"
<u>Report</u>				
draft	4		6	
final	2		6	

**ACTION ITEM 5a**

<u>Consultant Coordination</u>			
Ballard*King		2	
DCW Cost Management		2	
hours	13	12	28
hourly rate	\$180	\$150	\$85
subtotal	\$2,340	\$1,800	\$2,380
			\$6,520

**TASK FOUR - CONCEPTUAL MASTER PLAN & CITY COUNCIL MEETING**

	partner	proj mgr	designer	remarks
<u>Meetings</u>				
Combined Meeting - recommended option	5	1	5	City Council, Hal Moe Advisory Committee, Parks Board, Community
<u>Preparation</u>				
Site Plans	1	1	4	for preferred mplan option only
Floor Plans	0.5	1	8	
Renderings	0.5	1	24	
Written description	2	1	4	for public relations
Presentation	1	3	3	"Power Point"
<u>Consultant Coordination</u>				
Ballard*King				
DCW Cost Management	1	1	1	
hours	11	9	49	
hourly rate	\$180	\$150	\$85	
subtotal	\$1,980	\$1,350	\$4,165	
			\$7,495	
Direct Expenses			\$475	
<b>ARC TOTAL</b>			<b>\$30,050</b>	



**BALLARD\* KING**  
 & ASSOCIATES LTD  
 Recreation Facility Planning and Operation Consultants

**PROJECT PROPOSAL**  
 B\*K

**Hal Moe  
 Building Remodel**

**Scope of Services**

**Background Information:**

- \* Service area identification
- \* Demographic characteristics/community profile
  - Population/age range/income
  - Trends
- \* Review of existing City of Snohomish facilities/programs/services
  - Organizational structure/wage scales
  - Department policies and procedures
  - Existing aquatic/recreation program statistics
  - Demand for programs/services and facilities
- \* Competitive market analysis
  - Alternative recreation/aquatic service providers
  - Facilities and services offered
  - Admission rates/attendance numbers

**Develop Conceptual Architectural and Site Plans:**

- \* Assist with project component recommendation/prioritization
  - Validate or adjust facility program options
  - Determine sizing and space allocation requirements
  - Component relationships and interaction
- \* Operating budget cost recovery (3 options max)
  - Preliminary operations numbers only

**Combined Meeting:** (B\*K to attend one meeting)

- \* Hal Moe Advisory Committee, City Council, Community and Parks Board
- \* Provide program and costs recovery information

**Conceptual Master Plan and City Council Meeting:**

- \* Written information for the final report

*Ballard\*King and Associates is committed to comprehensive planning and operations consulting services, providing for the effective and efficient use of available resources to develop and operate sports, recreation and wellness facilities.*

2743 E. Ravenhill Circle \* Highlands Ranch, CO 80126 \* (303) 470-8661 \* www.ballardking.com \* BKA@ballardking.com

**ACTION ITEM 5a**



**BALLARD\**KING***  
& ASSOCIATES LTD  
Recreation Facility Planning and Operation Consultants

**PROJECT PROPOSAL**  
*B\*K*



<b>Cost Summary</b>	<b>Fee</b>
1. Background Information	\$3,000
2. Develop Conceptual Architectural and Site Plans	\$6,000
3. Combined Meeting	\$1,500
4. Conceptual Master Plan and City Council Meeting	<u>\$1,000</u>
	Total \$11,500
Reimbursables: Direct costs plus 10%. Two site visits to Snohomish.	
<b>Total Project Fee:</b>	<b>\$14,500</b>

*Ballard\*King and Associates is committed to comprehensive planning and operations consulting services, providing for the effective and efficient use of available resources to develop and operate sports, recreation and wellness facilities.*

2743 E. Ravenhill Circle \* Highlands Ranch, CO 80126 \* (303) 470-8661 \* [www.ballardking.com](http://www.ballardking.com) \* [BKA@ballardking.com](mailto:BKA@ballardking.com)

**ACTION ITEM 5a**

DCW Cost Management  
500 Yale Avenue N  
Suite 100  
Seattle, WA 98109  
www.dwcost.com

206.718.2840 tel

January 3, 2017

Stan Lokting  
**ARC Architects**  
119 S Main Street, Suite 200  
Seattle, WA 98104

**RE: Hal Moe Building Remodeling -Master Plan**

**FPSEA-2017-0002**

Dear Stan,

Thank you for inviting our team to submit a proposal for Cost Consulting services on this project.

My understanding of the scope of services to be provided is incorporated into the attached assumptions as detailed in Schedule 1. The proposed fees in Schedule 2 assume these terms & conditions will be in effect for the provision of our services, and we reserve the right to adjust our fee should these be changed or should we be required to execute a different contract between us.

I look forward to the opportunity of assisting you on this particular project. If you have any questions regarding these fees or the scope of our services, please do not hesitate to contact me. If you are in agreement with the scope, fees and contract terms, please sign as indicated, retain a copy and return the signed copy.

Sincerely,

*Trish Drew*

Trish Drew, CPE, LEED AP  
Managing Director

**SCHEDULE 1**

**DCW COST MANAGEMENT, LLC's Basic Services**

**Project Description:**

We understand that the project comprises cost planning for Hal Moe Building Remodeling project. The project includes cost development for three options for the building renovation.

**Detailed Scope of Work:**

**Task 1** Concept Study

- Develop a cost estimate based upon narratives, drawings and design team clarifications. The cost estimate will include three separate cost options for a comprehensive review of project cost. The cost estimate will be prepared in Unifomat II component format.
- Provide a final cost report based upon team review and commentary.
- Provide ongoing cost advice throughout the design period to evaluate alternative designs, materials and methods of construction, and to monitor continuously the development of the design relative to the budget for construction.

**Task 2** Cost Refinement

- Refine the cost estimate for the final report.
- Provide a final cost report based upon team review and commentary.
- Provide ongoing cost advice throughout the design period to evaluate alternative designs, materials and methods of construction, and to monitor continuously the development of the design relative to the budget for construction.

**ACTION ITEM 5a**

ARC Architects  
January 3, 2017

**SCHEDULE 2  
Fee Schedule**

**Fee Breakdown**

	<b>HRS</b>	<b>RATE</b>	<b>SUM</b>
<b>Task 1</b>	<b>20</b>	<b>150</b>	<b>\$ 3,000</b>
<b>Task 2</b>	<b>10</b>	<b>150</b>	<b>\$ 1,500</b>
<b>SUM</b>	<b>30</b>	<b>150</b>	<b>\$ 4,500</b>

The services in the scope of work (Attachment 1) will be performed on a **time and materials** basis in the amount of **\$4,500**.

The fees are valid for ninety days from the date of this proposal. Should any of the above tasks be deleted from our scope of services, we reserve the right to adjust the above fees, to reflect possible resultant changes to the scope of the remaining service.

The fee assumes that drawings, specifications and reports required for the performance of our work will be provided electronically, at no cost to DCW Cost Management, LLC. Should you require printed copies of our opinions of probable construction cost, this fee assumes that we will provide a maximum of six copies of each report.

**(end of page)**

**ACTION ITEM 5a**

ARC Architects  
January 3, 2017

**SCHEDULE 3**

**DCW COST MANAGEMENT, LLC Current Hourly Rate Schedule**

All other services not detailed above, including additional estimates, further revisions to completed estimates, use of different estimating formats, additional meeting attendance, value engineering, reconciliation with cost estimates prepared by other parties beyond that specifically included above, or bidding and construction phase services will be considered additional services. Unless otherwise agreed prior to the work being carried out, our fees for any additional services will be based on time expended at our normal billing rates prevailing at the time the work is carried out. Currently, these hourly rates are:

	<b><u>Bill Rate</u></b>
Directors	\$175.00
Specialists	\$165.00- \$175.00
Cost Estimators*	\$150.00 - \$165.00
Clerical	\$ 85.00
Deposition and Trial	Additional 50%

\*Primary work performed by Cost Estimators

**Confirmation of Agreement:** This letter correctly sets out the scope and fees to be provided by DCW Cost Management, LLC for the proposed project.

DCW COST MANAGEMENT, LLC.

Client: ARC Architects

*DATE: 0103/2017*

*DATE:*

*By: Trish Drew*

*By: Stan Lokting*

*Its: Managing Director*

*Its: Principal*

*Address: 500 Yale Avenue N*

*Suite 100*

*Seattle, WA 98109*

*Trish Drew*

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HAL MOE BUILDING - PROJECT SCHEDULE		Thu 1/5/17																								
		Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug																
ID	Task Name	Duration	Start	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
1	<b>START UP</b>	5 days	Wed 1/4/17	1/4																						
2	Contract Negotiations	5 days	Wed 1/4/17		1/10																					
3	<b>TASK ONE - BACKGROUND INFO</b>	22 days	Wed 1/18/17			1/18	1/26																			
4	Base Info - dwgs, photos, zoning, etc.	7 days	Wed 1/18/17			1/18	1/26																			
5	Meeting - Hal Moe Advisory Committee	0 days	Thu 1/26/17			1/26																				
6	Programming - from HMAAC input	3 wks	Fri 1/27/17			1/27	2/16																			
7	<b>TASK TWO - CONCEPTUAL DESIGN</b>	48 days	Fri 2/17/17																							
8	Design - Option 1 - Repurpose	4 wks	Fri 2/17/17			2/17	3/16																			
9	Design - Option 2 - Phased	4 wks	Fri 2/17/17			2/17	3/16																			
10	Design - Options 3 - New	4 wks	Fri 2/17/17			2/17	3/16																			
11	Estimating and Cost Recovery	2 wks	Fri 3/10/17				3/16	3/23																		
12	Meeting - HMAAC & Parks Board - Mid-Phase	0 days	Thu 3/30/17							3/30																
13	Refinements for 3 Options	19 days	Thu 3/30/17							3/30	4/25															
14	<b>TASK THREE - COMBINED MEETING</b>	30 days	Wed 4/26/17																							
15	Combined Meeting Preparation	1 wk	Wed 4/26/17							4/26	5/2															
16	Estimating and Cost Recovery	1 wk	Wed 5/3/17							5/3	5/9															
17	Combined Meeting - HMAAC, PB, CC, Public	0 wks	Tue 5/9/17							5/9	5/9															
18	Report - Draft and Final	4 wks	Wed 5/10/17							5/10	6/6															
19	<b>TASK FOUR - CONCEPTUAL MASTER PLAN</b>	35 days	Wed 5/10/17																							
20	Design - Preferred Option	4 wks	Wed 5/10/17							5/10	6/6															
21	Estimating and Cost Recovery	7 days	Mon 5/29/17							5/29	6/6															
22	Combined Meeting - HMAAC, PB, CC, Public	0 days	Tue 6/6/17							6/6	6/6															
23	Final Refinements - Drawings and Report	3 wks	Wed 6/7/17							6/7	6/27															

ATTACHMENT D



**REQUEST FOR PROPOSALS  
Hal Moe Building Remodeling**

**Background Information**

The City of Snohomish (City) is requesting proposals from an architectural/engineering firm (Consultant) for the conceptual design phase to remodel the Hal Moe Building (project) into a multipurpose / flexible use City-owned building.

The project will consist of conceptual design to remodel a former pool building into a single, large-capacity space which will accommodate civic uses such as indoor sports (basketball, pickle ball, skateboarding, gymnastics, volleyball, etc.), conferences, conventions, Movies in the Park, farmers market, art shows, banquets, and meetings. The project will also include community outreach and engagement. See <http://snohomishwa.gov/105/RFPs> for relevant background information.

A mandatory project site walk will be held at the site, 403 3<sup>rd</sup> Street, Snohomish, Washington, Thursday October 13, 2016 at 10 a.m., 2016 or Tuesday, October 18, 2016 at 10 a.m., 2016.

Consultant budget is \$50,000 for the conceptual planning and alternatives phase and is expected to be completed within six months of Notice to Proceed. Please see below for prospective additional tasks and funding following this initial scope of work.

**Background of the City**

Since its establishment in 1859, the City of Snohomish has been a unique community within Snohomish County. The city's National Historic District, numerous waterfronts, agricultural floodplain setting, small town feel, and sense of community produces a city where natural and urban landscapes are in balance. The quiet, historic character of its attractive neighborhoods is a testament to the preservationist efforts of residents in protecting its architectural, cultural and natural beauty.

The project address is 403 3<sup>rd</sup> Street, Snohomish, Washington 98290-2571. The Hal Moe Pool building is situated in a block bound by Third and Second Streets to the north and south, Pine Avenue and Centennial Trail to the east and west within the City's Pilchuck District. The building, originally erected to enclose the existing pools, has been vacant since 2009.

The Pilchuck District is a subarea designation with the intention to foster a range of pedestrian-oriented commercial uses as well as various types of residential uses. The Hal Moe building site is shared with the Snohomish Skate Park, Tillicum Kiwanis Children's Play Area, and Boys and Girls Club. Because of these popular venues, the project site is the most heavily used recreational facility in the city.

*City of Snohomish  
Request for Proposal for the Hal Moe Pool Remodeling Project*

## **ACTION ITEM 5a**

### **Scope of Work**

#### **Task One: Review of Background Information and Meeting**

- A. Consultant will review City-provided background information, meet with City representatives, and Hal Moe Pool Advisory Committee to learn about the project's budget, purpose and goals, revenue-generating requirements, and space programming objectives.

#### **Task Two: Develop Conceptual Architectural and Site Plan**

- A. Prepare three alternative draft conceptual plan drawings including perspective and plan views, renderings and sections, as necessary for each alternative based upon information gathered from Task One. City staff will prepare conceptual landscape plan drawings for each alternative.
- B. Prepare cost estimate and project phasing for each alternative.
- C. Provide narrative describing project uses and LEED rated components for each alternative.

#### **Task Three: Combined Meeting**

- A. Present the three alternative draft conceptual plans during a combined City Council workshop meeting to City Council, Parks Board, Hal Moe Pool Committee and community members.

#### **Task Four: Hal Moe Pool Building Conceptual Master Plan – City Council Meeting**

- A. Prepare final conceptual plan and cost estimate based upon comments and suggestions from Tasks Two and Three.
- B. Present final conceptual plan at regular City Council meeting.

Upon completion of Task Four, the City, at its sole discretion may request further tasks. Those tasks may include additional design work in part or in full. The City may request this work from the same consultant selected from this RFP selection, or the City may solicit for an additional proposals with a new RFP to complete construction plans, specifications, and detailed cost estimate for the project.

