



**approve the consent agenda as amended. Motion carried.**

**SPECIAL  
PRESENTATIONS**

**Board of Adjustment  
Members  
Recognition**

Mayor Kelley recognized Board of Adjustment members Cedric 'Butch' Brooks, John Perry, and Gregg Richards for their service. Mayor Kelley presented each member with a plaque expressing appreciation for their service while on the board. The City is disbanding the board and will be utilizing a Hearing Examiner process.

Mr. Brooks spoke on behalf of the members and expressed appreciation to the Council and staff for their support. Mr. Brooks recognized previous members of the board as well.

**City of Fife Jubilee  
Proclamation**

Mayor Kelley read a proclamation recognizing the City's 50<sup>th</sup> anniversary. The City was incorporated on February 11, 1957 with an estimated population of 950 people. On Sunday, February 11, 2007, 2:00 P.M. at the Poodle Dog the City will be hosting a 50<sup>th</sup> Anniversary Celebration with festivities, refreshments, and music.

**COUNCIL  
DELEGATE  
REPORT**

Councilmember Edwards reported he attended a recent event at the Emerald Queen Casino and received a check from the Puyallup Tribe for \$850,000 for the pool renovation. Mayor Kelley worked with the Puyallup Tribe over the last year sharing information about the City's vision and ideas. Because of the Tribe's generosity, the City has the ability to increase the scope of the renovation project. The Puyallup Tribe has donated over \$4 million to different organizations and cities within the region.

Councilmember Edwards reported he attended the South Sound Chamber of Commerce Legislative Coalition kick-off breakfast at Emerald Down. He said he spoke with several local legislators about traffic challenges as well as asking for funding for SR 167 and SR 405 roadway projects.

On Wednesday, January 3, 2007, Councilmember Edwards reported he and Director Blount attended a Regional Access Mobility Partnership (RAMP) meeting and discussed funding for SR 167 and other projects. Councilmember Edwards reported he also recently met with WSDOT's Assistant Administrator for the region and discussed WSDOT's plan for SR 167.

Councilmember Cerqui said he attended the meeting with the Puyallup Tribe. He thanked the Tribe for their contribution for the pool renovation.

Councilmember de Booy reported she attended the kick-off breakfast at Emerald Down and participated in a tour of Bremerton and Poulsbo. During the holidays she said she volunteered for a number of community events.

Councilmember Roscoe reported she volunteered in December for the after school program at Surprise Lake. She also participated on the tour of Bremerton and

Poulsbo.

## **PUBLIC HEARING**

### **Traffic Impact Fees**

Director Blount provided background information on the analysis and process to adopt and implement traffic impact fees within the City. Implementation of traffic impact fees will clarify and simplify the process for future development in the City. He referred the Council to comparable information of other local cities as well as a comparison of traffic impact fees versus SEPA mitigation fees for several large completed projects. The proposal includes an assessment of traffic impact fees for a single family residence of \$6,480, which is on the high side but lower than what the City received for the Saddle Creek Loop project based on a lot-by-lot basis.

The proposed ordinance includes an appeal process to the City Council rather than with a hearing examiner. Director Blount suggested the Council consider amending the ordinance to include the hearing examiner process for appeals.

Mayor Kelley opened the public hearing for Traffic Impact Fees at 7:31 p.m.

### **Public Testimony**

**Steve Barnes, Cornerstone Architectural Group, 1901 3<sup>rd</sup> Avenue, Ste 500, Seattle, 98101**, said the direction for creating a more organized formula for establishing traffic impact fees is necessary and important. Mr. Barnes said he has been undertaking a discouraging process with the City which took 18 months for engineers to finally calculate the traffic impact fee for a project. The final amount rendered the project unfeasible because of the amount assessed. The proposal establishes fees as well establishing ways to mitigate the fees because developers will claim the fees are too high. He suggested a better approach of adopting a more reasonable fee schedule. One of his development projects was abandoned because the traffic impact fee was 10% of the cost of developing the property. Mr. Barnes said it has been his experience that during the process of developing land, the traffic impact fee is usually negotiated downwards significantly. On the average, the traffic impact fee is paid at 30% of the initial engineer's request. He asked the Council to consider how much the City will charge developers especially for retail development because the rental rates will not be sufficient to cover traffic impact fees.

