**MEETING 43 Minutes** – **2019 TOWN HALL**

**THURSDAY, August 15, 2019, 7:00PM**

View Church, 17210 Highway 9, Clearview

**Elected officials present:**

Shelley Kloba, 1st Legislative District Representative (pos 1)

Davina Duerr, 1st Legislative District Representative (pos 2)

Dave Somers, Snohomish County Executive

Terry Ryan, Snohomish County Councilmember, District 4

Sam Low, Snohomish County Councilmember, District 5

**Attendees:**

Jeff Thomas Stefan Grunkemeier Lori McConnell

Michael Lawson John Snyder Jeff Weiser

Lisa Weiser Stan Samson Roy De Soto

Bruce Caruthers Mike Riley Pat Veale

Robin Stebbins Eric Kunz TJ Waller

Kevin Waller Sherri Larkin Gary Larkin

Kim Foster Gregg Lyday Kelley Lyday

Heather Bruce Leslie Foley Nadine Shanti

Brian Hinton Teresia Sayler Diana Balliet

Tim Langton Mark Roloff Ingrid Roloff

Tonya Stadlman Jason Stadlman Paul Olson

Dave Pioli Tamara King Debbie Wetzel

Daniel Salinas Jeanette Elmore Caroline Atwood

Steve Olsen Donna Guinn Ann Graves

Judy Hedreen Fhatyha Al-Anzi Osorio Steve Kemp

Percy Slattum Maggie Walker Vermie Holman

Janna Gross Eric Fritch Pete Grosvenor

Kate Grosvenor Dan Weakly Debbie Weakly

Regina Daly Brannon Daly Mike Blood

Tom Wolff Sandy Wolff David Rogers

Tara Rogers Scott Matthew Carol Matthew

Curt Mills Greg Gilbertson Crystal Hagen

John Hagen Tony Pederson Sarah Bowers

Dave Staudacher Brenda OBrien Nancy Anderson

Dorothy Hiestand Ann Good Jim Good

Ruth LaBerge Dave Butler Carol Butler

Dave Chen Laura Kathryn Mary Walter-Feltner

Attendees continued:

Jeff Francis Julia Francis Dave Fielder

Laurie Fielder Lisa Cooley Kelly Cooley

Dan Martinez Karen Martinez Michael Dormer

Nicole Dormer Todd Bolduc Lorie Bolduc

Michal Nawalany Angie Nawalany Dustin Haugen

Stan Albrecht Mary Lou Burns Casey McMuken

Mark Lee Lori Lee Eric Wikstrom

Ian Huri Brian Hinton Wayne Johnson

Dunni Duell Amy Schuldt Eric Leung

Lisa Ilyankoff Mike Ilyankoff JD Derryberry

David Bishop Bill Kemble Kevin Sarbora

Sarah Wilke Michael Martin Lauren Heitman

Tom Stork David Micketti Angie Micketti

Lowell Schoch Susan Schoch (Brazee) Darell Dauenhauer

Karen Dauenhauer Robert Hancuff Susan Dole

Willie Baldry Paul Bonordem Caia Caldwell

Nancy Weichild Shannon Leitch Susan Dittman

Wanda Moralez Margaret Bender Christina Brueckner

Genay Niebusch Paula Briggs-George Jim Turner

Hali Langton

**Snohomish County staff present:**

Ikuno Masterson, Long Term Planning, Snohomish County Planning and Development

Jacqueline Reid, Long Term Planning, SWUGA Boundary Planning Study lead

Scott Parker, South Precinct Commander, Snohomish County Sheriff’s office

Rob Bielder, Sheriff’s office, office oversight

Doug McCormick, Public Works

7:00pm **Call to Order**, Flag Salute & Roll Call

7:05pm INTRODUCTION OF ELECTED OFFICIALS

**Davina Duerr**, appointed as State Representative, Legislative District 1, when Derek Stanford was appointed to State Senate to replace Guy Palumbo. She has been in office since July 1, 2019.

**Shelley Kloba**, Senior Representative, Legislative District 1, Shelley has been in office for 3 years and has been involved in legislation concerning privacy rights, police officer training, transportation and is on the committee for Commerce and Gaming. She is also vice chair of Innovation and Tech committee

**Dave Somers**, in his 4th year as Snohomish County Executive, was previously District 5 Councilmember.

**Terry Ryan**, Snohomish County Council District 4, 4th District includes the area from I-5 to Highway 9 generally. Terry is also chair of the county council, and is on the county’s Economic Development board, and deals with constituent issues.