### **Proposal Requirements and General Information**

#### **Minimum Qualifications**

Consultants shall be licensed to conduct business in the State of Washington. The principal consultant shall be a registered architect in the State of Washington. Consultants must have a minimum of 5 years relevant experience in architecture specifically remodeling and repurposing city-owned buildings. Selected consultant team must obtain a City of Snohomish business license.

#### **Proposal Contents**

The Consultant will submit a written proposal which identifies how the consultant will achieve the City's goals as indicated in this request. The proposals shall be no more than five (5) double-sided pages (8 1/2" x 11"), including cover letter, with a minimum 12-point font. The number of pages will not include the cover, dividers, resumes, and reference letters. Proposals shall include:

*City of Snohomish  
Request for Proposal for the Hal Moe Pool Remodeling Project*

## **ACTION ITEM 5a**

1. Statement of project understanding containing any suggestion to expedite the project or additional concerns of which the City should be made aware.
2. Project approach containing any additional work task identified as necessary for the project's successful completion.
3. Resumes describing the background and qualifications of principals and staff working on the project.
4. List of all proposed sub-consultants, their background and qualifications and degree of involvement.
5. A minimum five references for recent or similar projects; include brief project description, contact person, phone number, and email address.
6. A proposed work schedule for each Task indicated in this RFP.
7. A statement acknowledging acceptance of all terms and conditions set forth in the City's standard consulting services agreement.

### **Submittal Requirements and General Information**

1. Provide the legal name and address of the company, including name, title, address and telephone number of the person to contact concerning proposal. The proposal must be signed by an individual or individuals authorized to execute documents on behalf of the proposer.
2. All proposals submitted in response to the RFP become property of the City of Snohomish and may be considered public records, and as such may be subject to public review.
3. Proposals must be received no later than Tuesday, November 8, 2016 at 4:00 pm time. Responses received after the above time will not be considered.
4. Email one (1) electronic .pdf file of the proposal to [johns@snohomishWA.gov](mailto:johns@snohomishWA.gov) and submit four (4) original printed proposals. Printed proposals are to be submitted in a sealed package with the name of the Consultant and the project title "Proposal for Hal Moe Remodeling" clearly marked on the outside of the sealed package. Proposals submitted by fax and email will not be accepted.

Mail Proposal or drop-off in person to:

Denise Johns, Project Manager  
City of Snohomish  
116 Union Avenue  
Snohomish, WA 98290

5. For questions pertaining to the content in this RFP, proposers are specifically directed to not contact any City personnel other than indicated below. All inquiries concerning this RFP should be directed to:

Denise Johns, Project Manager  
City of Snohomish  
116 Union Avenue  
Snohomish, WA 98290  
360 282 3195  
[johns@snohomishWA.gov](mailto:johns@snohomishWA.gov)

*City of Snohomish  
Request for Proposal for the Hal Moe Pool Remodeling Project*

## **ACTION ITEM 5a**

6. Within two months following receipt of proposals, notification will be given to each participant as to the status of their submittal. A selection committee may conduct interviews with only those consultants whose qualifications are most desirable for this project. Final selection will be made after interviews are complete.
7. A copy of the City's standard Professional Services Agreement, which includes insurance coverage requirements in Exhibit "A," is attached for reference. Prior to awarding contract all insurance documents must be submitted and approved.

### **Right to Reject all Proposals**

1. The City reserves the right to reject any or all proposal submitted and no representation is made hereby which that any contract will be awarded pursuant to this RFP or otherwise.
2. The City also reserves the right to award a portion of work or combination, thereof.

### **Summary**

The City appreciates the participation and interest of innovative architectural teams and it is the intent of this RFP to solicit those most interested in working in a community-centered effort.

Exhibit A: Standard Professional Services Agreement

*City of Snohomish  
Request for Proposal for the Hal Moe Pool Remodeling Project*

**ACTION ITEM 5b**

**Date:** January 17, 2017  
**To:** City Council  
**From:** Glen Pickus, AICP, Planning Director  
**Subject:** **2016 Planning Commission Annual Report to City Council**  
**2017 Planning Commission Work Program**

---

**SUMMARY:** Snohomish Municipal Code 2.16.060 requires the Planning Commission provide an annual report to the City Council on its activities. The Planning Commission has also adopted a work program for 2017. Both documents require City Council review and approval.

**BACKGROUND:** At its January 4, 2017 meeting, the Planning Commission discussed and approved an annual report of its 2016 activities in order to comply SMC 2.16.060. The code does not provide specific guidance as to what information the report should contain other than the Commission is to report “on its activities”. For the report, the Planning Commission chose to highlight activities that required a Commission vote.

At the same meeting, the Planning Commission discussed and adopted a work program for 2017.

**ANALYSIS:** Both the annual report and work program will have been discussed at the joint City Council-Planning Commission workshop that preceded this meeting.

SMC 2.16.060 does not require the City Council to take any action upon receiving the Planning Commission’s annual report. However, to document the fact the Council received the report as required and the report was approved by the Council, a motion to accept the 2016 Planning Commission Annual report would be appropriate.

Snohomish Municipal Code does not address a Planning Commission work program at all. However, given the relationship of the Planning Commission to the City Council as an advisory body, the City Council has the authority to set the Planning Commission’s work program. While perfectly acceptable for the work program to be developed first by staff and then refined by the Planning Commission, ultimately the City Council should pass a motion approving the 2017 Planning Commission Work Program.

**BUDGETARY IMPACTS:** None

**STRATEGIC PLAN REFERENCE:** Not applicable

**RECOMMENDATION:** That the City Council **ACCEPT** the 2016 Planning Commission Annual Report to the City Council and **APPROVE** the 2017 Planning Commission Work Program.

**ACTION ITEM 5b**

**ATTACHMENTS:**

- A. 2016 Planning Commission Annual Report to City Council
- B. 2017 Planning Commission Work Program

**REFERENCE DOCUMENT:** SMC 2.16.060  
<http://www.codepublishing.com/WA/Snohomish/#!/2.16.html#2.16>

ATTACHMENT A

## Planning Commission 2016 Annual Report to City Council

Despite a change in leadership of the City's Department of Planning & Development Services and the uncertainty that created, 2016 was a productive year for the Planning Commission. We had a total of nine meetings, although at one meeting we did not have a quorum.

The first part of the year the Commission worked on a code amendment to adopt comprehensive regulations for wireless telecommunications facilities. In February we held a public hearing after which the Commission recommended City Council approval of the proposed amendment.

In June, two public hearings were held. One was to consider a code amendment ordinance to allow for deferred collection of park, traffic, and school impact mitigation fees. This code amendment was necessary to comply with recent State legislation. The second hearing was to consider a code amendment that created a new land use called "community-based theaters". The amendment allows community-based theaters to be located in single family residential zones with a conditional use permit. The Commission recommended City Council approval of both ordinances.

Also at the June meeting, the Planning Commission approved a values statement in response to the Open Government Committee's recommendation to ensure consistency between the values of the various City boards and commissions.

At our August meeting we were introduced to the City's new Planning Director.

During the second half of the year the Planning Commission focused its efforts primarily on state-mandated code amendments related to stormwater regulations and encouraging the use of low impact development best management practices. This included creating a new chapter in Snohomish Municipal Code to regulate clearing and grading. Also included was adoption of the Washington State Department of Ecology's 2012 Stormwater Management Manual for Western Washington. After two workshops, a public hearing was held in October after which the Commission recommended City Council approval of the code amendments and adoption of the stormwater manual.

In November, a public hearing was held to consider the sole 2016 docket item. That item was a request to amend the Comprehensive Plan by changing the land use designation for 2501 Bickford Ave. to High Density Multi-family Residential from Business Park. The Planning Commission recommended the City Council approve the request.

Respectfully submitted,

---

Hank Eskridge, Chair  
Snohomish Planning Commission

ATTACHMENT B

2017 Planning Commission Work Program (proposed)

Project	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Shoreline Master Program				pc		PC						
Development Agreements	pc	PC										
Fences	pc	PC										
Vesting (SMC 14.55.012)			pc		PC							
Construction Noise			pc									
Categorical Exemptions			pc		PC							
Docketing Process (SMC 14.15)						pc		PC				
Consolidate Permit Processes (SMC 14.15)						pc				PC		
Comp Plan/Title 14 Relationship (SMC 14.05.090)							pc			pc		
Notice of Adoption of Code Amendments							PC					
Docket/Comp Plan Amendments*											PC	
Critical Areas Code									pc			

pc = Planning Commission work shop  
 PC = Planning Commission public hearing  
 \* Annual project

## **DISCUSSION ITEM 6a**

**Date:** January 17, 2017  
**To:** City Council  
**From:** Brooke Eidem, Associate Planner  
**Subject:** **Historic District Design Standards Update**

---

**INTRODUCTION:** In recent years, the Design Review Board (DRB) has been working on updating the Historic District Design Standards. The standards were adopted in 2000 and last updated in 2003. The purpose of this agenda item is to brief the City Council on the status of the DRB's efforts on this project.

**BACKGROUND:** Through nearly ten years administering the design standards, the DRB and City staff has identified portions of the document that are working well, portions that are not, and portions that can be improved or expanded. Since 2012, the DRB has been working on this project as time is available from their primary task of reviewing development proposals. The discussion began with a review and "gap analysis" of the current standards. It was determined that the revised document should follow a new layout that addresses modifications to existing buildings separately from new construction. New language and images were then discussed for each section or chapter. At this time, the Board has completed new language and images for a majority of the sections.

**PROPOSAL:** Once all sections of the Historic District Design Standards have been reviewed and updated, the next step will be to begin the public process. The DRB proposes to begin outreach to various groups including architects, designers, sign makers, landscape architects, and business and property owners in the Historic District. Feedback will be solicited from each of these groups and discussed at regular meetings. This process is expected to take several months. The timeline will largely be dependent on the level of development applications requiring DRB review which takes away from time available for the Board to spend on this project. The City Council will be asked to review and adopt the final document by the end of 2017, or early 2018.

**BUDGETARY IMPACTS:** None

**STRATEGIC PLAN REFERENCE:** None

### **COMPREHENSIVE PLAN REFERENCES:**

**ED 3.5: Historic resources.** Preserve and promote the historic resources of the City and continue the community character as new development occurs.

**CO 6.1c: Historic Business District.** [...] The design priority is to preserve and renovate existing structures and to ensure that new development and public improvements are compatible with the historic context.

**DISCUSSION ITEM 6a**

**RECOMMENDATION:** That the City Council DIRECT staff and the DRB to continue work to update to the Historic District Design Standards.

**ATTACHMENT:** Draft Table of Contents for updated Historic District Design Standards

# MAP OF THE HISTORIC DISTRICT



HOW TO USE THIS DOCUMENT

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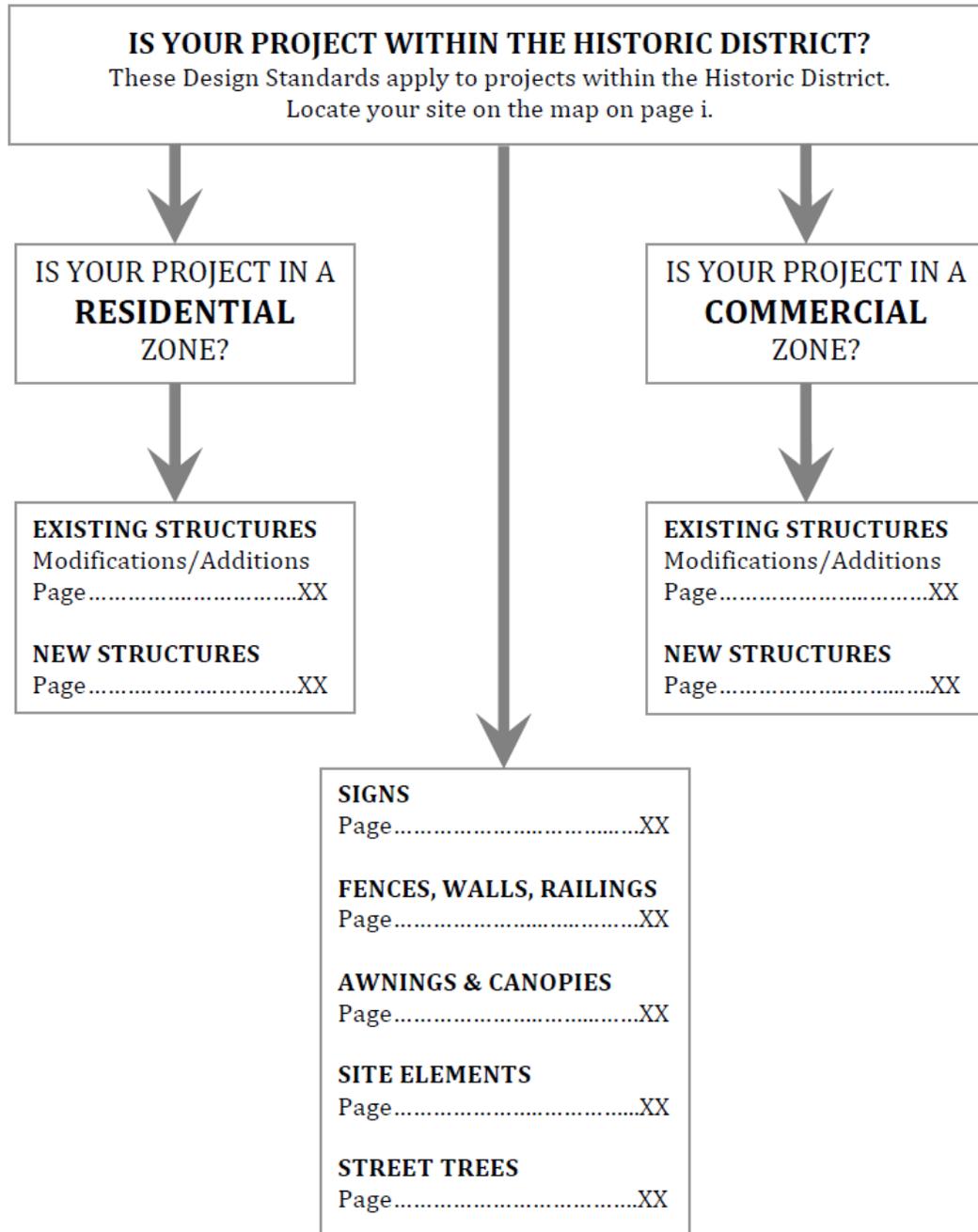


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## **DISCUSSION ITEM 6b**

**Date:** January 17, 2017  
**To:** City Council  
**From:** Steve Schuller, Deputy City Manager/Public Works Director  
**Subject:** **Presentation - State of the Streets Report**

---

**SUMMARY:** Tonight's presentation will focus on five transportation topics of importance to the City, both in the near-term and into the future. The first two topics will be discussed in detail at the February 7, 2017 Council Workshop led by City Engineer, Yosh Monzaki. The background and attachments for that workshop are provided in this report, in advance, to assist the Council in preparation. The five topics are:

- Transportation Benefit District (TBD) Priorities;
- Pedestrian/School Crossings and Sidewalk Repairs Priorities;
- Vision Zero – “All Traffic Deaths Are Preventable”;
- Regional Traffic Congestion; and
- Autonomous Vehicles – Future Impact on Transportation and City Design.