**Mark Jacobs, professional engineer**, said he does consulting work throughout western Washington. The traffic fee for a single family residence of \$6,480 is extremely high based on his personal experiences. He quoted traffic impact fees of surrounding jurisdictions for single family units. The City of Fife's proposal is quite high. Additionally, cities use traffic impact fees to leverage additional funding, which could reduce impact fees. He referred to how growth is charged impact fees while traffic from outside the City using City streets is not charged any fees. He acknowledged that the retail tax generated from a commercial use will generate future revenue for the City, which is why many cities set the commercial rate at 50% of the residential rate. The impact fee identified is extremely high and is not an appropriate fee for the City. There will be assumptions to changes, such as how much will be derived from other funding sources. The proposal also fails to account

for other traffic coming into the City. Finally, the commercial rate should be lower to account for future sales tax revenue.

**Alex Spearman, 3323 20<sup>th</sup> Street East. I-5 Motors**, said he is appalled at what he has been through as a small developer in putting together a small development project at the corner of 20<sup>th</sup> and 54<sup>th</sup>. It was nice to hear from the City about how excited City officials were about a nice development project because it is needed in Fife due to growth. The first issue surrounding the development was traffic impact fees. It took 18 months to obtain the information. As a developer, Mr. Spearman said he cannot lease the building for the rents that make small businesses successful. The entire process has been disheartening especially in the City since it is growing. It is great that the City is adopting a method of letting developers know upfront what the fees will be. However, to wait a year and a half is not fair. Mr. Spearman said he is having a difficult time selling the property now because everyone is aware of the amount of the impact fee.

Director Blount addressed the timing issue and said it's important to understand the differences of going to an impact fee versus a SEPA mitigation process. The SEPA process requires detailed information about the proposal to include a detailed traffic study on the individual project prepared by a professional traffic engineer. Often times those studies are not available when the developer and City first meet to discuss the proposed project. Consequently, there is a lag between looking at the site and having a study that the City can analyze and apply a fee. The proposal has been tested by the public and it does provide clarity. It does not require a site traffic analysis. It requires an understanding of the proposal, such as the square footage or other measurement to determine the impact fee without requiring the developer to undertake an expensive traffic analysis for a SEPA process.

**John Alexander, Master Builders Association of Pierce County**, suggested the proposal does not constitute an emergency situation requiring the Council to immediately adopt the ordinance. He said the consultant presentation to the Council on traffic impact fees was the worst presentation he has personally viewed. There isn't any mention in the plan that speaks to which road corridors are failing to justify any fee, let alone the highest, which is double what Pierce County charges as an impact fee. Mr. Alexander said he has reviewed the proposal with the association's membership. It is clear that the City wants to charge an impact fee because the Council is concerned about future growth. However, impact fees are not meant to be charged based on speculation but rather they are based on funding that is needed to complete projects within the City that lack funding from other sources. Ironically, at the last meeting, the Council applauded staff for obtaining funding from the state of approximately \$3 million. The road conditions in Fife are average at worse. The impact fee of \$6,480 is much too high. Mr. Alexander offered to sit down with the Council and explain some of the issues.

Councilmember Godwin replied that many roads in Fife are not capable of handling the traffic due to development. The City is in gridlock. At some point, the responsibility has to go to development. A development of 1,000 new homes creates

traffic impacts.

Mr. Alexander said he is not conveying that new homes are not causing an impact and that the City may need an impact fee. However, the City hasn't justified a traffic impact fee of \$6,480 per unit.

In response to Councilmember Edward's question about what rate Mr. Alexander believes is fair, Mr. Alexander said he has no way of estimating the fee as there is no list of projects that are failing. Councilmember Roscoe noted the list is included in the Transportation Improvement Program. Director Blount added that the 20-year plan is included in the Fife Comprehensive Plan. Some other jurisdictions use a short list of projects. The City's consultants and City Attorney advised for using the 20-year list, which is a public document.

**Butch Brooks, 7107 48<sup>th</sup> Street East, Fife**, said he is a contractor who builds roads as well as a developer. The roads within the City are substandard and falling apart. One of the things that the City has strived for is residential growth. He cautioned against taking any action that might impede residential development.

Mayor Kelley closed the public hearing at 7:53 p.m.

**Multi-Family Zone  
Code**

City Manager Worthington asked the Council to open and continue the public hearing to January 23, 2007.

Mayor Kelley opened the public hearing for Multi-Family Zone Code at 7:54 p.m.

