

**REGULAR COUNCIL MEETING
AGENDA
Island County Hearing Room
September 8, 2009
6:30 pm**

CALL TO ORDER

PLEDGE OF ALLEGIANCE

CHANGES AND ADOPTION OF THE AGENDA

APPROVAL OF MINUTES

Special Meeting of August 25, 2009

MAYOR'S REPORT

AUDIENCE INPUT-See NOTE

NEW BUSINESS

1. Resolution recognizing 25th Anniversary of Whidbey Camano Land Trust.

2. Schedule Council workshop, October 20, for 2010 budget discussion.

Schedule Council workshop, September 29 or October 13, for review of Draft 2009-14 Water System Plan.

Schedule Public Hearing for October 13 for 2005 Comp Plan and Development Regulations.

DISCUSSION

3. August Staff Reports

4. August Council Report

5. Walkability Audit - Councilmember Dannhauer

AUDIENCE INPUT-See NOTE

CLOSED SESSION

To discuss contract grievance with Coupeville Deputy Marshal's Association.

ADJOURNMENT

NOTE: Audience Input – This is time set aside for members of the public to speak to the Council about subjects of concern or interest, or items not already set aside for a public hearing. Questions presented may not be answered immediately if all information is not available, but will be responded to as soon as possible. To ensure your comments are recorded properly, you need to state your name and address clearly into the microphone. Please limit your comments to 5 minutes. Input requiring more lengthy comment is best submitted in writing.

**Town of Coupeville
Special Council Meeting
Tuesday, August 25, 2009
6:00 p.m.**

PRESENT: Mayor Nancy Conard, Councilmembers Dianne Binder, Bob Clay, Ann Dannhauer, and Molly Hughes. A motion was made by Councilmember Hughes, second by Councilmember Binder, to excuse Councilmember Jim Phay. The motion passed 4-0.

STAFF PRESENT: Public Works Director Malcolm Bishop, Town Marshal Dave Penrod, Clerk Treasurer Judy Thomas

APPROVAL OF MINUTES

Regular Meeting of July 28, 2009

The minutes of the Regular Meeting of July 28, 2009 were approved with the following two changes: 1) Page 5, top of page first sentence, should read, 'She discussed the Bainbridge Island's provision for bike racks, which are located in public parking facilities. noting that all parking facilities, except those serving single-family residences, shall contain bicycle parking facilities.' 2) Page 5, last paragraph, second line should read, '...national chain stores in Coupeville; and she discussed the rationale and some precedents, for not allowing them. could be to preserve small town character and tourism.'

NEW BUSINESS

Approval of Amendment No. 2 of the Island County, Oak Harbor, Langley and Coupeville Tourism Promotion Agreement decreasing contribution from the City of Oak Harbor - Mayor recommends approval of Amendment No. 2 to the Island County, Oak Harbor, Langley and Coupeville Tourism Promotion Agreement

Mayor Conard provided a staff report and explained that Oak Harbor has asked to reduce their contribution to \$20,000. After further discussion and consideration the other entities agree that the agreement needs to be reviewed and revised.

Council Action: A motion was made by Councilmember Clay, second by Councilmember Binder, to approve Amendment No. 2 of the Island County, Oak Harbor, Langley and Coupeville Tourism Promotion Agreement. The motion passed 4-0.

Approval of August Claims Vouchers and July Payroll - Staff recommends approval of August 25, 2009 claims vouchers/warrants #22168 through #22241 for \$118,926.21; and July payroll warrants #12532 through #12569 for \$101,424.51.

Several questions were asked and answered and no changes were made to what was submitted.

Council Action: A motion was made by Councilmember Hughes, second by Councilmember Binder, to approve the August 25, 2009 claims vouchers/warrants #22168 through #22241, and #081809 for a total of \$118,926.21; and July payroll warrants #12532 through #12569 for \$101,424.51. The motion passed 4-0.

Motion to cancel Regular Meeting of the Town Council on August 25, 2009, at 6:30 pm

Council Action: A motion was made by Councilmember Clay, second by Councilmember Binder, to cancel the Regular Meeting of the Town Council on August 25, 2009 at 6:30 pm. The motion passed 4-0. The regular meeting was canceled to allow council to attend the joint planning commission hearing at 6:30.

ADJOURNMENT: 6:25 p.m.

Respectfully Submitted:

MAYOR:

Judy A. Thomas, Clerk Treasurer

Nancy Conard, Mayor

TOWN OF COUPEVILLE

From the Desk of Nancy Conard, Mayor

MEMORANDUM

September 2, 2009

TO: Town Council

FROM: Nancy Conard, Mayor *N*

RE: Proclamation for Whidbey Camano Land Trust Week

The proposed proclamation is self explanatory. Last week, representatives from WCLT attended the Council of Governments meeting to update us on activities to celebrate the accomplishments of their 25 years. They have asked each municipality to consider a proclamation as attached.