### **PRESENTATION BACKGROUND:**

**Transportation Benefit District (TBD):** Approved by voters in August 2011 with revenues from two-tenths of one percent (0.2%) local sales tax. The City has completed both TBD capital projects; 15<sup>th</sup> Street and Avenue D Roundabout, and 30<sup>th</sup> Street and SR9 Intersection Improvements. With capital projects completed, the City can focus on pavement preservation for the remaining five years of this TBD (2017 to 2021).

At the workshop, Council will review and approve the list of priority street segments for preservation funding. Below are the 2017 pavement preservation projects approved by the City Council this fall:

1. **Bickford Avenue** (Weaver Road to SR9 Bridge) – Federal (Puget Sound Regional Council) Grant
2. **Lincoln Avenue** (Second Street to Southern City Limits) – State Transportation Improvement Board (TIB) Grant
3. **First Street** (Cedar Avenue to Lincoln Avenue) – State (TIB) Grant
4. **Avenue A** (Fourth Street to Fifth Street)

Council will have an opportunity, at least annually, to review and adjust the priorities. The next TBD re-authorization vote should be planned for approximately August 2021. See Attachment A for the draft TBD project priority array. In addition, a large map showing each of the projects will be handed out at tonight's meeting.

**Pedestrian/School Crossings & Sidewalk Repairs:** At the workshop, the City Council will review, revise as needed, and prioritize the draft project list. The 2017 budget for this work is

## **DISCUSSION ITEM 6b**

\$60,000. After the workshop, we recommend that the final draft list be published for additional public outreach. Not included in the 2017 budget are additional bike markings or new sidewalk construction. See Attachment B for the draft project priority array.

**Vision Zero – “All traffic deaths are preventable”:** Research has shown that street signs alone do not change driver behavior to a significant degree. Cities must create a permanent change in driver behavior and focus (i.e. non-distraction) in specific zones where pedestrian and bicycle use is to be encouraged. The Council and staff have heard from many members of the community about several accidents (including one pedestrian death in 2006) and tangible danger to walkers in even our most pedestrian friendly areas of town.

In Seattle, for example, they have developed a “Vision Zero” program based on a global program. The plan is to end traffic deaths and serious injuries by 2030. One component of their plan is to reduce speed limits in key areas of the city. Our State Legislature passed a law in 2013 determining that “Cities and towns in their respective jurisdictions may establish a maximum speed limit of twenty miles per hour (20 mph) on a non-arterial highway within a residence or business district.”

How can our City “*Increase multi-modal mobility within and connections to the community*” as described in Initiative #4 of the City’s Strategic Plan (2014-2018)? One concept for discussion is to convert limited zones to permanent 20 mph speed limits. Those zones could include, for example:

### School Zones:

- **Snohomish High School** (portions of Avenue D, Fifth Street and Seventh Street);
- **Central Elementary** (portions of Union Avenue and Third Street);
- **Emerson Elementary** (portion of Pine Avenue); and
- **Cascade View Elementary** (portions of Park Avenue and 22<sup>nd</sup> Street).

### High Pedestrian Use Areas:

- **First Street** (*portion near downtown*);
- **Maple Avenue** (portion near Library, Senior Center, Aquatic Center, Centennial Trail, and other public assets).
- **Second Street** - The City is expecting a grant award in 2017 to fund design. The design and related public outreach will involve enhancements to improve pedestrian crossings and other non-motorized safety on Second Street between Avenue J and Pine Avenue; and

At this time, staff recommends *examining* a “test” project on **First Street (five block area between Avenue D and Cedar Avenue)** for a permanent 20 mph zone. Some businesses, citizens and our Police Department have previously inquired about reducing the speed limit in this high pedestrian use area. Before any signs are revised, staff would prepare additional outreach materials for review by Historic Downtown Snohomish (HDS) and others.

## **DISCUSSION ITEM 6b**

**Regional Traffic Congestion (follow-up from Sept 6, 2016 Council meeting):** It is inevitability increasing in every large growing metropolitan area around the world. The three current ways to meet this complex challenge are generally politically infeasible or economically impractical:

1. **Congestion pricing.** Congestion would drop if drivers had to pay to use major commuting roads during peak hours. But the pricing solution is often rejected because most of our roads have been “free” to use, and more affluent drivers could travel whenever they wanted, which many would resent. The new toll lanes on I-405 are a small test of congestion pricing, and a matter of much debate in our recent local election. The Washington State Department of Transportation (WSDOT) is currently conducting a small scale study of congestion (i.e. per mile) pricing in the state.
2. **Build more roads.** As a city’s economy grows, the metro area expands in size, increasing congestion. As more road capacity is added, it encourages even more homes and offices to be built and for the region to expand even farther out. At the same time, citizens begin to demand more protections on limited open space and new restrictions on expanding neighborhood roads “just so commuters can cut through”. In the Houston area, they expanded portions of I-10 to 16 lanes (yes that is correct, **sixteen** or 8 in each direction). Three years following completion, the morning commute increased by 25 minutes (or 30 %) and the afternoon by 23 minutes (or 55 %).



### Traffic Congestion

The **Katy Freeway (Interstate 10)** connects downtown Houston to suburbs 30 miles to the west. “Second worst bottleneck in the nation”

Texas spent \$2.8 billion widening to 16 lanes not including frontage roads.

Congestion on the Katy has actually gotten worse since its expansion.

From 2011 through 2014 following completion, the morning commute has increased by 25 minutes (or 30 %) and the afternoon commute has increased by 23 minutes (or 55 %).

Slide 7 from September 6, 2016 Council meeting

## **DISCUSSION ITEM 6b**

3. **Expand transit.** Expanding transit in dedicated lanes or rails gives drivers an option to avoid heavily congested highways. It does not solve road congestion. The majority in our area enjoy living in neighborhoods that are not dense enough to support full use transit. Because of “induced demand”, shifting a portion of drivers to transit only encourages other drivers to take up the added road capacity. Los Angeles opened a light rail line in 2012. A study in 2015, found that the project did a worthy goal, boosting transit ridership in a car-choked corridor, but it had done little to relieve traffic congestion.



**Expo Line**

Phase 2 405 Phase 1 Downtown

Santa Monica Culver City

Los Angeles

Red Line Purple Line Blue Line

STAPLES CENTER USC

Expo Line

Source: Los Angeles County Metropolitan Transportation Authority @latimesgraphics

The **Los Angeles Expo Light Rail Line** opened in 2012 on the westside of L.A. running 8.6-miles between downtown and Culver City.

University of Southern California (USC) Study released in 2015 found that the \$930-million project had done little to relieve traffic congestion.

But analysis found it did accomplish another worthy goal: boosting transit ridership in a dense, car-choked corridor.

Slide 8 from September 6, 2016 Council meeting

Our growing congestion is frustrating. Most want our area to be successful economically, but not the traffic consequences. Peak travel congestion is the balancing mechanism that makes it possible for us to pursue what we value, living in low-density settlements, and having many choices of locations to live and work. For the near future, we must learn to live with congestion. Below we will discuss the “driverless” or autonomous vehicle. Will this new tech transform our travel and our cities?

Please see the article in Attachment C, “*Why Traffic Congestion Is Here to Stay . . . and Will Get Worse,*” (2004, University of California Transportation Center). Are there additional questions or feedback by the City Council on this regional issue?

## **DISCUSSION ITEM 6b**

**Autonomous Vehicles – Impact on Transportation & City Design:** During the presentation, we will discuss the potential impact of autonomous vehicles to create the following improvements and changes in the near future:

- ▶ Thousands of lives saved each year from reduced traffic accidents;
- ▶ Increased mobility for elderly, handicapped and children;
- ▶ Significant reduction in traffic congestion;
- ▶ Transit radically transformed;
- ▶ People stop owning cars;
- ▶ Vehicle parking lots disappear due to lack of need;
- ▶ City design transformed; and
- ▶ Benefits to productivity and the environment.

**STRATEGIC PLAN REFERENCE:** Initiative #4: Increase multi-modal mobility within and connections to the community.

**CITY COUNCIL GOALS:** Not Applicable.

**RECOMMENDATION:** That the City Council **DISCUSS** the State of the Streets presentation and **PROVIDE** staff with feedback.

### **ATTACHMENTS:**

- A. Draft TBD Priority Array
- B. Draft Pedestrian Crossings/Sidewalk Repairs Array
- C. Why Traffic Congestion Is Here to Stay . . . and Will Get Worse,” (2004, University of California Transportation Center).

**REFERENCE DOCUMENT:** TBD Pavement Management Map (A large map showing each of the pavement preservation projects will be handed out at tonight’s meeting in preparation for the February 3 Workshop. The map helps to visualize the draft *TBD Priority Array* list (Attachment A) on a City-wide scale.

Schedule	Street Name	Begin Location	End Location	PCI**	Area (sq)	Road Classification	Repair Type	Project Cost	Rating System
2012	16th Street	Holly Vista	Terrace Avenue	43	699	Residential/Local	Overlay	\$138,040	80 > PCI <= 100
	Tenth Street	Avenue B	Avenue D	70	1,481	Collector	Overlay		
2013	Terrace Avenue	16th Street	1607 Terrace Avenue	63	626	Residential/Local	Overlay	\$237,110	70 > PCI <= 80
	Hillcrest Drive	13th Street	End	23	4,400	Residential/Local	Overlay		
2014	Weaver Way	Seneca Avenue	End East	76	800	Residential/Local	Overlay	\$142,235	50 > PCI <= 70
	Weaver Way partially funded by developer performance bond (\$13,500)						Overlay		
2015	Second Street	Avenue D	Avenue A	56	5,451	Arterial	Overlay	\$42,920	28 > PCI <= 50
	Second Street	Avenue A	Cedar Avenue	95	5,461	Arterial	Overlay		
2016	Second Street from Avenue D to Cedar Avenue	Federal grant (\$296,000) award. Total cost is \$436,200.		76	3,040	Arterial	Overlay	\$52,600	0 > PCI <= 25
	Second Street	Avenue F	Avenue D	76	3,040	Arterial	Overlay		
Completed Projects	Second Street from Avenue D to Avenue H	State grant (\$243,200) award. Total cost is \$286,100.		77	3,093	Arterial	Overlay		
	Maple Avenue	Grace Avenue	City Limits	74	4,420	Arterial	Overlay		
2015	Maple Avenue	Tenth Street	Grace Avenue	60	5,788	Arterial	Overlay		
	Maple Avenue	Harrison Avenue	Tenth Street	83	1,975	Arterial	Overlay		
2016	Maple Avenue	Ninth Street	Harrison Avenue	74	1,281	Arterial	Overlay		
	Maple Avenue	Ninth Street	Pine Avenue	74	3,833	Arterial	Overlay		
2016	Maple Avenue from North City Limits to Pine Avenue	Federal grant (\$336,800) award. Total cost is \$389,400.							
	Maple Avenue	Second Street	Third Street	70	2,604	Arterial	Overlay		
2016	Maple Avenue	Third Street	Fourth Street	74	2,997	Arterial	Overlay		
	Maple Avenue	Fourth Street	Fifth Street	74	2,748	Arterial	Overlay		
2016	Maple Avenue	Fifth Street	Sixth Street	65	2,972	Arterial	Overlay		
	Maple Avenue	Sixth Street	Ford Avenue	61	645	Arterial	Overlay		
2016	Maple Avenue	Ford Avenue	Lincoln Avenue	83	1,359	Arterial	Overlay		
	Maple Avenue	Lincoln Avenue	Pine Avenue	83	3,002	Arterial	Overlay		
2016	Maple Avenue from Pine Avenue to Second Street	State grant (\$305,000) award. Total cost is \$340,000.							
	Avenue A	13th Street	Blackmans Lake	16	1,520	Residential/Local	Overlay		
2016	Ferguson Park Road	Avenue A	End	32	1,107	Residential/Local	Overlay		
	Seventh Street	Pine Avenue	Mill Avenue	65	2,037	Residential/Local	Overlay		
2016	Tenth Street	Railroad Avenue	Maple Avenue	82	364	Residential/Local	Overlay		
							2016 Beginning TBD Fund Balance:	\$1,322,398	
							Approximate 2016 End TBD Fund Balance:	\$1,667,398	

City of Shomish  
 Transportation Benefit District (TBD) Priority Array

Total Program Cost: \$16,457,405  
 TBD Pavement Preservation Funds to Date: \$1,047,905  
 Pavement Preservation Grant Funding Award to Date: \$1,181,000  
 2012 - 2022 Scheduled Project Cost: \$6,486,005  
 Annual Projected Tax Revenue: \$780,000

Notes: \*Grant amount does not include funds awarded to intersection projects (30th Street/SR 9 and 15th Street/Avenue D Roundabout).  
 \*\*Pavement Condition Index (PCI)

Cost (\$/square yard)  
 No Repair: \$0.00  
 Chip Seal: \$10.00  
 Overlay: \$45.00  
 Overlay with Patching: \$80.00  
 Resurfacing: \$100.00