**Motion**

**Councilmember Roscoe moved, seconded by Councilmember Edwards, to extend the public hearing until January 23, 2007 at 7:00 p.m. Motion carried.**

**Multi-Family  
Moratorium  
Extension**

Mayor Kelley opened the public hearing on Multi-Family Moratorium Extension at 7:55 p.m. There was no public testimony.

Mayor Kelley closed the public hearing at 7:56 p.m.

**ORDINANCES AND  
RESOLUTIONS**

**ORDINANCES**

**#1619-07 Traffic  
Impact Fees**

Director Blount recommended approval of amending the ordinance to revise the appeal to include the hearing examiner process rather than a Council appeal process. Staff will incorporate the change within the ordinance for the Council's second reading.

Deputy Clerk-Treasurer Harris read the title of Ordinance #1619-07:

*An ordinance of the City Council of the City of Fife, Pierce County, Washington,*

*amending the Fife Municipal Code by creating a new Chapter 20.25 regarding Transportation Impact Fees.*

**Motion**

**Councilmember Roscoe moved, seconded by Councilmember Cerqui, to approve first reading of Ordinance 1619-07 with an amendment changing the appeal process to the hearing examiner process from a City Council appeal process.**

Councilmember Roscoe questioned the project that underwent a SEPA process of 18 months and the comment by Mr. Barnes that he has to sell the land because of the high cost of the transportation impact fee. Director Blount reported the proposed impact fee schedule for the project would have assessed a lesser cost than the SEPA mitigation process. A member of the audience referred to page 43 and indicated the transportation impact fee would be more. Director Blount noted there are two projects by Mr. Barnes with one slightly less and one project slightly more under the transportation impact fee proposal. The increase is approximately 7% under the transportation impact fee scenario. The other project would result in an 18% savings under the impact fee scenario. Additionally, time would be reduced under the proposal than through a SEPA process.

Councilmember Roscoe referred to the comment about Pierce County's fees in comparison to Fife's proposed fees and noted she spoke with a county engineer who indicated development is occurring in an area that is not ready for development causing the county to scramble due to the lack of infrastructure. The situation is difficult. Fife is a regional city that sits on I-5. Fife cannot assess impact fees on someone who lives in Puyallup but drives on Fife streets. Likewise, the City can't assess residents the full impact of what it costs for the City to continue to develop as well as being a regional city. The City looks to funding sources that are available. The alternative is to stop development, which is not an option.

Councilmember de Booy referred to the public comments about the high impact fees and asked whether the City is being unrealistic about the proposed fees. Director Blount replied that Fife is not at the top scale for transportation impact fees. Fife is a regional city and is subject to high-impact traffic activity. The analysis also reflects that several of the larger completed development projects would have paid less in transportation impact fees than in SEPA mitigation fees. Because of Fife's location, Director Blount said the proposed impact fees are appropriate. He shared information about public outreach efforts undertaken to the development community about the proposal.

Councilmember de Booy said she is not opposed to impact fees but is concerned about the amount. Several citizens also testified against the amounts.

Councilmember Cerqui indicated he has always wanted Fife to have impact fees. Impact fees will provide consistency to the development process and will make it easier for both the developer and the City. He asked whether the 20-year project list will be reassessed over the next six years. Director Blount replied that the Council

has the authority to review the TIP at any time. Staff anticipates a comprehensive update in the next several years of the City's transportation element of the comprehensive plan.

Councilmember Cerqui asked whether peak hour traffic was considered within the proposal. Director Blount responded that staff and the Council discussed both peak travel and 24-hour options. The proposal is based on a 24-hour basis because of the trend of the economy with peak hour traffic extending because of flex time and other measures to take advantage of street capacity.

Director Blount reported the proposal also includes options for credits for smaller commercial developments that rely on local traffic. Businesses that cater to the local economy can be adjusted to be a fair share.

Councilmember Cerqui referred to previous study session discussions about exemptions. Director Blount reported existing language alludes to the exclusion of impact fees, such as a single-family house that has little or no impact fee. However, there are no other exemptions.

Councilmember Cerqui indicated he is aware the fees are on the higher end but believes the City's growth has been exceeded quickly and that the City has much infrastructure catch-up work. The impact fee is a good process.