**Sam Low**, Snohomish County Council District 5. He is proud of the bipartisan work the council does. He is chair of Operations Committee, and participates in many other areas. He noted the good work of the council that led to opening the new airport at Paine Field. Ok for the airport passed on a 3-to-2 votes.

**Rob Biedler**, Has operational oversight of Sheriff’s office, he noted that ours is the 40th largest sheriff’s office in the country,

**Scott Parker**, is a captain at the Sheriff’s office. He has patrol oversight over the unincorporated areas of county (including Clearview).

7:15pm BUSINESS ITEMS: Q & A with Elected Officials

Laura, from non UGA area near 43rd Avenue, between Jewell Rd and 180th St SE: **Q: Lots of discussion re: UGA boundary changes in this area. She has questions about the issue of eminent domain outside the UGA**.

Terry Ryan, A: Contact him directly for appt.

Debbie: There is a **homeless encampment in the area of Interurban Blvd and 71st Ave. Q: What is being done?** --

A: [Snohomish county Office of Neighborhoods](https://snohomishcountywa.gov/311/Office-of-Neighborhoods) exists to address just such issues. This program pairs deputies with social workers to work with willing homeless people. This is not an “an arrest and bulldoze” program—funding is used to provide drug treatment as needed, counselling, and job placement, in an effort to help those identified to become productive citizens. Deputy Dave Chitwood takes reports of nuisance properties for the entire county. Scott Parker noted that whatever doesn’t get resolved through the program does ultimately get bulldozed and arrests may be made.

Dave Somers commended the Sheriff’s office for their proactive approach to the homeless issue. The space formerly used for work release at the county is now housing this program, and it has been identified as a creative, innovative approach. Experience says that if homeless people are put in jail, they end up right back out on the street. Patience is asked while this process is followed.

Q: **What is the course of action for those homeless people who don’t accept help from the Office of Neighborhoods?**

A: Trespassing violation may be issued, 3 to 4 warnings are given, then the person may be arrested. If, in the officer’s judgement, there’s a safety risk, the person may be arrested right away. Once someone has been forced to move on 2 to 3 times, they usually want help.

A man from the audience stood up and identified himself as being from the camp. He stated that not all homeless folks are bad people, they are just trying to get their lives together. He struggled with finding a place to live. People at this particular camp try not to be a problem – they don’t break the law, and are looking for better path in life.

John: Question about the **Urban Growth Boundary process directed to Terry Ryan and Sam Low: when this issue was discussed last year, it was stated that there may be small adjustments, possibly moving the Urban Growth Boundary eastward to Highway 9 or to Broadway. Now the** [**SWUGA Boundary Planning Study**](https://snohomishcountywa.gov/4129/SWUGA-Boundary-Planning-Study) **proposes ideas completely different than that. In (John’s ) own neighborhood the two “development” scenarios put 50 houses where there are now 5—it is shocking. Why the change?**

Dave Somers, A: The planning study is not intended for actual zoning changes. Its intent is to provide options and cost estimates for roads and infrastructure that may be needed if the Urban Growth Area is expanded into our area.

Current projections estimate that [our county will experience 250,000 new residents](https://snohomishcountywa.gov/DocumentCenter/View/41556/1-Population?bidId=) over the next 16 years and by state law the county and cities need to plan for that growth through the [Comprehensive Plan](https://snohomishcountywa.gov/2139/Comprehensive-Plan). There is a 2023 update to the Comprehensive Plan already in the works that will look at where all the new housing will be located.

The next step is a new [Buildable Land report](https://snohomishcountywa.gov/1352/Buildable-Lands) (link is to 2012 report), which is due 2020. This report will indicate if and where there is room for needed development inside the already-established Urban Growth Area (UGA) and outside the Urban Growth Boundary (UGB). Snohomish County’s [Planning and Development Services](https://snohomishcountywa.gov/5169/Planning-Development-Services) will create plans and primary recommendations. There is a [Docketing process](https://snohomishcountywa.gov/2151/Docketing-Process) by which anyone from the public can propose changes. Further changes to the Urban Growth Boundary are on hold until then.