**DISCUSSION ITEM 6b**

TBD Priority Array	Street Name	Begin Location	End Location	PCI	Area (sq)	Road Classification	Repair Type	Cost Estimate
Approximate Schedule								
2020	Bickford Avenue	34th Street	City Limits	49	9,553	Arterial	Overlay with Patching	\$342,000
	Bickford Avenue	30th Street	34th Street	53	8,262	Arterial	Overlay	
	<b>Bickford Avenue from 30th Street to City Limits assumes grant funding (\$798,000) with TBD match (\$342,000). Total cost is \$1,140,000.</b>							
	Holly Vista Drive	16th Street	North End	20	1,717	Residential/Local	Resurfacing	\$171,700
	Holly Vista Drive	16th Street	South End	20	805	Residential/Local	Resurfacing	\$80,500
							<b>2020 TOTAL:</b>	<b>\$594,200</b>
							<b>Approximate 2020 Beginning</b>	<b>TBD Fund Balance: \$1,792,498</b>
							<b>Approximate 2020 End</b>	<b>TBD Fund Balance: \$1,978,298</b>
	Cypress Lane	Pine Avenue	South End	16	2,114	Residential/Local	Resurfacing	\$211,400
	Pine Avenue	16th Street	17th Street	23	2,117	Residential/Local	Resurfacing	\$211,700
	Pine Avenue	17th Street	20th Street	7	3,200	Residential/Local	Resurfacing	\$320,000
	Avenue H	Second Street	Fourth Street	20	2,532	Residential/Local	Resurfacing	\$253,200
2021?	Avenue H	Fourth Street	Fifth Street	21	2,480	Residential/Local	Resurfacing	\$248,000
	Avenue H	Fifth Street	North End	2,480	2,480	Residential/Local	Resurfacing	\$248,000
							<b>2021 TOTAL:</b>	<b>\$1,492,300</b>
							<b>Approximate 2021 Beginning</b>	<b>TBD Fund Balance: \$1,978,298</b>
							<b>Approximate 2021 End</b>	<b>TBD Fund Balance: \$1,265,988</b>
	<b>TBD REVENUE COLLECTION ENDS. VOTERS MUST REAUTHORIZE IN 2021.</b>							
	Avenue A	Tenth Street	13th Street	56	5,016	Collector	Overlay	\$225,700
	Ludwig Road	Clark Avenue	City Limits	65	2,032	Residential/Local	Overlay	\$91,400
	Ninth Avenue	Second Street	Clark Avenue	87	10,053	Residential/Local	Overlay	\$452,400
2022?	Lincoln Avenue	Maple Avenue	Holiday	29	3,784	Residential/Local	Overlay with Patching	\$302,700
	Holiday Street	Lincoln Avenue	Ford	38	556	Residential/Local	Overlay with Patching	\$44,500
							<b>2022 TOTAL:</b>	<b>\$1,116,700</b>
							<b>Approximate 2022 Beginning</b>	<b>TBD Fund Balance: \$1,978,298</b>
							<b>Approximate 2022 End</b>	<b>TBD Fund Balance: \$861,598</b>
							<b>2023 TOTAL:</b>	<b>????</b>
							<b>Approximate 2023 Beginning</b>	<b>TBD Fund Balance: \$861,598</b>
							<b>Approximate 2023 End</b>	<b>TBD Fund Balance: \$861,598</b>
	Tenth Street	Avenue A	Avenue B	74	1,340	Collector	Chip Seal	\$13,400
	Third Street	Avenue A	Alice Avenue	70	4,048	Collector	Overlay	\$182,200
	Ninth Street	Cypress Avenue	East End	53	576	Residential/Local	Overlay	\$25,900
	Garden Court	Avenue A	Root Avenue	46	2,249	Residential/Local	Overlay with Patching	\$179,900
	Avenue G	Pine Avenue	End East	84	1,473	Residential/Local	Overlay	\$66,300
		Second Street	Fourth Street	33	5,171	Residential/Local	Overlay with Patching	\$413,700
		Fourth Street	Fifth Street	24	2,685	Residential/Local	Resurfacing	\$258,500
	<b>FOLLOWING PROJECTS NOT TO BE COMPLETED BY THIS FIRST LEVY.</b>							
	Tenth Street	Pine Avenue	Cole Avenue	53	3,647	Collector	Overlay	\$164,100
	Tenth Street	Pilchuck Avenue	Railroad Avenue	70	680	Residential/Local	Overlay	\$30,600
	Tenth Street	McDonald	Pine Avenue	60	2,210	Collector	Overlay	\$99,400

TBD Priority Array	Street Name	Begin Location	End Location	PCI	Area (sq)	Road Classification	Repair Type	Cost Estimate
Approximate Schedule	Tenth Street	McDonald	Maple Avenue	60	2,454	Collector	Overlay	\$110,400
	Tenth Street	Ludwig Road	End West	70	861	Residential/Local	Overlay	\$38,700
	11th Street	Cole Avenue	Alice Avenue	61	596	Residential/Local	Overlay	\$26,800
	11th Street	Orchard Avenue	Pilchuck Avenue	74	351	Residential/Local	Chip Seal	\$3,500
	14th Place	Pine Avenue	South End	72	1,368	Residential/Local	Chip Seal	\$13,700
	14th Place	Pine Avenue	14th Street	74	449	Residential/Local	Chip Seal	\$4,500
	17th Court	17th Street	End West	65	702	Residential/Local	Overlay	\$31,600
	17th Place	Park Avenue	Pine Avenue	74	3,387	Residential/Local	Chip Seal	\$33,900
	18th Court	Pine Avenue	End East	74	612	Residential/Local	Chip Seal	\$6,100
	18th Street	Park Avenue	End West	36	645	Residential/Local	Overlay with Patching	\$51,600
	19th Place	Bickford Avenue	End West	72	1,947	Residential/Local	Chip Seal	\$19,500
	19th Street	Park Avenue	Blackmans Place	64	3,323	Residential/Local	Overlay	\$149,500
	19th Street	Park Avenue	Vaughn Court	70	1,387	Residential/Local	Overlay	\$62,400
	First Street	Avenue C	Avenue D	58	2,103	Collector	Overlay	\$84,800
	First Street	Avenue A	Union Avenue	70	2,128	Collector	Overlay	\$95,800
	20th Street	Park Avenue	Lakewood	21	672	Residential/Local	Resurfacing	\$67,200
	20th Street	Park Avenue	End East	59	1,549	Residential/Local	Overlay	\$69,700
	22nd Street	City Limits	Park Avenue	70	7,987	Collector	Overlay	\$345,000
	22nd Street	Park Avenue	Pine Avenue	74	1,803	Residential/Local	Chip Seal	\$18,000
	23rd Street	Bickford Avenue	End East	72	2,710	Residential/Local	Chip Seal	\$27,100
	Second Street	City Limits	Ludwig Road	64	8,169	Arterial	Overlay	\$367,600
	Third Street	Avenue I	Avenue H	52	1,596	Residential/Local	Overlay	\$17,800
	Third Street	Avenue H	Avenue G	49	1,596	Residential/Local	Overlay with Patching	\$127,700
	Third Street	Avenue D	Avenue C	59	1,586	Residential/Local	Overlay	\$17,800
	Third Street	Cedar Avenue	Maple Avenue	74	1,524	Residential/Local	Chip Seal	\$18,200
	Third Street	Pine Avenue	Cypress Avenue	52	1,520	Residential/Local	Overlay	\$68,400
	Fourth Street	Maple Avenue	Pine Avenue	56	3,058	Collector	Overlay	\$137,600
	Fourth Street	Pine Avenue	Cypress Avenue	64	1,559	Residential/Local	Overlay	\$70,100
	Fourth Street	Cypress Avenue	East End	21	336	Residential/Local	Resurfacing	\$33,600
	Fifth Street	Avenue A	Avenue B	78	912	Residential/Local	Chip Seal	\$9,100
	Fifth Street	Pine Avenue	Lincoln Avenue	56	1,232	Residential/Local	Overlay	\$55,400
	Fifth Street	Avenue F	Avenue G	56	1,577	Residential/Local	Overlay	\$71,000
	Sixth Street	Lincoln Avenue	Maple Avenue	71	688	Residential/Local	Chip Seal	\$6,800
	Sixth Street	Mill Avenue	Pine Avenue	56	1,328	Residential/Local	Overlay	\$59,800
	Sixth Street	Avenue C	Avenue B	61	816	Residential/Local	Overlay	\$36,700
	Sixth Street	Avenue H	End West	70	404	Residential/Local	Overlay	\$18,200
	Seventh Street	Avenue L	Avenue J	38	846	Residential/Local	Overlay with Patching	\$67,700
	Seventh Street	Avenue C	Avenue B	52	785	Residential/Local	Overlay	\$34,400
	Eighth Street	Avenue B	Avenue C	56	373	Residential/Local	Overlay	\$16,800
	Eighth Street	Mill Avenue	Baird Avenue	70	655	Residential/Local	Overlay	\$29,500
	88th SE Avenue	Lakemount Drive	Avenue D	59	804	Residential/Local	Overlay	\$36,200
	Ninth Street	Root Avenue	Pine Avenue	74	1,849	Residential/Local	Chip Seal	\$16,500
	Ninth Street	Pine Avenue	Maple Avenue	79	924	Residential/Local	Chip Seal	\$9,200
	Avenue A	South End	First Avenue	59	1,147	Residential/Local	Overlay	\$51,600
	Avenue A	Second Street	Fourth Street	74	4,987	Collector	Chip Seal	\$49,900
	Baird Avenue	Seventh Street	Eighth Street	74	1,435	Residential/Local	Chip Seal	\$14,300
	Baird Avenue	22nd Street	End North	74	1,489	Residential/Local	Chip Seal	\$15,000
	Avenue B	Second Street	Third Street	76	2,524	Residential/Local	Chip Seal	\$25,200
	Avenue B	Tenth Street	End North	57	1,440	Residential/Local	Overlay	\$64,800

**BEYOND  
2023?**

TBD Priority Array	Street Name	Begin Location	End Location	PCI	Area (sq)	Road Classification	Repair Type	Cost Estimate
Approximate Schedule	Avenue B	Seventh Street	Eighth Street	57	2,232	Residential/Local	Overlay	\$100,400
	Bickford Avenue	End of New Pavement	Highway 9	28	3,461	Arterial	Overlay with Patching	\$276,900
	Avenue C	Sixth Street	Eighth Street	34	1,240	Residential/Local	Overlay with Patching	\$99,200
	Avenue C	Seventh Street	Seventh Street	40	1,168	Residential/Local	Overlay with Patching	\$93,400
	Avenue C	First Street	Second Street	38	2,997	Residential/Local	Overlay with Patching	\$239,800
	Cedar Avenue	Fourth Street	Fifth Street	56	1,354	Residential/Local	Overlay	\$60,900
	Cleveland Avenue	Ninth Street	End North	74	403	Residential/Local	Chip Seal	\$4,000
	Commercial Street	End West	Maple Avenue	70	518	Residential/Local	Overlay	\$23,300
	Cypress Avenue	Fourth Street	End North	59	1,536	Residential/Local	Overlay	\$89,100
	Cypress Avenue	Pilchuck Avenue	Second Street	56	551	Residential/Local	Overlay	\$24,800
	Avenue D	Bickford Avenue	Highway 9	65	3,787	Arterial	Overlay	\$170,400
	Ferguson Park Road	Avenue D	End	67	1,916	Residential/Local	Overlay	\$86,200
	Glen Avenue	South End	Fourth Street	46	1,353	Residential/Local	Overlay with Patching	\$108,300
	Glen Avenue	Fourth Street	Fifth Street	64	2,453	Residential/Local	Overlay	\$110,400
	Glen Avenue	Fifth Street	North End	77	787	Residential/Local	Chip Seal	\$7,900
	Grace Street	Maple Avenue	End East	59	435	Residential/Local	Overlay	\$19,600
	Hillcrest Drive	Hillcrest Drive	End	61	1,428	Residential/Local	Overlay	\$64,300
	Hillcrest Drive	Hillcrest Drive	Summit Street	63	784	Residential/Local	Overlay	\$35,300
	Home Avenue	Seventh Street	Eighth Street	70	573	Residential/Local	Overlay	\$25,800
	Avenue I	South End	Seventh Street	30	513	Residential/Local	Overlay with Patching	\$41,100
	Avenue I	Fourth Street	Fifth Street	59	2,100	Residential/Local	Overlay	\$84,500
	Avenue I	Second Street	Third Street	27	1,352	Residential/Local	Overlay with Patching	\$108,200
	Avenue I	Third Street	Fourth Street	59	2,108	Residential/Local	Overlay	\$84,900
	Avenue I	Fifth Street	End North	59	592	Residential/Local	Overlay	\$26,900
	Avenue J	Third Street	Fourth Street	59	2,034	Collector	Overlay	\$91,500
	Avenue J	Second Street	Third Street	80	796	Collector	Chip Seal	\$8,000
	Avenue J	Seventh Street	Eighth Street	74	917	Residential/Local	Chip Seal	\$9,200
	Lake Avenue	Avenue D	City Limits	69	13,844	Residential/Local	Overlay	\$623,000
	Lake Mount Drive	End South	98th SE Avenue	32	3,684	Residential/Local	Overlay with Patching	\$294,800
	Lakeview Place	16th Street	End North	33	912	Residential/Local	Overlay with Patching	\$73,000
	Avenue L	Seventh Street	End North	26	398	Residential/Local	Overlay with Patching	\$31,900
	Ludwig Road	16th Street	Weaver Road	74	5,141	Residential/Local	Chip Seal	\$51,400
	Madrona Drive?	?	?	56	784	Residential/Local	Overlay	\$35,300
	Maple Avenue	Commercial	First Street	37	789	Residential/Local	Overlay with Patching	\$63,100
	Maple Avenue	Bowen Avenue	Second Street	50	583	Residential/Local	Overlay with Patching	\$46,600
	Maple Avenue	Rainier Avenue	Bowen	52	1,343	Residential/Local	Overlay	\$60,400
	Maple Avenue	Pearl Avenue	First Street	50	1,272	Collector	Overlay with Patching	\$101,800
	Maple Avenue	Pearl Avenue	Railroad Avenue	67	1,343	Collector	Overlay	\$60,400
	Marquette Avenue	Seventh Street	Taylor Avenue	63	401	Residential/Local	Overlay	\$18,100
	McDonald Avenue	11th Street	End North	66	645	Residential/Local	Overlay	\$29,000
	Oak Avenue	Ferguson Park Road	End North	70	1,045	Residential/Local	Overlay	\$47,000
	Pearl Street	Alder Street	Willow Street	78	699	Residential/Local	Chip Seal	\$7,000
	Pearl Street	State Avenue	Maple Avenue	74	940	Residential/Local	Chip Seal	\$9,400
	Pearl Street	Maple Avenue	Cedar Avenue	74	1,208	Residential/Local	Chip Seal	\$12,100
	Pine Avenue	28th Street	22nd Street	7	3,164	Residential/Local	Resurfacing	\$316,400
	Pine Avenue	22nd Street	North End	7	2,930	Residential/Local	Resurfacing	\$293,000
	Pulliam Place	Park Avenue	End North	65	1,750	Residential/Local	Overlay	\$78,800
	Rainbow Place	Park Avenue	End East	70	1,254	Residential/Local	Overlay	\$56,400
	Rainier Street	Maple Avenue	State Avenue	65	1,262	Residential/Local	Overlay	\$56,800