Councilmember Johnson referred to section 20.25.060, Calculation of impact fees, under "D" and "E" where it addresses adjustment of impact fees under unusual circumstances. He asked whether the provision of the hearing examiner process would be appropriate to include. Director Blount said staff can incorporate draft language for a second reading. City Manager Worthington noted the current provision as drafted pertains to the director's discretion. He explained how the provision would be applied.

Councilmember Johnson referred to public comments about the conflict associated with setting fees and then including a provision for discounting fees. The RCW requires a provision for discounting fees. He indicated he would be more comfortable with the hearing examiner making a determination on an adjustment of impact fees rather than at the director's discretion. City Attorney Forbes pointed out that the proposal to amend would provide an appeal to the director's decision through the hearing examiner. Initially, the director could adjust the fee administratively. If the applicant is not satisfied with the director's decision, they would have recourse to pursue an appeal to the hearing examiner. However, if the Council wants the hearing examiner to have the discretion, the Council needs to be specific. Councilmember Johnson said the discussion is for the Council to know that there is an impact fee in place and a process that establishes the amount that it makes it easy for staff and the Council to know the City is receiving the appropriate fees.

City Manager Worthington suggested an alternative is to have the hearing examiner consider that and have staff identify what would be the considerations for specific

circumstances.

Councilmember Godwin asked how long it will take after passage for the City to justify the numbers to actual development. Director Blount reported the total program is a \$160 million 20-year program. Staff anticipates the fees to be adopted and updated and applied over the next several decades. Tallying up the total costs and impact fees for each project is a 20-year process. Currently, the City must construct four major projects the City has borrowed funds to build. That will occur over a four to five year program. The cost of doing business in Fife includes high cost roads.

Councilmember Edwards said part of the reason for implementing impact fees is to expedite the development process and to remove the guesswork. He agreed with Councilmember Johnson's comments. The City is trying to avoid problems encountered by Pierce County for undercharging developers for new growth.

Mayor Kelley expressed support for the proposal.

Councilmember Cerqui referred to the 20-year plan and the forecast that the program would be funded 51% from private sources. He asked whether that is consistent with other local jurisdictions that have lower impact fees. City Manager Worthington said it is not consistent and is one of the key differences. The assumption is that half of the cost is paid by public dollars. Some of the other jurisdictions have assumed several factors, such as road construction costs will be less or road standards are less. Another is that the other jurisdictions have projected more public dollars. The City is experiencing grant funding at 50% for most of the City's projects. If the Council lowered the impact fee amount, more public dollars would be required for a project.

Councilmember Johnson referred to the refund section within the ordinance and inquired about potential refunds the City might have to pay if the City were to abolish the program at some point in the future. City Attorney Forbes explained that impact fees must be used or refunded under state law. She explained that the provision pertains to unexpended and unencumbered funds. Director Blount provided additional clarification and scenarios where refunds might be warranted. If, at some point in the future, the Council decided to cancel the impact fee program, the Council would have to weigh potential refunds in its decision.

**Motion**

**Motion carried. Councilmember de Booy opposed.**

**#1620-07 Multi-Family Zone Code Amendment**

Action on the proposed ordinance was deferred to a future meeting.

**#1621-07 Multi-family Moratorium Extension**

City Manager Worthington advised that the current moratorium on multi-family housing is scheduled to expire January 23, 2007. He asked the Council to consider extending the moratorium for another six months with the understanding that once new zoning has been adopted, the Council can consider removing the moratorium



Councilmember Roscoe said she spoke with the City Manager about the possibility of including some allowances in the ordinance for the Council's discussion. Councilmember Johnson said he favors first floor retail with multi-family units above in areas where there are regional transit routes. City Manager Worthington said there is recognition by the Council that senior living accommodations are viewed as a value in the community and would allow a development standard for first floor multi-family use if it is strictly a senior citizen qualified project.

The Council agreed to defer discussion and action until the next regular meeting

Councilmember Johnson clarified the zoning districts that should allow the use. They include Regional Commercial, Neighborhood Commercial, and Community Commercial, and where regional transit routes are located, such as 54<sup>th</sup> and 20<sup>th</sup> as well as along Valley Avenue. City Manager Worthington confirmed staff will revise the amendment based on the request for the Council's consideration on January 23, 2007.

## **RESOLUTIONS**

### **#1084-07 Authorize Acceptance of Saddle Creek Dedication Tract**

Director Blount recommended approval of the proposed resolution to appropriately maintain a ditch that serves an offsite area for Saddle Creek. When the Council approved Saddle Creek Division 2, the Council accepted ownership of the northerly extension of the drainage ditch.