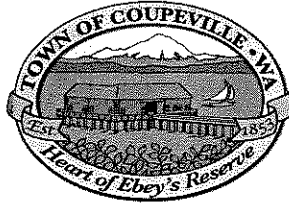
Certainly we have all had the opportunity to observe the good work of the WCLT all around us on the Island. In addition, the Town has received great support from Pat Powell and the staff at the Trust, most notably with the Krueger Farm acquisition.

Celebrating successes is a good thing, and taking the opportunity to review accomplishments helps to raise the awareness of the good work being done, as well as the potential of more in the future.

While I can issue a proclamation, I hope the Council will join with me on this one!

Recommendation

Motion to approve the proclamation recognizing the 25th Anniversary of Whidbey Camano Land Trust.



Proclamation

Recognizing 25th Anniversary of Whidbey Camano Land Trust

WHEREAS, the Whidbey Camano Land Trust is a non-profit land conservancy organization established by community members in 1984 to protect the natural heritage of Whidbey and Camano Islands; and

WHEREAS, Whidbey and Camano Islands are important to the citizens of Washington State because of their significance for salmon recovery, fish and wildlife protection, tourism, Puget Sound water quality, scenic quality, and location of Ebey's Landing National Historical Reserve and eight State Parks, and

WHEREAS, the Whidbey Camano Land Trust has protected more than 5,800 acres of critical fish and wildlife habitat, forests, farms, coastal lands, wetlands and streams, and open space on Whidbey and Camano Islands; and

WHEREAS, the Whidbey Camano Land Trust is committed to continuing to provide a land legacy for current and future generations and a place for wildlife to live and thrive, and

WHEREAS, the Whidbey Camano Land Trust actively stewards, monitors and restores the lands it protects, including enhancing forests and wetlands, and the recovery of salmon habitat and rare plant populations, and

WHEREAS, the Whidbey Camano Land Trust has helped effect the transfer of 600 acres of state school trust lands, through the State's Trust Land Transfer program, to Island County and other local agencies to ensure the forests, riparian, wildlife, coastal and scenic values are conserved forever for the benefit of Washington's citizens, and

WHEREAS, the Whidbey Camano Land Trust has a reputation for effective land protection of priority lands and waters and integrity in its dealings with all parties; and

WHEREAS, the Whidbey Camano Land Trust works with landowners, community groups, government agencies, and scientists to protect the distinctive qualities of Whidbey and Camano Islands, and

WHEREAS, the Whidbey Camano Land Trust assists other Land Trusts and conservation organizations to build a strong, caring, and effective conservation community in Island County and statewide, and

WHEREAS, 2009 marks the 25th anniversary of the founding of the Whidbey Camano Land Trust and this anniversary celebrates the importance and the impact of grassroots citizen land conservation.

NOW, THEREFORE, we do hereby proclaim September 27 – October 3, 2009 as

Whidbey Camano Land Trust Week

in the Town of Coupeville, Washington, and urge all citizens to join in this special observance.

Signed this 8th day of September, 2009

Councilmember

Councilmember

Councilmember

Councilmember

Councilmember

Mayor

TOWN OF COUPEVILLE

From the Desk of Nancy Conard, Mayor

MEMORANDUM

September 2, 2009

TO: Town Council
FROM: Nancy Conard *NC*
RE: Special Meetings and Hearing

In preparation for the approval of the 2010 budget, I'd like to schedule a workshop session for a thorough, line by line, review of the budget proposed for 2010. My first choice for dates is October 13. Please check your calendar and we can confirm a date at the council meeting.

George Bratton and Town Staff have completed the draft 2009-2014 Water Plan. This plan is submitted to the WA State Department of Health and is revised every 5 years. This comprehensive document will easily consume a workshop session. I propose this occur on September 29 or October 6th.

Subsequent to the council workshops we held to discuss the proposed Comprehensive Plan and Development Regulation changes from 2005, we would like to schedule a hearing for seek public input. This could be at the regular meeting on October 13, but I want to confirm everyone's availability prior to setting the hearing.

Recommendation

Motion to set Council workshop for October 13, _____ p.m. to discuss 2010 budget.

Motion to set Council workshop for _____ p.m. to review Draft 2009-2014 Water Plan.

Motion to set public hearing for 2005 Comprehensive Plan and Development Regulation Changes for October 13, 2009.

Nancy Conard

From: Ann Dannhauer [acd@whidbey.net]
Sent: Wednesday, September 02, 2009 11:42 PM
To: Nancy Conard
Cc: Judy Thomas
Subject: Report on Walkability Event, Aug 4

On Aug. 4th Dan Burden presented a program and conducted a "walking audit" of Coupeville.

The first part of the morning was a lecture.

He mentioned that the purpose of cities is to exchange goods and to minimize the time spent on travel.

It has become harder to build for ourselves than for our cars.