Terry Ryan, A: The county is growing very rapidly, mostly in the southwest UGA, which is in Terry’s District. When Terry took office in 2014 there was no plan in place to accommodate this growth and changes were happening that caused a lot of the issues today. For example, the opening of 43rd Ave SE as a north-south corridor is controversial because of the past lack of a clear plan for UGA/Rural zoning issues in the area, but opening it will ease traffic load on 35th Ave SE, which is a known bottleneck especially during rush hours. The county’s plan is to open 43rd to through traffic sometime before 2023.

The SWUGA study’s scenarios were created only to establish cost estimates for any possible development. There will only be changes to the Urban Growth Boundary IF the Buildable Lands Report says the current [Urban Growth Area](http://www.snoco.org/docs/scd/PDF/PDS_UGA/SWCountyUGA.pdf) is over-capacity with growth estimates. The SWUGA Boundary Planning Study is an example of the county doing the right thing, the thing everyone is asking for – Planning in ADVANCE of any possible development, trying to figure out infrastructure needs BEFORE allowing building--with best intent. This study was just the beginning of the county’s efforts to do future growth the right way. Terry believes housing development should primarily happen in the transit corridor that is now centered on the Everett-Lynnwood area and will become more so with ST3. Right now everyone thinks the coming millennials want apartments in cities, but that may change if they have families.

Dave Somers, A: The Everett-Lynnwood Corridor is where future light rail will be (ST3).

Sam Low, A: There are 41 new county residents coming every day. There has been an increase of 45,000 people since Sam started office in 2016. He really wants to get the 43rd /35th controversy resolved so that people know where they stand and traffic can be eased. The areas outside the UGA will still get a lot of traffic. In any future plans it is important we know it is important to protect the Little Bear Creek watershed. The Buildable Lands report is the next step.

**Q: What is a UGA?** (Editor’s A: Urban Growth Area [See this link.](https://app.leg.wa.gov/rcw/default.aspx?cite=36.70A.110) and Dave Somer’s answer to John’s question (above.))

**Kate, Q: Are there other studies besides the SWUGA Boundary Planning study being done? What will it be compared to?**

Dave Somers, A: There are LOTS of other studies going on in support of the Comprehensive Plan update, but there is no targeted study like this for further north yet—there is not pressure from buyers to build up there like there is in the south. Once the Buildable Lands report is available a lot more detail work will start happening. The area covered by the SWUGA Boundary Planning Study is a particularly complex area.

Kim: **This whole area is watershed. Even the top of the hill in Clearview has springs and resulting salmon and trout streams—in some cases the water is apparent wherever holes are dug. Question: How can there even be significant buildable land here?** Dave Somers, A: The importance and wide-spread presence of the watershed is being taken into account.

Dustin, Q: **What efforts are being made to alleviate the traffic that we have now?**

Terry Ryan, A: The congestion comes from the fact that there are so few through-roads due to many factors. In the north-south direction: Can 35th be widened? No, because there are already houses confining it. Are there other north-south corridors available? Errors were made because of Planning Services were disrupted by lack of staffing during the recession after the 2008/2009 Financial crisis. The plan is for the 43rd Ave SE corridor to extend from Maltby Rd (Rte 524) to 184th St SE, and then continue to roads that will get it to 132nd St SE.

The original plan for 180th St SE was that it would be 5 lanes east-west from I5 but it was stopped due to the presence of the wetlands just west of Bothell-Everett Highway. 164th should have been 7 lanes going east from I5 but any development around it now would mean destruction of people’s homes.

Estimates are that it would take $1.4 billion dollars to “fix” the area’s present traffic problems. There is a 10 year project to improve infrastructure, but the costs are high and the issues are complex.

Sam Low, A: Costs for needed road development in District 5 alone are estimated at $2 billion. Sam has worked hard with the state officials Shelley Kloba, Derek Stanford and Guy Palumbo (past senator) to get money planned for the needed future improvements to State Highways 522 and 524 (Maltby Rd/196th St SE). $23 Million for 522 has been successfully moved forward from 2025 to get the work going on needed improvements.

Kristina, Q: **Who is interested in expanding the UGA into our area?**

Dave Somers, A: Local land owners as well as developers. Docket proposals submitted for future development will available at end of 2020 for public viewing. The county is the jurisdiction in this area since it is unincorporated, and the county is receiving information from local builders and real estate agents saying that the buildable land is now full. There is new construction happening in the area around Arlington. The transportation corridors are most critical – it is apparent that Highway 522 is at full capacity, Highway 9 is at full capacity, the town of Monroe has allowed development to its full capacity. Getting to the northern end of the county is a problem due to terrain issues (river, wetlands at Everett).