Deputy Clerk-Treasurer Harris read the title of Resolution #1084-07:

*A Resolution of the City Council of the City of Fife, Pierce County, Washington, authorizing the City Manager to accept and record a deed for real property briefly described as the West 13 feet of Tract B of Saddle Creek Division 2.*

### **Motion**

**Councilmember Edwards moved, seconded by Councilmember Roscoe, to approve Resolution #1084-07; Authorize Acceptance of Saddle Creek Dedication Tract. Motion carried.**

### **#1076-07 Authorize County PSAP 2007 Contract**

Police Chief Blackburn reported the contract is an extension of the contract incorporating a three percent increase for all contract agencies for 911 services.

Deputy Clerk-Treasurer Harris read the title of Resolution #1076-07:

*A Resolution of the City Council of the City of Fife, Pierce County, Washington, authorizing the City Manager to enter into an agreement with Pierce County regarding the 911 Dispatch Center (PSAP).*

### **Motion**

**Councilmember Edwards moved, seconded by Councilmember Roscoe, to adopt Resolution #1076-07; Authorize County PSAP 2007 Contract. Motion carried.**

**#1089-07 Robinson  
Engineering – 20<sup>th</sup>  
Street Contract  
Extension  
Amendment**

Director Blount requested the Council's approval to expand the scope of work and budget to the existing design services contract with Robinson Engineers, LLC for the 20<sup>th</sup> Street East Improvement Project. The Transportation Improvement Board (TIB) estimated design services to cost approximately \$600,000 due to the nature and standards of state requirements. The increased fee should complete the design and half of the engineering that the state considers necessary with the other half allocated to the construction phase.

Deputy Clerk-Treasurer Harris read the title of Resolution #1089-07:

*A Resolution of the City Council of the City of Fife, Pierce County, Washington, authorizing amendment of contract with Robinson Engineers, LLC for design services of improvements to 20<sup>th</sup> Street East from 54<sup>th</sup> Avenue East to 63<sup>rd</sup> Avenue East.*

**Motion**

**Councilmember de Booy moved, seconded by Councilmember Roscoe, to adopt Resolution #1089-07; Robinson Engineering – 20<sup>th</sup> Street Contract Extension Amendment.**

Director Blount responded to questions about the increase. The original budget was \$110,000. The proposal increases the amount to \$381,515.00 due to the complexity of the project that is greater than anticipated and state bid law in terms of how the scope and phase of a project is negotiated with the selected bidder. The total fee is consistent with the state formula for the size of the project. The state grant pays approximately 80% of the cost. The amount does not include final design and construction costs. The project is targeted for construction in 2009.

**Motion**

**Motion carried unanimously.**

**#1090-07 Authorize  
Wapato Jail Contract**

Police Chief Blackburn reported the proposal provides the City with another alternative for long-term booking of inmates that cannot be housed by the City's facility. The contract allows housing both male and female inmates. The City's policy allows incarceration of inmates for only 29 days. The previous contract with Yakima County was cancelled.

Deputy Clerk-Treasurer Harris read the title of Resolution #1090-07:

*A Resolution of the City Council of the City of Fife, Pierce County, Washington, authorizing the City Manager to enter into an agreement with the City of Wapato, Washington regarding jail services.*

**Motion**

**Councilmember Edwards moved, seconded by Councilmember Godwin, to adopt Resolution #1090-07; Authorize Wapato Jail Contract.**

Police Chief Blackburn explained the appropriateness of the Police Department to handle the budget and request rather than the Court. The housing of inmates is the direct responsibility of Fife's presiding Judge. A separation is needed so as not to

unduly influence the penalties imposed during the court process. The contract with Yakima was cancelled due to some litigation issues. Yakima County is no longer contracting jail services.

**Motion**

**Motion carried unanimously.**

**#1091-07 Authorize  
Contract for Lobbying  
Services**

City Manager Worthington reported that in 2007, the City is implementing a professional lobbying effort. He thanked Councilmembers Cerqui and Edwards for their assistance on the interview panel, which included the City Manager, Assistant City Manager Reinbold, Director Blount, and Stephanie Bowman, Federal Governmental Affairs Manager, Port of Tacoma.. Five firms responded to the Request for Proposal (RFP). The recommended firm is Strategies 360, which operates a local Puget Sound area office as well as a Washington, D.C. office. The City's focus this year will be in federal lobbying efforts. Strategies 360 will also provide support to the City for state legislative and regional issues.