In Key West, the part that makes 80% of the town's money is the part that was built before cars. What makes it attractive to shoppers is its narrow streets, short blocks, great plazas, beautiful buildings, and limited parking.

Features that slow down traffic include: on street parking and street trees Widening a road does not improve traffic flow - low speed moves traffic. Also, eliminating crossover traffic moves traffic.

Bike lanes are not needed if traffic is slow enough - i.e. 25 mph.

Roundabouts move traffic better than conventional intersections.

Other features that make a place walkable are:

- A sense of enclosure, provided by trees and on-street parking, and by buildings that "watch over" the street (honoring the street)
- having stores and other services within walking distance
- having highest density at the core of the city
- block perimeters of 1500- 2000 feet

WALKING AUDIT

Next, Burden conducted a walking audit of Coupeville, illustrating some of his points. The walk went down First St, Wilkes, around the PO, then down Coveland, Alexander, and Front Street.

He pointed out that off-street parking requires triple the amount of land, because you have to include the turning radius. He recommends a maximum off-street parking requirement rather than a minimum. A certain amount of green space can be required in developments.

Porches are desirable. Garages do not need to be attached to homes.

A street does not have to be 40 feet wide, it can be 18 feet - it should be the minimum width. With 27 feet, you can have parking on both sides. With a cul-de-sac community (conventional), you need wider streets, but with a traditional community you do not. He pointed out differences between urban and suburban. Walkability is not about trails and sidewalks, it's really about how you design your streets, and how your homes watch over the streets. He thought extending 4th street made sense. A street should be attractive for people to walk along. You need a master plan for the community. One suggestion he made was to trade open space for development, and use the money to buy other land for parks. Looking at the parking lot behind the PO, he pointed out that more cars can fit into a parking lot if you have designated spaces. (This can be done even on gravel lots.) The sidewalk on the south of Coveland street is 4 feet 6 inches. The standard width for sidewalks is 5 feet. Driveways should be narrow so wheelchairs can get across. Coveland street by the PO could be shrunk - it's 34 feet. You could have a climbing lane, taking away width and speeding. (Parking should be 6 feet, a bike lane should be 7 feet.) You could get down to 2 ten-foot lanes, and still have 8 feet for a climbing lane, and 6 feet for parking.

He had some interesting suggestions for Front Street. He liked the on street parking, and keeping it a two-way street. One-ways were created to speed up traffic. He suggested adding tree wells, which fit between parking

spaces (a tree well for every 2 spaces) and recommended taking out the light poles and wires and putting in street lamps every 50 feet. He wondered about parking meters for the town.

Pedestrian streets require a lot of energy and money in preparation, with parking replaced by parking garages - which would not be feasible. The lanes are 9 and a half feet, narrow enough. He recommended parking bays (for structure), valley gutters and curb

extensions. There could be benches and planters. On a sidewalk, there is a "shy zone" which is the first 2 feet from the building.

The outer edge is the furniture zone, where the lamps would be, leaving the middle as a "walk-talk" zone. On Front Street this zone is 3 feet wide. Two feet could be added to the sidewalk, and you could have marked parking bays, lamps between every 2 parking spaces, and tree wells. He liked the open vistas. To lose a view shed would be like someone stealing 5 million dollars from your community.

After lunch, there was an afternoon presentation on taming roads and on parking.

Roads:

- start with the narrowest lane that works. He recommends 9-10 foot lanes

- for busy streets, a third lane is important

- of the 22 benefits of bike lanes, only 2 are for cyclists. Bike lanes make walking more comfortable as they act as a buffer

- bike lanes can help narrow a street. They can be painted a different color or have double-striped lines -urban roads shouldn't be built for high speed. Peak capacity is reached at 25-30 mph. Higher speeds require more headway, or space between cars

- As roads get wider, the number of cars they can carry diminishes

- roundabouts more 30% more traffic than a signal, reduce accidents, require less land, keep traffic moving, and can sometimes obviate the need for several lanes.

Parking:

- on street parking is preferable to parking lots

- pervious pavement can be used

- trees in tree wells can be placed between spaces -angled parking, including back-in parking, was discussed

- curb extensions, for example, at corners and mid-block, can help pedestrians This was followed by a question-and-answer period

TOWN OF COUPEVILLE

From the Desk of Nancy Conard, Mayor

MEMORANDUM

September 3, 2009

TO: Town Council

FROM: Nancy Conard, Mayor *NC*

RE: Closed Session to Discuss Grievance

The Coupeville Deputy Marshal's Association has filed a grievance regarding interpretation of an item in their contract. I have met with representatives and understand their concern. Before I respond to their grievance, I would like to review it with the Council.

This is an appropriate topic for a "Closed Session" similar to an executive session. According to RCW 42.30.140.4a, discussions of grievance proceedings are exempt from the Open Public Meetings Act.

I'll provide additional information at the meeting.