Sam Low, A: There are already docket applications for development in this area that have been submitted for UGB changes, and denied for now. Any changes proposed now must be traded with UGA available in other areas, and people in those areas have been paying the taxes that come with being inside UGAs.

**Break for 3 local announcements:**

**Did you hear about the NEW PUB in town at Bodega Volleyball court! Beer and wine now legal!**

**And don’t forget the Free Concert Sept 8th in the field behind the old Berry Bowl Restaurant --sponsored by Dalton’s Midway Auto Service.**

**There’s Mosque coming to Clearview!** Zahra from the Husayniah Islamic Society is in the audience.

Susan, Q: **Any progress on bike trail that will follow the old railroad grade?**

Doug McCormick (audience) from Public Works, A: The railway corridor is under study, trying to figure out how to do this. The bridge replacement at Connelly Rd is part of this.

Dave Somers, A: The County now owns the rail corridor – the plan is for commuter rail and trail side by side. The trail will link to the Centennial trail in Snohomish, and the Burke-Gilman trail in Woodinville.

Shelley Kloba, A: She was involved with development of the bike trail in Kirkland. She is delighted to hear Snohomish County has made development of this trail a priority. Transit means more than Roads! One of the recommendations of the SWUGA BP study was that more transit is needed.

Dan, Q: **10,000 people here now. Plans may be 60,000 in the future? Are there plans for sewers**?

Dave Somers, A: Again, SWUGA Boundary Planning Study is a study, not a proposal. Sewers are limited to Urban Growth Areas only, so if the boundary doesn’t move there won’t be sewers in this area. If there are, there will be an assessment for costs only for those hooking up to it. We are 3 1/2 years away from any proposed changes being adopted. Dave Somers does not see that the full [Urban Scenario from the SWUGA BPS](https://berk.maps.arcgis.com/apps/MapSeries/index.html?appid=f01a40c71f43453ab7071b6bd9ac1eaf) would be adopted.

**Jeff Thomas, to the panel: Be aware that people in our area are skeptical about whether or not they will be listened to by officials.** Last year WSDOT was here to talk about 3 proposals for easing the congestion on Highway 9, and let people vote, which everyone did. In the end WSDOT followed a 4th proposal that a computer model generated. So now you can see why someone would look at a map of scenarios for where they live, see something total unexpected where their home is, and be skeptical.

Kelly. The voters of **Fire District 7 voted down the EMS levy. And now Lake Stevens voters have voted to merge with Fire District 7. Q: How did that happen? Why didn’t original members of Fire District 7 get to vote on the expansion? Will Lake Stevens voters be able to influence Clearview taxes?**

Sam Low, A: Annexation to a District always happens through votes by those being annexed, not those already in the District. The Fire commissioners created this proposal to reduce administrative costs and improve efficiency, and are elected officials. When people vote they need to pay attention to those elections as well as the state and county races. Questions for the Fire Commissioners should go directly to them. This is part of the county’s growing pains—with District 7 merged there are too many Fire Commissioners right now. Advice is to pay attention when the next election for Fire Commissioners comes up. The tax rates have not changed, for now.

Maggie, Q: Concerns on State street with changing zoning and increased traffic. Zoning was changed to 5 acres in early 90’s without awareness of many residents, apparently under the original Comprehensive Plan. Now there is a mosque being proposed, and traffic coming down State Street moving between Highway 9 and Broadway Ave, especially during rush hour. Q: **We don’t want anymore surprises – who can we work with to make sure we end up with the community we want?** The infrastructure doesn’t exist to support more traffic.

Dave Somers, A: The best people to work through are himself, Sam Low and Terry Ryan. Stay in touch.

Sam Low, A: State Street is the border between District 4 and 5. The transportation issues are combination of state and county issues. 2015 was last big transportation bill for funding from the state. Snohomish County is fighting to get the needed improvements to Highway 522 and Highway 9 funded by state to help the area’s traffic problems. The [voter approval of ST3](http://soundtransit3.org/) (for more mass transit) took resources from the road routes, the trestle, and the state highways.

Dave Somers, A: People within the [Regional Transit Authority (RTA)](https://snohomishcountywa.gov/3852/Regional-Transit-Authority) area voted for ST3, but Clearview is not within the RTA. One idea for Clearview to reduce traffic would be to join the RTA and bring busses through Clearview. (The idea has been voted down in Clearview twice due to the tax increases.)