The proposed fee is \$5,000 per month. Incidental out-of-pocket expenses shall not be charged to the City. However, travel charges to Washington, D.C. will be incurred by the City. The proposed fee is included in the 2007 Budget.

Deputy Clerk-Treasurer Harris read the title of Resolution #1091-07:

*A Resolution of the City Council of the City of Fife, Pierce County, Washington, to authorize the City Manager to contract with Strategies 360 for government affairs services.*

**Motion**

**Councilmember Edwards moved, seconded by Councilmember Cerqui, to adopt Resolution #1091-07; Authorize Contract for Lobbying Services.**

Councilmember de Booy asked whether the Council will receive periodic reports and updates.

**Dick Dorsett, Strategies 360**, replied the Request for Proposal outlined the general scope of work. Representatives from Strategies 260 will meet with City Manager Worthington to review the scope of work and the mechanics for reporting requirements. Lobbying services will focus on transportation funding/issues as well as other opportunities that might benefit the City.

Councilmember de Booy emphasized the need to keep the Council informed and updated. City Manager Worthington confirmed the Council will receive regular updates on progress.

Councilmember Roscoe inquired about the terms of the contract regarding termination and duration. City Attorney Forbes reported a draft of the contract has been developed, which is a one-year contract (2007) to include provisions for termination for mutual agreement or cause, as well as a 30-day cancellation provision.



**Community Services Advisory Board. Motion carried unanimously.**

**Appointment to  
Public Facilities  
District**

City Manager Worthington reported in 1999, the City joined other jurisdictions in forming a Public Facilities District (PFD) to construct the Tacoma Convention Center. The center has been completed and is in operation. The PFD continues to meet approximately twice annually. Mr. Phil Waldner was originally appointed to represent the City of Fife. He asked the Council to consider either reappointing Mr. Waldner or consider other options.

Councilmember Roscoe inquired about the expectation for a report on future PFD meetings. City Manager Worthington confirmed the Council has received periodic reports.

City Manager Worthington provided additional information on the role and responsibilities of the PFD. He indicated he spoke with the incumbent, who has expressed interest in serving on the PFD Board.

**Motion**

**Councilmember Edwards moved, seconded by Councilmember Cerqui, to reappoint Mr. Phil Waldner, to the Public Facilities District Board. Motion carried unanimously.**

Councilmember Edwards asked that the Council receive updates on the results of the PFD Board meetings. City Manager Worthington confirmed the request.

**Council Liaison  
Assignments**

City Manager Worthington referred the Council to the list of Council liaison assignments and asked the Council to review the assignments for possible changes. In some cases, the appointments are recommended by the meeting body.

Councilmember Roscoe offered to become the alternate for Pierce County Regional Council meetings. Mayor Kelley agreed.

Councilmember Johnson offered to serve as the representative for Puget Sound Regional Council.

**CITY MANAGER  
REPORT**

City Manager Worthington reported on the 50<sup>th</sup> anniversary of the City and staff efforts underway to kick off the celebration. Staff will send out invitations and invite past Mayors and Councilmembers to attend the event at the Poodle Dog. The City's website will list major activities for the 50<sup>th</sup> anniversary.

Business license renewals are underway and the percentage of renewals is higher than in previous years.

The City entered into a contract to install new cameras in the Council Chambers. The installation should be completed by the end of February. Microphones will be replaced along with other improvements.

A copy of the Council's January-March calendar was distributed.

DARE graduation is scheduled for January 25, 2007 at 7:00 p.m. Councilmember Roscoe advised she is attending.

Other activities include lobbying efforts with a Washington, D.C. trip scheduled for February 21-23, 2007. City Manager Worthington asked for three Councilmembers to attend to visit with elected congressional representatives and agencies.

On February 14, 2007, the Legislative Conference of the Association of Washington Cities (AWC) is scheduled. Council and staff will attend and visit with legislators on February 15, 2007.

Another Washington, D.C. trip is scheduled for May. Those Councilmembers who did not participate in the February trip are encouraged to attend.

On January 19-20, 2007, the Chamber's retreat is scheduled at Ocean Shores.

City Manager Worthington advised a packet of information is available in the Council's mailbox for an upcoming study session on video cameras at intersections for enforcement.