**BEYOND  
2023?**



TBD Priority Array	Street Name	Begin Location	End Location	PCI	Area (sq)	Road Classification	Repair Type	Cost Estimate
Approximate Schedule	Fifth Street	Avenue J	End West	83	684	Residential/Local	No Repair	\$0
	Fifth Street	Maple Avenue	End East	92	917	Residential/Local	No Repair	\$0
	Fifth Street	Avenue A	Union Avenue	83	760	Residential/Local	No Repair	\$0
	Fifth Street	Glen Avenue	Union Avenue	84	760	Residential/Local	No Repair	\$0
	Fifth Street	Avenue C	Avenue D	83	1,520	Residential/Local	No Repair	\$0
	Fifth Street	Avenue B	Avenue C	85	1,520	Residential/Local	No Repair	\$0
	Fifth Street	Avenue D	Avenue E	83	1,520	Residential/Local	No Repair	\$0
	Fifth Street	Avenue E	Avenue F	85	1,520	Residential/Local	No Repair	\$0
	Fifth Street	Avenue G	Avenue H	83	1,440	Residential/Local	No Repair	\$0
	Fifth Street	Avenue H	Avenue I	84	764	Residential/Local	No Repair	\$0
	Fifth Street	Avenue I	Avenue J	83	760	Residential/Local	No Repair	\$0
	Fifth Street	Maple Avenue	Cedar Avenue	84	760	Residential/Local	No Repair	\$0
	Fifth Street	Cedar Avenue	Glen Avenue	84	760	Residential/Local	No Repair	\$0
	Sixth Street	Pine Avenue	Lincoln Avenue	84	741	Residential/Local	No Repair	\$0
	Sixth Street	Avenue D	Avenue C	83	836	Residential/Local	No Repair	\$0
	Sixth Street	Avenue A	Avenue B	82	836	Residential/Local	No Repair	\$0
	Sixth Street	Pilchuck River Bridge	Mill Avenue	85	85	Residential/Local	No Repair	\$0
	Seventh Street	Avenue J	Avenue D	84	5,296	Residential/Local	No Repair	\$0
	Eighth Street	Baird Avenue	Victor Avenue	89	432	Residential/Local	No Repair	\$0
	Eighth Street	Home Avenue	Avenue J	86	485	Residential/Local	No Repair	\$0
	Ninth Street	Baird Avenue	Mill Avenue	81	600	Residential/Local	No Repair	\$0
	Avenue A	First Avenue	Second Avenue	83	3,008	Residential/Local	No Repair	\$0
	Avenue A	Fifth Street	Sixth Street	87	2,333	Collector	No Repair	\$0
	Avenue A	Sixth Avenue	Tenth Avenue	93	4,801	Collector	No Repair	\$0
	Alder Avenue	Pearl Avenue	First Street	84	1,928	Residential/Local	No Repair	\$0
	Alice Avenue	Tenth Street	11th Street	85	1,354	Residential/Local	No Repair	\$0
	Ash Court	Ninth Street	End North	86	787	Residential/Local	No Repair	\$0
	Baird Avenue	Eighth Street	Ninth Street	86	1,445	Residential/Local	No Repair	\$0
	Avenue B	First Street	Second Street	85	2,997	Residential/Local	No Repair	\$0
	Avenue B	Third Street	Fourth Street	84	2,498	Residential/Local	No Repair	\$0
	Avenue B	Fourth Street	Fifth Street	86	2,498	Residential/Local	No Repair	\$0
	Avenue B	Fifth Street	Sixth Street	84	1,624	Residential/Local	No Repair	\$0
	Avenue B	Sixth Street	Seventh Street	85	1,699	Residential/Local	No Repair	\$0
	Bickford Avenue	Avenue D	End of New Pavement	90	1,975	Arterial	No Repair	\$0
	Blackmanns Shore Place	19th Street	End South	85	1,010	Residential/Local	No Repair	\$0
	Bluff Avenue	Tenth Street	End North	86	243	Residential/Local	No Repair	\$0
	Bonneville Avenue	14th Street	16th Street	83	3,027	Collector	No Repair	\$0
	Bonneville Avenue	Avenue D	14th Street	86	5,124	Collector	No Repair	\$0
	Bowen Street	Maple Avenue	State Avenue	87	1,179	Residential/Local	No Repair	\$0
	Bowen Street	State Avenue	Lincoln Avenue	86	952	Residential/Local	No Repair	\$0
	Bowen Street	Maple Avenue	Second Street	86	612	Residential/Local	No Repair	\$0
	Avenue C	Second Street	Third Street	87	1,652	Residential/Local	No Repair	\$0
	Avenue C	Third Street	Fourth Street	84	1,612	Residential/Local	No Repair	\$0
	Avenue C	Fourth Street	Fifth Street	86	1,624	Residential/Local	No Repair	\$0
	Avenue C	Fifth Street	Sixth Street	85	1,624	Residential/Local	No Repair	\$0
	Cedar Avenue	End South	Second Street	83	4,174	Residential/Local	No Repair	\$0
	Cedar Avenue	Second Street	Third Street	83	2,356	Residential/Local	No Repair	\$0
	Cedar Avenue	Third Street	Fourth Street	85	1,249	Residential/Local	No Repair	\$0
	Cedar Avenue	Pearl Avenue	Rainier Avenue	86	1,296	Residential/Local	No Repair	\$0

NOT SCHEDULED AT THIS TIME

**DISCUSSION ITEM 6b**

TBD Priority Array	Street Name	Begin Location	End Location	PCI	Area (sq)	Road Classification	Repair Type	Cost Estimate
Approximate Schedule	Center Street	Pine Avenue	Lincoln Avenue	84	983	Residential/Local	No Repair	\$0
	Clark Avenue	Ludwig Road	11th Street	83	1,433	Residential/Local	No Repair	\$0
	Cole Avenue	Tenth Street	11th Street	85	1,354	Residential/Local	No Repair	\$0
	Covington Court	Second Street	City Limits	83	803	Residential/Local	No Repair	\$0
	Cypress Avenue	Wood Avenue	Pilchuck Avenue	83	738	Residential/Local	No Repair	\$0
	Cypress Lane	Cypress Avenue	Pine Avenue	86	1,227	Residential/Local	No Repair	\$0
	Avenue D	Snohomish River Bridge	Second Street	83	3,487	Collector	No Repair	\$0
	Avenue D	Second Street	Fourth Street	83	5,236	Arterial	No Repair	\$0
	Avenue D	Fourth Street	Seventh Street	83	7,579	Arterial	No Repair	\$0
	Avenue D	Seventh Street	Bonneville Avenue	83	5,049	Arterial	No Repair	\$0
	Avenue D	Bonneville Avenue	13th Street	83	6,160	Arterial	No Repair	\$0
	Avenue D	13th Street	Ferguson Park Road	89	3,904	Arterial	No Repair	\$0
	Avenue D	Ferguson Park Road	Bickford Avenue	89	2,640	Arterial	No Repair	\$0
	Avenue E	First Street	Second Street	85	2,142	Residential/Local	No Repair	\$0
	Avenue E	Second Street	Third Street	86	2,498	Residential/Local	No Repair	\$0
	Avenue E	Third Street	Fourth Street	84	2,498	Residential/Local	No Repair	\$0
	Avenue E	Fourth Street	Fifth Street	86	2,498	Residential/Local	No Repair	\$0
	Emerson Street	End West	Pine Avenue	86	2,282	Residential/Local	No Repair	\$0
	Avenue F	Second Street	Third Street	89	2,498	Residential/Local	No Repair	\$0
	Avenue F	Third Street	Fourth Street	89	2,498	Residential/Local	No Repair	\$0
	Avenue F	Fourth Street	Fifth Street	87	2,498	Residential/Local	No Repair	\$0
	Fobes Avenue	Bickford Avenue	City Limits	83	4,884	Residential/Local	No Repair	\$0
	Avenue G	First Street	Second Street	85	539	Residential/Local	No Repair	\$0
	Glen Avenue	Pearl Avenue	Second Street	85	1,520	Residential/Local	No Repair	\$0
	Grove Street	Union Avenue	Pearl Avenue	86	720	Residential/Local	No Repair	\$0
	Harrison/Burke Hill Place	Pine Avenue	Lincoln Avenue	85	792	Residential/Local	No Repair	\$0
	Avenue J	Maple Avenue	Tenth Street	87	1,284	Residential/Local	No Repair	\$0
	Avenue J	End South	20th Street	85	656	Residential/Local	No Repair	\$0
	Avenue J	Fifth Street	Seventh Street	84	2,249	Residential/Local	No Repair	\$0
	Avenue J	Fourth Street	Fifth Street	86	1,231	Residential/Local	No Repair	\$0
	Avenue K	Seventh Street	End North	85	758	Residential/Local	No Repair	\$0
	Lakeview Avenue	13th Street	End North	85	3,559	Residential/Local	No Repair	\$0
	Lakewood Drive	20th Street	End South	84	1,296	Residential/Local	No Repair	\$0
	Lincoln Avenue	Third Street	Fourth Street	86	1,384	Residential/Local	No Repair	\$0
	Lincoln Avenue	Fourth Street	Fifth Street	84	1,071	Residential/Local	No Repair	\$0
	Lincoln Place	22nd Street	End North	100	589	Residential/Local	No Repair	\$0
	Long Street	Short Street	Mill Avenue	83	757	Residential/Local	No Repair	\$0
	Maple Avenue	Ninth Street	Harrison Avenue	83	1,291	Arterial	No Repair	\$0
	Mill Avenue	Seventh Street	Eighth Street	90	1,359	Residential/Local	No Repair	\$0
	Mill Avenue	Eighth Street	Ninth Street	90	1,218	Residential/Local	No Repair	\$0
	Mill Avenue	Ninth Street	Long Avenue	90	307	Residential/Local	No Repair	\$0
	Mill Avenue	Long Avenue	Short Avenue	90	293	Residential/Local	No Repair	\$0
	Mill Avenue	Short Avenue	Tenth Street	90	316	Residential/Local	No Repair	\$0
	Northlake Avenue	19th Street	20th Street	85	4,024	Residential/Local	No Repair	\$0
	North Shore Place	19th Street	End South	86	697	Residential/Local	No Repair	\$0
	Orchard Avenue	11th Street	City Limits	84	1,880	Residential/Local	No Repair	\$0
	Park Avenue	13th Street	Pulliam Place	86	1,224	Collector	No Repair	\$0
	Park Avenue	Pulliam Place	17th Street	85	6,216	Collector	No Repair	\$0
	Park Avenue	17th Street	18th Street	84	939	Collector	No Repair	\$0

**NOT SCHEDULED AT THIS TIME**

**DISCUSSION ITEM 6b**

**DISCUSSION ITEM 6b**

TBD Priority Array	Street Name	Begin Location	End Location	PCI	Area (sq)	Road Classification	Repair Type	Cost Estimate
Approximate Schedule	Park Avenue	18th Street	19th Street	86	1,115	Collector	No Repair	\$0
	Park Avenue	19th Street	20th Street	85	1,300	Collector	No Repair	\$0
	Park Avenue	20th Street	22nd Street	86	1,936	Collector	No Repair	\$0
	Park Avenue	22nd Street	City Limits	85	4,316	Collector	No Repair	\$0
	Pearl Street	Cedar Avenue	Glen Avenue	86	1,208	Residential/Local	No Repair	\$0
	Plichuck Avenue	11th Street	11th Street	87	893	Residential/Local	No Repair	\$0
	Pine Avenue	End South	Grove Street	86	3,733	Residential/Local	No Repair	\$0
	Pine Avenue	Second Street	Second Street	85	3,647	Residential/Local	No Repair	\$0
	Pine Avenue	Fourth Street	Fourth Street	90	4,996	Collector	No Repair	\$0
	Pine Avenue	Second Street	Sixth Street	90	5,182	Collector	No Repair	\$0
	Pine Avenue	Sixth Street	Ninth Street	90	6,951	Collector	No Repair	\$0
	Pine Avenue	Ninth Street	13th Street	90	8,809	Collector	No Repair	\$0
	Pine Avenue	13th Street	16th Street	90	3,114	Residential/Local	No Repair	\$0
	Railroad Avenue	11th Street	11th Street	83	1,205	Residential/Local	No Repair	\$0
	Railroad Avenue	11th Street	End North	85	1,283	Residential/Local	No Repair	\$0
	Rainier Street	Second Street	Cedar Avenue	86	1,141	Residential/Local	No Repair	\$0
	Rainier Street	Cedar Avenue	Maple Avenue	85	1,141	Residential/Local	No Repair	\$0
	Riverview Lane	Fourth Street	End South	86	352	Residential/Local	No Repair	\$0
	Riverview Lane	Fourth Street	End North	85	843	Residential/Local	No Repair	\$0
	Root Avenue	Ninth Street	Tenth Street	86	694	Residential/Local	No Repair	\$0
	Rose Court	22nd Street	End North	83	496	Residential/Local	No Repair	\$0
	Ryan Court	Avenue A	End North	84	965	Residential/Local	No Repair	\$0
	Seneca Avenue	Weaver Way	23rd Street	84	528	Residential/Local	No Repair	\$0
	Smithson Place	Avenue A	End South	85	1,436	Residential/Local	No Repair	\$0
	State Avenue	Bowen Avenue	Rainier Avenue	86	720	Residential/Local	No Repair	\$0
	State Avenue	Rainier Avenue	Pearl Avenue	85	720	Residential/Local	No Repair	\$0
	Summit Street	Hillcrest Drive	End East	83	1,504	Residential/Local	No Repair	\$0
	Suncrest Drive	15th Street	End East	85	2,432	Residential/Local	No Repair	\$0
	Taylor Street	Victor Avenue	Marquette	83	445	Residential/Local	No Repair	\$0
	Terrace Avenue	Victor 2	2	86	0	Residential/Local	No Repair	\$0
	Union Avenue	First Street	Second Street	85	1,780	Residential/Local	No Repair	\$0
	Union Avenue	Second Street	Third Street	84	2,507	Residential/Local	No Repair	\$0
	Union Avenue	Third Street	Fourth Street	84	2,507	Residential/Local	No Repair	\$0
	Vaughn Court	18th Street	End North	83	740	Residential/Local	No Repair	\$0
	Vaughn Court	Seventh Street	Eighth Street	84	1,056	Residential/Local	No Repair	\$0
	Willow Avenue	Rainier Avenue	Lincoln Avenue	85	759	Residential/Local	No Repair	\$0
	Willow Avenue	Pearl Avenue	First Street	86	792	Residential/Local	No Repair	\$0
	Wood Street	Pine Avenue	Lincoln Avenue	85	1,152	Residential/Local	No Repair	\$0