Margaret. The **Planning commissioners are appointed by county Council members. Q: How many of them are environmentalists? Are there questions about environmental support on the application? Are any of them from the Master Builder’s Association?**

Dave Somers, A: The Planning Commissioners are appointed by himself, Terry Ryan, and Sam Low. They look only at qualifications of the candidates, not politics.

Sam Low, A: Any residents can sign up to be appointed to commissions of various kinds. These are volunteer positions. He knows there is a surface water expert from Lake Stevens on one of the commissions and will find out more information. None are from the Master Builder’s Association as far as he knows.

Jim, Q: **What’s happening with construction on the Highway 9 bridge over the Snohomish River? Wasn’t it supposed to start this year?**

Sam Low, A: Design work with start on the bridge at the end of 2020. Construction is planned to start 2023, finished in 2026. Highway 9 is a State route, so this is a state project.

Q: **What is happening with the intersection at Cathcart store?**

Sam Low, A: The original proposal was to be a roundabout, but local residents protested the amount of land would encroach on one family’s property.

Doug McCormick, Snohomish County Public Works (audience), A: Two options were presented at a public open house, one was a peanut-shaped roundabout, the other was a signal. The community objected to both proposals, so Public Works has stepped back to figure out what to do. It was a priority of the community to preserve the Cathcart store. The real answer is to finish Highway 9, which should ease the traffic on Broadway.

Q**: When will Connelly Road re-open**?

A: May have been today, will most likely be tomorrow. Very soon.

Q: **Concerns about speeding on 164th St SE, especially on weekends. There is also considerable speeding on 180th St SE most days, too**.

A: The Sheriff will send a motor unit out especially to monitor and ticket those roads.

Q: **Can we have speedbumps for 156th**? It is not even marked with a centerline and people speed on it. Broadway Ave, Snohomish Ave, Interurban Ave, 180th St SE, and 164th St SE all need some kind of speed control as well.

Terry Ryan, A: It would be a good idea to have Clearview’s November meeting focus on traffic issues – If everyone would submit questions in advance they will make sure to bring the right people to address resident’s questions. (Date is November 14, at Horseshoe Grange)

In the 1980’s funding was ok’d by voters for expansion of Highway 522 from Woodinville to Monroe. By the time the work started in the late 1990’s there was not enough money. Q: **What kind of guarantee is there that the funding we vote for to support a particular project will address the right project?**

Shelley Kloba, A: At the state level there is now a bipartisan group of local officials who are working hard, and successfully, to get funding for transportation needs in this area. Funding originally planned for 2025 to address Highway 522 has been moved forward in time. This group will be following the work on 522 to make sure it gets spent where its supposed to go.

Dave Somers, A: 7 cents of every tax dollar to the county goes to support improvements to roads. State funding is needed for state roads (Highway 522, Highway 9, Highway 524 (Maltby Rd), Highway 96 (Lowell-Larimer Rd) are all state-funded highways). The state funding is needed. Snohomish County’s [2020-2024 Transportation Improvement Plan](https://snohomishcountywa.gov/DocumentCenter/View/12061/6-yr-TIP-Map?bidId=) can be viewed online.

Sheriff announcement: The South Precinct Office is moving from Mill Creek to a Cathcart facility, so the sheriff’s will be local to our area.

8:30 pm **Adjournment –** next meeting Sept 19, 2019 – Transportation issues.

Also, November meeting will be Nov 14th, 2019 – Traffic discussion with Terry Ryan and Sam Low

*Your CCA councilmembers welcome your attendance at council meetings 6 times per year and invite you to participate by giving your comments or contacting any of five Board members listed below.*

*See Clearview Community Association Webpage at clearviewwa.us for future meeting dates.*

**OPEN PUBLIC FORUM for all things “Clearview”**

For discussion anytime:

**What kind of Businesses would you like to see come to Clearview?**

Does it all have to be locally owned? Small businesses? chain stores? What if Fred Myer wanted to come to our area? Or Trader Joe’s? Or an Outlet Mall? How about Cabela’s? If you have ideas or comments, please feel free to chat with one of our officers and we are happy to pass on the information.

**2019/2020 CCA GOALS**

1. **GROW** an effective Neighborhood Watch program
2. **LAUNCH** online tools for all communication with members & prospects
3. **SIMPLIFY** association operations & infrastructure for future leaders
4. **HOST** the annual Town Hall in August and/or an annual “town family picnic”.