**COUNCILMEMBER  
COMMENTS**

Councilmember Godwin referred to Police Reserve volunteer hours totaling over 8,000 hours. He conveyed a thank you to each Police Reserve Officer for their service to the community.

Councilmember Godwin commented on new development and stormwater concerns. Citizens have invested in homes and now are experiencing stormwater flooding on their property. Some neighborhoods have been negatively impacted.

Councilmember Johnson reported he received several calls about the level of water in Wapato Creek and that there is also a tree down by Frank Albert. He asked about applying for a permit from the Department of Fish and Wildlife to remove the blockage. Director Blount acknowledged the request. Councilmember Johnson suggested staff look at the issue as well as addressing stormwater retention on new development.

Councilmember Johnson referred to an issue on Valley Avenue and 54<sup>th</sup>. There have been numerous traffic accidents near the Catholic Church. He asked the Police Department to provide some statistics on the number and type of accidents as well as some feedback from staff on possible actions to take to reduce the number of accidents.

Councilmember Johnson asked about the date for discussion on the Drainage District. City Manager Worthington reported the Council is scheduled to discuss the district at its study session on Tuesday, January 16, 2007.

Councilmember Edwards reported he is meeting with City Manager Worthington and

Pierce County Council member Shawn Bunney to discuss SR 167 from a Pierce County standpoint. He credited Strategies 360 for arranging the meeting.

Councilmember Edwards reported on January 12, 2007, he is testifying on behalf of the City at a Regional Transportation Improvement Program (RTIP) public hearing regarding Fife's transportation needs and strategy for SR 167.

Councilmember Cerqui complimented staff on their work to decorate the City during the holidays.

Councilmember Cerqui asked about the status of debris/gravel on Valley Avenue. Director Blount report the contractor has committed to repaving the shoulder approximately five feet wide to a depth of eight inches to help the roadway tolerate truck traffic.

Councilmember Cerqui expressed concerns about debris from the windstorms and encouraged the City to have a one-day curbside pickup for residents to remove debris from the windstorms, especially for the elderly. It is possible the City could be reimbursed under the federal disaster declaration. City Manager Worthington said if the storm is declared a federal disaster there is the potential for reimbursement for debris control. City Manager Worthington offered some options and possible costs to the City to offer a pickup service. Councilmember Godwin commented that there appears to be less need at this time. Councilmembers offered various suggestions from offering a pickup service for small debris to calling the Public Works Department for assistance. Councilmember Edwards said he favors calling Public Works for assistance.

Councilmember de Booy inquired about the possibility of restriping the fog line on Levee Road from Frank Albert to the bridge. There is no embankment and the area is hazardous for driving, especially at night and during inclement weather.

Discussion ensued about the City's code for disposal service within the City limits. City Manager Worthington reported the City has not entered into any franchise agreements with trash haulers. Director Blount reported there is standards for multi-family trash disposal but not for single-family residential. He noted at one time, staff researched the issues. Currently, the City has not standards. City Manager Worthington said most communities have a franchise to serve the jurisdiction. Councilmember Johnson suggested scheduling the topic for discussion at a study session later in the year.

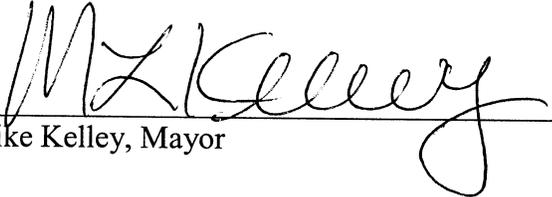
**CITIZEN  
COMMENTS**

**Butch Brooks, 7107 48<sup>th</sup> Street East, Fife,** suggested one fix for Levee Road is to install flexible guideposts.

**Gregg Richards** commented about public comments about the condition of Fife roads and the reference by one speaker that the roads are sufficient and there is no need for improvements. He pointed out that later in the meeting there was discussion about the cost for the 20<sup>th</sup> Street project, which is projected to cost between \$7 and \$9

million.

**ADJOURNMENT**      **There being no further business. Mayor Kelley adjourned the meeting at 10:00 p.m.**

  
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Mike Kelley, Mayor

  
\_\_\_\_\_  
Pamela Harris, Assistant Clerk-Treasurer

Prepared by Valerie Gow, Recording Secretary  
Puget Sound Meeting Service