**NOT SCHEDULED AT THIS TIME**

ATTACHMENT B

City of Snohomish Pedestrian Crossings/Sidewalk Repairs Array				
Schedule	Location	Improvements	Cost	Comments
Completed Projects	Emerson Elementary School (1163 Pine Avenue)	Sidewalk Bulb-Outs (Pine Avenue/Emerson Street)	\$50,000	Completed in 2009.
	Snohomish High School (1316 Fifth Street)	Seventh Street Crosswalk Speed Table (west of Avenue D)	-	Included in High School Improvements (2009).
	Snohomish High School (1316 Fifth Street)	Sixth Street/Avenue D Crosswalk Bulb-Outs	\$15,000	Extruded curb bulb-outs completed in 2015.
	Central Elementary School (221 Union Avenue)	Sidewalk (east side of Union Avenue)	\$4,600	Repairs completed in 2016. Partnered with School District.
2017	Grinding Program	Sidewalk	\$10,000	Contractor to grind various areas (to be determined).
	1205 Second Street	Sidewalk	-	Grind and patch. City Street Division to repair.
	Emerson Elementary School (1163 Pine Avenue)	Pine Avenue Crosswalk Rapid Rectangular Flashing Beacon (RRFB) Signal at Emerson Street	\$20,000	No. 1 priority for School District. City Street Division to install RRFB.
	516 - 522 Avenue B	Sidewalk	\$15,990.00	Replace 115-feet of sidewalk. Match stairs and hill slope. Regrade. Adjust gas valves (2).
	429 Avenue E	Sidewalk	\$9,040.00	Replace 65-feet of sidewalk. Reconstruct ADA ramp landing.
	Emerson Elementary School (1163 Pine Avenue)	Sidewalk (east side of Pine Avenue)	-	Gap.
	Cascade View Elementary School (2401 Park Avenue)	Crosswalk RRFB Signal	-	Gap.
	Cascade View Elementary School (2401 Park Avenue)	Sidewalk (east side of Park Avenue)	-	Gap.
	Central Elementary School (221 Union Avenue)	Crosswalk RRFB Signal	-	
	Snohomish High School (1316 Fifth Street)	Avenue D Crosswalk RRFB Signal at Sixth Street	-	Extruded curb bulb-outs. High crown at centerline.
FUTURE PROJECTS	Snohomish High School (1316 Fifth Street)	Fifth Street/Avenue E Crosswalk Bulb-Outs	-	
	Snohomish High School (1316 Fifth Street)	Fifth Street Crosswalk RRFB Signal at Avenue E	-	
	330 Avenue B	Sidewalk	-	Replace 50-feet of sidewalk. Remove/replace two trees. Arborist. Surface restoration. Research side-sewer.
	422 - 430 Avenue B	Sidewalk	-	Replace 85-feet of sidewalk. Remove/replace five trees. Arborist. Surface restoration.
	227 Avenue E	Sidewalk	-	Replace 30-feet of sidewalk.
	303 - 311 Lincoln Avenue	Sidewalk	-	Replace 105-feet of sidewalk. Regrade sidewalk and gravel shoulder (11-foot wide). Driveway section at 303 Lincoln Avenue.
	406 Avenue I	Sidewalk	-	Replace 65-feet of sidewalk. Remove/replace two trees on private property (coordinate with property owner). Arborist. Surface restoration.
	Pine Avenue (Third Street to Fourth Street)	Sidewalk (west side)	-	Replace 315-feet of sidewalk. Replace water meter boxes.
	102x First Street	Sidewalk	-	
	Avenue D (First Street to Tenth Street)	Sidewalk (east side)	-	
Pine Avenue (Ninth Street to Maple Avenue)	Sidewalk (west side)	-		

# Why Traffic Congestion Is Here to Stay... and Will Get Worse

BY ANTHONY DOWNS

**E**VERYONE HATES TRAFFIC CONGESTION. But despite all attempted remedies, it keeps getting worse. Why don't they *do* something about it? The answer: because rising traffic congestion is an inescapable condition in all large and growing metropolitan areas across the world, from Los Angeles to Tokyo, from Cairo to São Paulo. Peak-hour traffic congestion is a result of the way modern societies operate, and of residents' habits that cause them to overload roads and transit systems every day. >



## **DISCUSSION ITEM 6b**



Traffic congestion is not essentially a problem. It's the solution to our basic mobility problem, which is that too many people want to move at the same times each day. Efficient operation of the economy and our school systems requires that people go to work, go to school, and run errands during about the same hours so they can interact with each other. We cannot alter that basic requirement without crippling our economy and society. This problem marks every major metropolitan area in the world.

In the United States, the vast majority of people wanting to move during rush hours use private vehicles, for two reasons. One is that most Americans reside in low-density settlements that public transit cannot serve effectively. Second, for most people private vehicles are more comfortable, faster, more private, more convenient in trip timing, and more flexible than public transit. Therefore, around the world, as household incomes rise, more and more people shift from less expensive public modes to privately owned cars and trucks.

With 87.9 percent of America's daily commuters using private vehicles, and millions wanting to move at the same times of day, our basic mobility problem is this: the road system does not have enough capacity to handle peak-hour loads without forcing people to wait in line for limited road space. "Waiting in line" is the definition of congestion.

There are four possible ways any region can confront this challenge. However, three of them are politically infeasible or physically or financially impossible in the US. These four ways to reduce traffic congestion are:

1. *Charge peak-hour tolls.* Congestion would plummet if people had to pay to enter major commuting roads during peak hours. If tolls were set high enough and collected electronically with "smart cards," the number of vehicles could be reduced to the point that everyone could move at high speed. That would allow more people to travel per lane per hour than do now under heavily congested conditions. That's why transportation economists have long recommended this tactic.

Many Americans would reject the peak-hour tolls solution, for two reasons. Using such tolls would seem to favor wealthier or subsidized drivers and to harm poor ones. The former could travel whenever they wanted to, but many of the latter would be forced off main roads during peak hours. Therefore, many Americans would resent such tolls out of the belief that they would be disadvantaged by them.

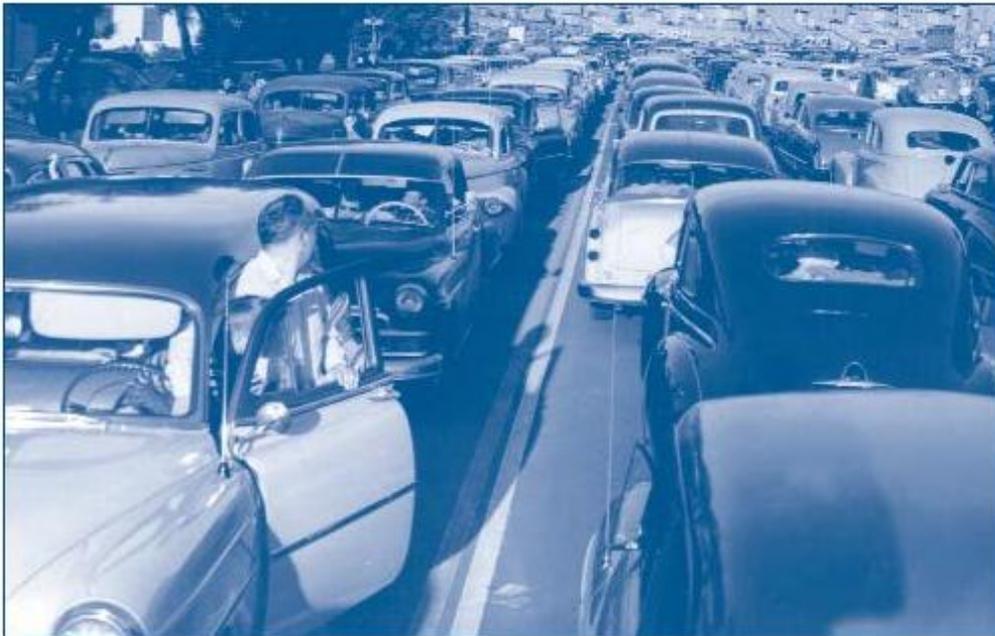
The second drawback is that people think of such tolls as "just another tax," believing that gasoline taxes already pay for roads. For both these reasons, few politicians advocate tolls. The limited road-pricing schemes that have been adopted in Singapore, Oslo, and London affect congestion only in crowded downtowns, which is not the kind of congestion most Americans experience.

2. *Greatly expand road capacity.* The second approach to reducing congestion is to build enough additional road capacity to simultaneously accommodate all drivers who

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## DISCUSSION ITEM 6b



want to travel at peak hours. But this 'cure' is to tally impractical and prohibitively expensive. We would have to turn much of every metropolitan region into a giant concrete slab, and the resulting huge roads would be grossly underutilized in noncommuting hours. Although there are many occasions when adding more road capacity is a good idea, no large region can afford to build enough to completely eliminate peak-hour congestion.

3. *Greatly expand public transit capacity:* The third approach is to expand public transit capacity enough to shift so many people from cars to transit that there would be no more excess demand for roads during peak hours. A major reason this approach isn't feasible is that a very small percentage of commuters today use transit. Even if the nation's existing transit capacity were increased fourfold and fully utilized, morning peak-hour transit travel would rise only to 11 percent of all morning trips. That would reduce private vehicle trips by only 8.8 percent—hardly enough to end congestion. Moreover, such a quadrupling of transit capacity would be extremely costly.

4. *Live with congestion:* There is only one feasible way to accommodate excess demand for roads during peak periods: by having people wait in line, or in other words, by accepting traffic congestion. Congestion is an essential mechanism for coping with excess demand for road space. We need it! Peak-hour congestion is the balancing mechanism that makes it possible for Americans to pursue goals they value, such as working while others do, living in low-density settlements, and having many choices of places to live and work. >



Traffic congestion  
is not essentially  
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It's the solution  
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mobility problem.

TRIPLE CONVERGENCE

The least understood aspect of peak-hour traffic congestion is the Principle of Triple Convergence. It works because traffic flows in any region's overall transportation networks almost automatically form self-adjusting relationships among different routes, times, and modes. Triple Convergence is the complex process of adaptation through which the various sectors of the metropolitan system adapt to changes in other sectors—specifically to changes in locations, times, and modes of travel.

The Principle of Triple Convergence is best explained by a hypothetical example. Visualize a major commuting freeway so heavily congested each morning that traffic crawls for at least thirty minutes. If that freeway were magically doubled in capacity overnight, the next day traffic would flow rapidly because the same number of drivers would have twice as much road space.

But very soon word would get around that this road was uncongested. Drivers who had formerly traveled before or after the peak hour to avoid congestion would shift back into that peak period. Drivers who had been using alternative routes would shift onto this now convenient freeway. Some commuters who had been using transit would start driving on this road during peak periods.

Within a short time, this triple convergence upon the expanded road during peak hours would make the road as congested as before its expansion. Experience shows that peak-hour congestion *cannot* be eliminated for long on a congested road by expanding that road's capacity if it's part of a larger transportation network.

The Principle of Triple Convergence does not mean that expanding a congested road's capacity has no benefits. After expansion, the road can carry more vehicles per hour than before, no matter how congested it is, so more people can travel on it at one time. Also, the periods of maximum congestion may be shorter, and congestion on other routes may be less.

This principle greatly affects how other congestion remedies to traffic congestion will work in practice. One example is staggered work hours. In theory, if a certain number of workers are able to commute during less crowded parts of the day, it will free up space on congested roads. But once traffic moves faster, other drivers from other routes, other times, and other modes will shift onto the improved roads during peak hours.

The same thing will happen if more workers become telecommuters and work at home, or if public transit capacity is expanded on routes paralleling a congested freeway. This is why building light rail systems or subways rarely reduces peak-hour traffic congestion. Such congestion did not decline for long in Portland, where the light rail system doubled in size in the 1990s, or in Dallas, where a new such system opened. Only road pricing or higher gasoline taxes are exempt from the principle of triple convergence.

A ground transportation system's equilibrium can also be affected by big changes in the region's population or economic activity. If a region's population is growing rapidly, as in Southern California or Florida, any expansions of major freeway capacity may soon be swamped by more vehicles generated by the added population.

Shifts in economic activity also affect regional congestion. During the Internet and telecom boom of the late 1990s, congestion in the San Francisco Bay Area intensified immensely. After the 'bubble' burst in 2000, congestion fell markedly without any major change in population. Thus, severe congestion can be a sign of strong regional prosperity, just as reduced congestion can signal an economic downturn.

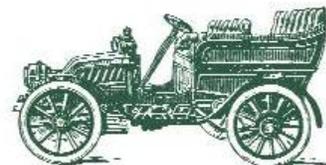
## **DISCUSSION ITEM 6b**

### **WHY HAS CONGESTION INCREASED ALMOST EVERYWHERE?**

The most obvious reason is population growth. More people mean more vehicles. But total vehicle mileage has grown much faster than population, in part because a combination of declining real gas prices (corrected for inflation) and more miles per gallon caused the real cost of each mile driven to fall 54 percent from 1980 to 2000! That helped raise the percentage of US households owning cars from 86 percent in 1983 to 92 percent in 1995.

Furthermore, American road building lagged far behind increases in vehicle travel. Urban lane-miles rose by 37 percent vs. an 80 percent increase in vehicle miles traveled.

Another crucial factor contributing to more traffic congestion is the desire of most Americans to live in low-density settlements. Past studies have shown that public transit works best where (1) gross residential densities are above 4,200 persons per square mile, (2) relatively dense housing is clustered close to transit stations or stops, and (3) many jobs are concentrated in relatively compact districts. But in 2000, at least two thirds of all residents of US urbanized areas resided in settlements with densities of under 4,000 persons per square mile. Those densities are too low for public transit to be effective. Hence their residents are compelled to rely on private vehicles for almost all of their travel, including trips during peak hours.



### **CAN ANYTHING BE DONE TO SLOW FUTURE INCREASES IN TRAFFIC CONGESTION?**

The best way to answer that question is to examine the major remedies that are often proposed. Here are eleven possible solutions:

1. *Build more roads.* Highway advocates claim we need to build more roads and expand many existing ones, but opponents say we cannot build our way out of congestion because more highway capacity will simply attract more travelers. Triple Convergence shows this is true for already-overcrowded roads. But large projected population growth means that we will need a lot more lane miles just to cope in growth areas. However, building roads will not eliminate current congestion, nor prevent it from arising on new roads.

2. *Use peak-hour road pricing.* This tactic is not politically feasible if we try to put tolls on all major commuter lanes. But so-called HOT lanes (High Occupancy Toll) can increase traveler choices by adding some new toll lanes to existing freeways while leaving current lanes free of charge. This allows anyone who needs to move fast on any given day to do so, without forcing all low-income drivers off the highways during peak periods. But HOT lanes will work only if accompanying lanes remain congested. So HOT lanes do not eliminate congestion; they merely increase movement choices for drivers.

3. *Use ramp-metering,* allowing vehicles to enter freeways only gradually. This has improved freeway speed during peak hours in Seattle and the Twin Cities, for example, and could be much more widely used.

4. *Use intelligent transportation devices to speed traffic flows.* Technologies such as electronic coordination of signal lights on local streets, variable signs about traffic conditions, one-way street patterns, Global Positioning Systems in cars and trucks, and radio broadcasts of current road conditions already exist and can be effective tools on local streets, arteries, and freeways. But they will not end congestion. ➤

## **DISCUSSION ITEM 6b**



5. *Create more HOV lanes.* High Occupancy Vehicle lanes have proven successful in many areas such as Houston. More regions could use HOV lanes effectively, if they add lanes rather than convert existing ones to HOV use, which only reduces the road's capacity.

6. *Respond more rapidly to accidents and incidents.* Roving service vehicles guided by television and electronic surveillance of road conditions can help reduce congestion delays.

7. *Adopt "parking cash-out" programs.* Demonstration programs have shown that if firms offer to pay people a stipend for shifting to carpools or transit, significant percentages will do so, thus reducing the number of cars on the road. However, this tactic does not prevent the offsetting consequences of triple convergence.

8. *Restrict the outward movement of new development.* Urban growth boundaries that severely constrain far-out development may reduce total driving at the edges of a region. However, it takes very large percentage increases in peripheral densities to cause significant declines in regional average driving distances. Moreover, shorter driving distances may not reduce congestion because higher densities concentrate more vehicles in smaller areas. Also, constraining outward movement of growth might cause housing prices to rise sharply, penalizing renters and prospective new home buyers.

## **DISCUSSION ITEM 6b**

9. *Require higher densities in both new and established areas.* Proposing to raise densities in existing neighborhoods will arouse opposition from current residents. Most suburban governments are politically dominated by homeowners who do not want changes they suspect might reduce the market values of their homes, and they usually oppose more multi-family housing and higher-density single-family units.

Few US regions have succeeded in notably raising densities. The Portland, Oregon, region has had the nation's most stringent urban growth boundary for over twenty years, plus rapid population growth. Yet in 2000, its urbanized area had a relatively low density of 3,340 persons per square mile.

10. *Cluster high-density housing around transit stops.* Transit-Oriented Developments (TODs) permit more residents to commute by walking to transit, thereby decreasing the number of private vehicles on the roads. A detailed analysis of how many TODs would be necessary to shift a significant percentage of auto commuters to transit shows that (1) the number within each region would have to be very large, (2) the residential density within each would have to be several times greater than the average central city density in the fifty largest urbanized areas in 2000, and (3) the percentage of workers living in the TODs who commute by transit would have to be at least triple the 10.5 percent average for central cities in 2000. Moreover, the shift of TOD residents from private vehicles to transit would soon be offset by the Principle of Triple Convergence.

11. *Give regional transportation authorities more power.* Congress has sponsored Metropolitan Planning Organizations to coordinate ground transportation planning over all modes in each region. If MPOs had more technical assistance and power, more rational systems could be created.

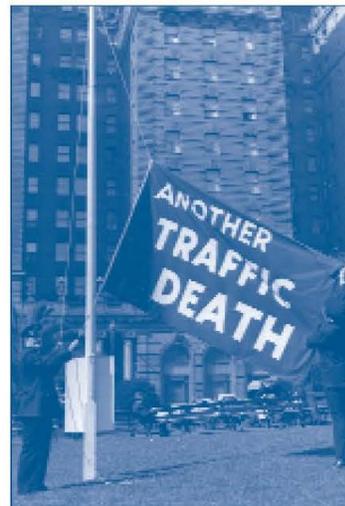
### **CONCLUSIONS**

Peak-hour traffic congestion in almost all large and growing metropolitan regions around the world is here to stay. Indeed, it is almost certain to get worse during at least the next few decades, mainly because of rising populations and wealth. This will be true no matter what public and private policies are adopted to combat congestion.

This outcome should not be regarded as a mark of social failure or wrong policies. In fact, traffic congestion reflects economic prosperity. People congregate in large numbers in those places where they most want to be.

The conclusion that traffic congestion is inevitable does not mean it must grow unchecked. Several policies described here—especially if used in concert—could effectively slow congestion's growth. But, aside from disastrous wars or other catastrophes, nothing can eliminate traffic congestion from large metropolitan regions here and around the world. Only serious recessions—which are hardly desirable—can even forestall its increasing.

So my advice to traffic-plagued commuters is: relax and get used to it. Get a comfortable air-conditioned vehicle with a stereo system, a tape deck and CD player, a hands-free telephone, perhaps even a microwave oven, and commute daily with someone you really like. Learn to make congestion part of your everyday leisure time, because it is going to be your commuting companion for the foreseeable future. ♦



### **FURTHER READING**

Anthony Downs. *Still Stuck in Traffic*. (Washington D.C.: Brookings Institution) 2004.

**DISCUSSION ITEM 6b**

## **CONSENT ITEM 7**

### ***Schedule of Checks for the Checks Issued Since the January 3, 2017 Meeting***

<b>Name</b>	<b>Check #</b>	<b>Invoice #</b>	<b>Check Date</b>	<b>Description</b>	<b>Amount</b>
<b>AECOM Technical Services, Inc</b>					
	60051	37855945	1/11/17	30th Street Widening Project #3	\$61,769.73
				Check Total	<b>\$61,769.73</b>
<b>All Battery Sales &amp; Service</b>					
	60052	800-10013758	1/11/17	battery EP7	\$157.67
				Check Total	<b>\$157.67</b>
<b>Washington Tractor</b>					
	60053	1175788	1/11/17	equipment keys EP189	\$15.55
	60053	1177292	1/11/17	filter, belt	\$68.90
				Check Total	<b>\$84.45</b>
<b>Centro Print Solutions</b>					
	60054	211224	1/11/17	W2 and 1099 Forms	\$161.62
				Check Total	<b>\$161.62</b>
<b>Chemsearch</b>					
	60055	2561529	1/11/17	Drain Cobra Program	\$141.84
				Check Total	<b>\$141.84</b>
<b>Chinook Lumber</b>					
	60056	1328305	1/11/17	Shop Building Repairs	\$466.56
	60056	1328668	1/11/17	Shop Building Repairs	\$3.75
				Check Total	<b>\$470.31</b>
<b>Clair Olivers &amp; Associates</b>					
	60057	340	1/11/17	Water Supply Study	\$182.00
				Check Total	<b>\$182.00</b>
<b>City of Everett</b>					
	60058	I16003276	1/11/17	Animal Shelter fees November 2016	\$370.00
				Check Total	<b>\$370.00</b>
<b>City Of Everett Utilities</b>					
	60059	01954601172017	1/11/17	3300 Blk Bickford Ave	\$3,259.33
	60059	01015701172017	1/11/17	6600 109th Ave SE	\$32,553.04
	60059	01016401172017	1/11/17	6400 118th Dr SE	\$462.46
	60059	01741001172017	1/11/17	6203 107th Ave SE	\$1,104.99
				Check Total	<b>\$37,379.82</b>
<b>Everett Stamp Works</b>					
	60060	20440	1/11/17	Nameplate - Emge	\$22.80
				Check Total	<b>\$22.80</b>
<b>Frontier</b>					
	60061	227125-12/16	1/11/17	CSO Alarm Dialer	\$63.75
	60061	413125-12/16	1/11/17	WWTP DSL	\$85.31
				Check Total	<b>\$149.06</b>
<b>Gagnon Welding LLC</b>					
	60062	42-1080	1/11/17	Boat Repair	\$229.11
				Check Total	<b>\$229.11</b>
<b>GCR Tires &amp; Service</b>					
	60063	801-34384	1/11/17	tires EP179	\$492.58
				Check Total	<b>\$492.58</b>
<b>Greenshields Industry Supply</b>					
	60064	45484	1/11/17	Ecology Block Picker replacement	\$578.65
				Check Total	<b>\$578.65</b>
<b>H.B. Jaeger</b>					
	60065	181056/1	1/11/17	parts	\$88.23
	60065	180469/1	1/11/17	drain lid	\$202.47
	60065	181055/1	1/11/17	PVC elbow	\$21.38
				Check Total	<b>\$312.08</b>
<b>H. D. Fowler Company</b>					
	60066	C402732	1/11/17	credit	\$-111.80
	60066	I4383760	1/11/17	misc brass	\$203.45
				Check Total	<b>\$91.65</b>

## **CONSENT ITEM 7**

### *Schedule of Checks for the Checks Issued Since the January 3, 2017 Meeting*

<i>Name</i>	<i>Check #</i>	<i>Invoice #</i>	<i>Check Date</i>	<i>Description</i>	<i>Amount</i>
<b>Home Depot - Shop</b>					
	60067	17090	1/11/17	supplies	\$39.24
				Check Total	<b>\$39.24</b>
<b>Home Depot - Streets</b>					
	60068	4561159	1/11/17	Supplies	\$15.38
	60068	140426	1/11/17	supplies	\$670.22
	60068	9015965	1/11/17	Sign Repairs	\$157.50
	60068	8016123	1/11/17	Sign Maintenance	\$108.36
				Check Total	<b>\$951.46</b>
<b>Home Depot - Storm</b>					
	60069	5010681	1/11/17	Supplies	\$44.82
	60069	9561361	1/11/17	Supplies	\$21.25
	60069	9590976	1/11/17	Supplies	\$54.48
	60069	9140486	1/11/17	Insulation	\$11.16
	60069	0011233	1/11/17	propane tank gauge	\$14.15
				Check Total	<b>\$145.86</b>
<b>HD Supply Waterworks LTD</b>					
	60070	G596300	1/11/17	water meters	\$2,057.09
	60070	G596413	1/11/17	water meters	\$2,057.09
				Check Total	<b>\$4,114.18</b>
<b>Home Depot Waste Water Treatment</b>					
	60071	4010773	1/11/17	Nuts/bolts	\$3.55
	60071	8016155	1/11/17	Supplies	\$1.20
	60071	0011176	1/11/17	Heat Cable	\$32.05
				Check Total	<b>\$36.80</b>
<b>IER Environmental Services, Inc</b>					
	60072	2016-6650	1/11/17	Magnesium Hydroxide	\$8,652.28
				Check Total	<b>\$8,652.28</b>
<b>Interstate Auto Parts</b>					
	60073	906-619959	1/11/17	lighting	\$279.77
				Check Total	<b>\$279.77</b>
<b>Integra Telecom</b>					
	60074	14360087	1/11/17	Water Department Share Shop Phones	\$53.60
	60074	14360087	1/11/17	Street Dept. Share Shop Phone	\$53.59
	60074	14360087	1/11/17	Parks Share Shop Phones	\$26.78
	60074	14360087	1/11/17	Fleet & Facilities Share Shop Phone	\$80.34
	60074	14360087	1/11/17	Collections Share Shop Phone	\$53.59
	60074	14360087	1/11/17	Storm Share Shop Phone	\$53.59
	60074	14359760	1/11/17	Water Treatment Plant Phones	\$176.58
	60074	14361812	1/11/17	City Hall Digital Phone	\$68.96
	60074	14361573	1/11/17	Waste Water Treatment Plant Phone	\$191.34
				Check Total	<b>\$758.37</b>
<b>Iron Mountain Quarry</b>					
	60075	0260557	1/11/17	Rock	\$1,645.99
	60075	0260557	1/11/17	Rock	\$1,645.99
				Check Total	<b>\$3,291.98</b>
<b>Jones Chemicals Inc</b>					
	60076	709620	1/11/17	Cylinder Return	\$-699.98
	60076	709588	1/11/17	Sulfur Dioxide	\$3,248.85
				Check Total	<b>\$2,548.87</b>
<b>J Thayer Company</b>					
	60077	1105903-0	1/11/17	paper	\$349.01
	60077	1103916-0	1/11/17	Office Supplies	\$92.71
	60077	1103916-0	1/11/17	Office Supplies	\$94.87
				Check Total	<b>\$536.59</b>
<b>Karen Allen</b>					
	60078	12302016	1/11/17	Certification Renewal	\$72.00
				Check Total	<b>\$72.00</b>
<b>Lakeside Industries</b>					
	60079	6014841MB	1/11/17	Cold Mix for yard stock	\$701.45
				Check Total	<b>\$701.45</b>

## **CONSENT ITEM 7**

### *Schedule of Checks for the Checks Issued Since the January 3, 2017 Meeting*

<i>Name</i>	<i>Check #</i>	<i>Invoice #</i>	<i>Check Date</i>	<i>Description</i>	<i>Amount</i>
<b>Les Schwab Tire Center</b>					
	60080	36800298790	1/11/17	Studded Tire Install	\$76.37
				Check Total	<b>\$76.37</b>
<b>McDaniel Do It Center - Police</b>					
	60081	482232	1/11/17	Office Supplies	\$14.14
				Check Total	<b>\$14.14</b>
<b>McDaniel Do It Center - Parks</b>					
	60082	482174	1/11/17	Supplies	\$5.33
	60082	482169	1/11/17	Supplies	\$17.41
				Check Total	<b>\$22.74</b>
<b>McDaniel Do It Center-SS</b>					
	60083	481361	1/11/17	fasteners EP10	\$2.29
	60083	482070	1/11/17	fuel can	\$35.99
	60083	481277	1/11/17	shop tools	\$21.81
	60083	481978	1/11/17	Shop Tools	\$23.95
				Check Total	<b>\$84.04</b>
<b>McDaniel Do It Center- Streets</b>					
	60084	482226	1/11/17	gloves	\$14.17
	60084	482247	1/11/17	saw blades	\$32.72
				Check Total	<b>\$46.89</b>
<b>McDaniel Do It Center - Water</b>					
	60085	482172	1/11/17	Supplies	\$11.99
				Check Total	<b>\$11.99</b>
<b>McDaniel's Do It Center Wastewater</b>					
	60086	482228	1/11/17	Supplies	\$54.54
				Check Total	<b>\$54.54</b>
<b>Northern Energy</b>					
	60087	3059394036	1/11/17	propane	\$253.48
				Check Total	<b>\$253.48</b>
<b>OfficeTeam</b>					
	60088	47308419	1/11/17	Admin Services	\$1,309.60
	60088	47260739	1/11/17	Admin Services	\$1,309.60
	60088	47207327	1/11/17	Admin Services	\$785.76
	60088	47411613	1/11/17	Admin Services	\$1,293.23
	60088	47376032	1/11/17	Admin Services	\$1,293.23
				Check Total	<b>\$5,991.42</b>
<b>Ogden Murphy Wallace PLLC Attorneys at Law</b>					
	60089	730923	1/11/17	Mobilitie Consortium	\$901.35
				Check Total	<b>\$901.35</b>
<b>P.F. Pettibone &amp; Co</b>					
	60090	171317	1/11/17	Council Minute Books	\$308.60
				Check Total	<b>\$308.60</b>
<b>Platt Electric Supply</b>					
	60091	L043507	1/11/17	Light	\$165.81
				Check Total	<b>\$165.81</b>
<b>Puget Safety Equipment</b>					
	60092	0036343-IN	1/11/17	Gloves	\$125.69
				Check Total	<b>\$125.69</b>
<b>Snohomish County Department of Public Works</b>					
	60093	I000429516	1/11/17	Signal Maintenance	\$540.40
	60093	I000429515	1/11/17	Maple Avenue Overlay Pay Est 4	\$19,530.32
	60093	I000429517	1/11/17	Sweeping	\$2,058.45
	60093	I000429517	1/11/17	Sweeping	\$2,058.44
				Check Total	<b>\$24,187.61</b>
<b>Snohomish County Fleet</b>					
	60094	I000429223	1/11/17	City Volunteer Vehicle	\$63.83
				Check Total	<b>\$63.83</b>
<b>Snohomish County Human Services</b>					
	60095	I000429715	1/11/17	3rd Qtr Liquor Excise Taxes	\$633.77
				Check Total	<b>\$633.77</b>

## **CONSENT ITEM 7**

### ***Schedule of Checks for the Checks Issued Since the January 3, 2017 Meeting***

<b>Name</b>	<b>Check #</b>	<b>Invoice #</b>	<b>Check Date</b>	<b>Description</b>	<b>Amount</b>
<b>Snohomish County Public Defender Association</b>					
	60096	1693	1/11/17	Indigent Defense Services	\$9,205.61
				Check Total	<b>\$9,205.61</b>
<b>Snohomish County Pud #1</b>					
	60097	137617802	1/11/17	1330 Ferguson Pk Rd, Street Lighting	\$9.13
	60097	150826054	1/11/17	#1000272824, 24022 24th, City House	\$398.58
	60097	117866522	1/11/17	#1000508263, 24021 24th, Intake	\$23.65
	60097	121190845	1/11/17	#1000531660, 9101 56th, Signal	\$50.39
	60097	117870978	1/11/17	#1000578758, 1501 Ave D, Street Lighting	\$131.29
	60097	127806495	1/11/17	#1000370579, 1301 Ave D, Street Lighting	\$24.73
	60097	160479545	1/11/17	#1000320746, 2504 Menzel Lk, WTP	\$1,402.98
	60097	140923247	1/11/17	#1000575906, 400 Rainbow, Lift Station	\$49.01
	60097	140923360	1/11/17	#1000463019, 1801 Lakemount Lift Station	\$249.67
	60097	144252203	1/11/17	#1000385243, 1329 Bonneville, L/S	\$77.21
	60097	117871214	1/11/17	#1000275828, 1110 Ferguson, L/S	\$162.57
	60097	131114126	1/11/17	#1000368128, 700 Ave D, Street Lighting	\$37.24
				Check Total	<b>\$2,616.45</b>
<b>Snohomish County Pud #1</b>					
	60098	1900021191	1/11/17	inter-tie	\$470.35
	60098	1900021196	1/11/17	inter-tie	\$8,695.45
				Check Total	<b>\$9,165.80</b>
<b>Snohomish County Sheriff's Office Corrections</b>					
	60099	2016-3534	1/11/17	Jail Service Fee medical November 2016	\$26.07
				Check Total	<b>\$26.07</b>
<b>Shred-It USA, Inc</b>					
	60100	8121391225	1/11/17	Document Destruction November 2016	\$260.15
				Check Total	<b>\$260.15</b>
<b>Snohomish Auto Parts</b>					
	60101	480671	1/11/17	parts EP126	\$40.31
	60101	479515	1/11/17	sockets	\$135.82
	60101	479811	1/11/17	reflective tape EP109	\$11.11
	60101	479171	1/11/17	shop towels	\$10.91
	60101	480344	1/11/17	repair EP189	\$11.54
	60101	478772	1/11/17	return parts	\$-163.63
	60101	480723	1/11/17	repair EP126	\$5.54
	60101	478321	1/11/17	parts EP7	\$12.42
	60101	480711	1/11/17	windshield wash	\$20.52
	60101	478779	1/11/17	fuel repair EP10	\$19.39
	60101	481532	1/11/17	parts	\$14.17
	60101	481427	1/11/17	parts	\$65.03
	60101	481372	1/11/17	parts	\$63.53
				Check Total	<b>\$246.66</b>
<b>Snohomish Co-Op</b>					
	60102	270422	1/11/17	propane	\$5.64
	60102	270233	1/11/17	diesel fuel	\$102.51
	60102	269869	1/11/17	unleaded fuel	\$25.08
	60102	269862	1/11/17	dyed fuel	\$15.55
	60102	270198	1/11/17	unleaded fuel	\$38.77
	60102	270383	1/11/17	propane	\$20.41
				Check Total	<b>\$207.96</b>
<b>Sound Equipment Rental and Sales</b>					
	60103	12965	1/11/17	Shop Building Repairs	\$441.81
				Check Total	<b>\$441.81</b>
<b>Sound Safety Products Co.</b>					
	60104	102427/1	1/11/17	Uniform - Miller	\$265.60
	60104	102426/1	1/11/17	Uniform - Soren	\$267.81
	60104	107921/1	1/11/17	uniform - Cox	\$377.14
				Check Total	<b>\$910.55</b>
<b>Speer Taps Inc</b>					
	60105	19217	1/11/17	new valve	\$14,688.00
				Check Total	<b>\$14,688.00</b>

## **CONSENT ITEM 7**

### ***Schedule of Checks for the Checks Issued Since the January 3, 2017 Meeting***

<b>Name</b>	<b>Check #</b>	<b>Invoice #</b>	<b>Check Date</b>	<b>Description</b>	<b>Amount</b>
<b>Staples Advantage</b>					
	60106	3322604424	1/11/17	Office Supplies	\$18.32
	60106	3322604423	1/11/17	Office Supplies	\$65.57
	60106	3322604425	1/11/17	Office Supplies	\$17.00
				Check Total	<b>\$100.89</b>
<b>Taylor's Excavators Inc</b>					
	60107	Pay Est 4	1/11/17	30th Street Widening Project	\$61,109.03
				Check Total	<b>\$61,109.03</b>
<b>Taylor's Excavators Inc</b>					
	60108	RET Pay Est 4	1/11/17	Retainage 30th Street Widening Project	\$3,216.26
				Check Total	<b>\$3,216.26</b>
<b>Sound Publishing</b>					
	60109	1743560	1/11/17	Publish Council Agenda	\$675.00
	60109	EDH732859	1/11/17	Publish Public Hearing	\$22.36
	60109	EDH735149	1/11/17	Publish Ordinance	\$51.60
	60109	EDH735146	1/11/17	Publish Ordinance	\$34.40
	60109	EDH733899	1/11/17	Publish Ordinance	\$34.40
	60109	EDH735139	1/11/17	Publish Ordinance	\$30.96
				Check Total	<b>\$848.72</b>
<b>The Part Works, Inc.</b>					
	60110	06243	1/11/17	Supplies	\$283.47
				Check Total	<b>\$283.47</b>
<b>UPS Store</b>					
	60111	MMFR0404D1QY1	1/11/17	postage	\$12.48
				Check Total	<b>\$12.48</b>
<b>US Bank CPS</b>					
	60112	82796	1/11/17	Collectors Choice MAG Meeting	\$41.77
	60112	1612060141	1/11/17	Collectors Choice Annual B&C Banquet	\$2,073.25
	60112	389	1/11/17	Comserv Copies Public Records	\$10.91
	60112	12232016	1/11/17	Amazon File Cabinets	\$2,355.23
	60112	0014	1/11/17	Snohomish County Recording Ord 2316	\$78.00
	60112	7754701	1/11/17	Pape Material Handling parts	\$378.00
	60112	05920428	1/11/17	Otterbox Protective Case credit	\$-0.05
	60112	S276946	1/11/17	Streamlight battery	\$30.21
	60112	R25679177	1/11/17	GovtJobs police clerk advertising	\$499.00
	60112	23JLW	1/11/17	Iron Mountain document shredding	\$248.80
	60112	1609815	1/11/17	Amazon speaker	\$20.72
	60112	162001	1/11/17	Everett Steel supplies	\$18.86
	60112	S3-1493894	1/11/17	Seattle Auto repair parts EP7	\$41.71
	60112	025538	1/11/17	Brown Bear car wash EP12	\$7.00
	60112	S3-1543271	1/11/17	Seattle Auto hub and bearings EP3	\$204.88
	60112	S3-1518038	1/11/17	Seattle Auto distributor asm EP10	\$242.46
	60112	7009414053	1/11/17	Applied Industrial Tech drive chain	\$29.81
	60112	9451439	1/11/17	Amazon return	\$-47.87
	60112	4029805	1/11/17	Amazon supplies	\$162.30
	60112	7597068	1/11/17	Amazon supplies	\$93.11
				Check Total	<b>\$6,488.10</b>
<b>U.S. Postmaster</b>					
	60113	122316-122916	1/11/17	Clerk Postage	\$14.89
	60113	122316-122916	1/11/17	Finance Postage	\$53.39
	60113	122316-122916	1/11/17	Police Postage	\$2.07
	60113	122316-122916	1/11/17	Planning Postage	\$11.16
	60113	122316-122916	1/11/17	Engineering Postage	\$3.35
	60113	122316-122916	1/11/17	Public Works Postage	\$0.47
	60113	122316-122916	1/11/17	Water Postage	\$117.39
	60113	122316-122916	1/11/17	Sewer Postage	\$133.91
	60113	123016-010517	1/11/17	City Manager Postage	\$0.47
	60113	123016-010517	1/11/17	Clerk Postage	\$44.16
	60113	123016-010517	1/11/17	Finance Postage	\$30.90
	60113	123016-010517	1/11/17	Police Postage	\$1.40

**CONSENT ITEM 7**

***Schedule of Checks for the Checks Issued Since the January 3, 2017 Meeting***

<i>Name</i>	<i>Check #</i>	<i>Invoice #</i>	<i>Check Date</i>	<i>Description</i>	<i>Amount</i>
	60113	123016-010517	1/11/17	Planning Postage	\$2.97
	60113	123016-010517	1/11/17	Water Postage	\$7.44
	60113	123016-010517	1/11/17	Sewer Postage	\$0.93
	60113	123016-010517	1/11/17	Storm Water Postage	\$0.94
				Check Total	<b>\$425.84</b>
<b>Weed, Graafstra &amp; Associates, Inc. P.S.</b>					
	60114	193	1/11/17	City Attorney Litigation	\$3,090.75
	60114	216	1/11/17	City Attorney Litigation	\$1,295.00
	60114	216	1/11/17	City Attorney Litigation	\$35.00
	60114	216	1/11/17	City Attorney Litigation	\$15,905.50
				Check Total	<b>\$20,326.25</b>
<b>Wetlands Creation Inc</b>					
	60115	Pay Est 4	1/11/17	Blackmans Lk Outlet Improvement Project	\$97,595.17
				Check Total	<b>\$97,595.17</b>
<b>Wetlands Creation Inc</b>					
	60116	RET Pay Est 4	1/11/17	Retainage Blackmans Lk Outlet Project	\$5,136.59
				Check Total	<b>\$5,136.59</b>
<b>Zumar Industries</b>					
	60117	0186298	1/11/17	Stop Signs	\$1,032.09
	60117	0186299	1/11/17	misc signs	\$462.04
				Check Total	<b>\$1,494.13</b>
				Batch Total	<b>\$392,470.48</b>
				Total All Batches	<b>\$392,470.48</b>

I hereby certify that the goods and services charged on the vouchers listed below have been furnished to the best of my knowledge. I further certify that the claims below to be valid and correct.

\_\_\_\_\_  
City Treasurer

WE, the undersigned council members of the City of Snohomish, Washington, do hereby certify that the claim warrants #60051 through #60117 in the total of \$392,470.48 through January 11, 2017 are approved for payment on January 17, 2017.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Councilmember

\_\_\_\_\_  
Councilmember

\_\_\_\_\_  
Councilmember