

GMVUAC April 1, 2019

Meeting Minutes

Meeting Called to Order – 7:00 pm

Pledge of Allegiance

Roll call

Members Present:

Steve Hiester	Warren Iverson	Susan Harvey	Sue Neuner
Peter Rimbo	Adam Sterling	Rhys Sterling	Hendrick Haynes
	Luke Hansen	Mike Thompson	Celia Parker

Members Absent:

Lorraine Blacklock – proxy to Rhys

LarKen Buchanan – arrived 7:18

Stephen Deutschman – sent alternate: Susan Edwards

Approve Agenda: Warren moved, Rhys second, motion passed.

Public Comments – 7:06 PM

Sean Kelly, Maple Valley Mayor:

SR-169 Project: SR-169 highway is being widened as a transportation improvement project. The 7-11 store is no more. The project will include from SE 240th St. to Witte Rd. SE and will add a bus lane. **Highway SR-18 & I-90 transportation:** Everyone wants 4 lanes to Maple Valley Highway (SR-169). Washington State Legislature approved I-90 improvements. Maybe next year on SR-18 from I-90 to Maple Valley. **Sue H:** What is planned for Covington SR-18 & Kent Kangley? A study session is on the 3rd Monday. Call Maple Valley City Hall to come to the council meeting.

Betsy Howell – King County proposal on Septic Systems: we are working with Olympia on State regulations. We may soon have a bill to address the following problems 1) Easement in legislation is not right. 2) Repair system vs. replace system if any problem. 3) Failing On-Site Sewage Systems is any problem with your system. Warren and I are working on a plan to revise it and inform the homeowners. Progress is through the House and two committees. To go to the floor for a vote, 6th in line. Last time they ran out of time before voting. See **Senate Bill SB 5503** regarding on-site sewage systems.

Val Paganelli, Tahoma School District: 3 topics

1. Board passed new curriculum covers Algebra I, Algebra II, and Geometry.
2. Work-Study tomorrow.
3. **Engage Tahoma:** conversations about Tahoma School district technology, due to tech levy failure. Parents, community members and staff ... heard an update about how the district currently uses technology...

Department of Local Services (DLS), John Taylor, Director – 7:21 PM

Presenters included team members:

Jim Chan, Director for Permitting

Ty Peterson, Permitting Division

Marissa Alegria, Community Service Area (CSA) Program

Ruth Harvey, Assistant Director of the Roads Services Division

Jerry Pionk, Communications Manager

See: <https://www.kingcounty.gov/depts/local-services.aspx>

John Taylor: King County is employed as regional not as local government for health, jail, metro, with several thousand employees. Human Services has a hard time delivering to the area thus, it is not well covered. There are 250,000 people living in the UAC areas. As a city it would be the second biggest city in the State except Seattle. **Goals:** First, to inventory all local services. Second, to provide better staffing. King County had a budget-neutral reorganization: Marine under Metro, Roads under Local Services, Fleet and Airport under Executive Services. The only new position is the Economic Development person.

DLS uses Interdepartmental Service Partnership Agreements (SPAs) to provide services from: (1) Department of Natural Resources and Parks – Parks Division; (2) Department of Natural Resources and Parks – Surface Water Management Program and Stormwater Services; (2) Regional Animal Services; (3) Public Health – Seattle & King County – Environmental Health Services Division, On-site Sewage Systems Permitting, On-site Sewage Operations and Maintenance, and Plumbing and Gas Piping Inspection.

The challenges are to knit all together services and permitting in a way that is transparent and more predictable to the public and to find a way to partner with Fire and Police with service partner agreements. **Jerry Pionk** will get their reports. **Ruth Harvey's** task is to negotiate these agreements. Fall City has a huge commercial potential, Skyway and White Center have tremendous short falls. Economic Development is to generate tax revenues. We hired **Mark Rowe** from Amazon Fresh as Deputy Director of Permitting Division to work in the office of Continuous Improvement.

Roads County problem is a regional problem, can't be one jurisdiction. We have a huge funding shortfall. Within 5 years there is no capital in the program, just maintenance. Then we will have to reduce the amount of maintenance we can do. New projects will probably take legislative action. We want to hear from you:

Call help line 206-477-8100, 1-800-527-6237

Email: maint.roads@kingcounty.gov

We have had 6800 calls in 15 days. All have been responded to.

Snow, King County had 28 plows to cover 25,000 lane miles. That is the size of Rhode Island State. We loaned in 25 staff contracted with Solid Waste. Duvall and North Bend had 3 ½ ft. of snow. In the City of Orting many were trapped for several days. We are still doing debriefing on that for improvements.

Asphalt Plant – ask Jim Chan

Enumclaw Recycle – asked for lengthy information. SEPA will be done.

Beverage Ordinance, KC Council had a massive STRIKER looking at going full concierge mid-June. SEPA is before the Council. The SEPA was defined by John Taylor in mid-May, then comment period, will digest it before it goes to the full council.

Questions from Council – 7:45 PM

Sue H: When do you do DPER analysis? **John T:** as a general principle we have an input process. If agree or not with the State, we have the reasons why. **Hank H:** that can be several months later. **Jim C:** we can always see comments we receive.

Peter (7:52): Transportation Concurrency is broken, we need a regional approach to concurrency. Additionally, State law needs to be changed so that Highways of Statewide Significance (HSS) are part of concurrency testing. Right now, they simply are optional; i.e., nothing is required. **John T:** I agree with you. The bigger issue is the funding that we need to address... **Peter:** we believe the concurrency problem is that there are too many loopholes. It is a government issue.

Jim C: There are audit issues with timing. In 2014, timing took 1 to 1 ½ years, 70% took less than 60 days. The other 30% are more difficult. It's the site, access, wetland, steep slope, etc. All those things affect it. ... more commentary from GMVUAC ... **John T:** let's see where we are 6 months to a year from now.

Steve H(8:01): Will transportation funding require taxes? **John T:** Ruth is the Assistant Director. There are some short-term, medium-term, and long-term fixes. Funding will require hundreds of millions of dollars. One way or another we will require some taxes.

Adam S (8:04): I'll ask about code enforcement, what and how? **John T:** We now have five Code Enforcement officers. Code enforcement is broken. Some issues go on for decades. These never go away. We are trying to create bandwidth in staff to draft a plan to address it. It is not a clear process. We want to present changes to King County Code Title 23 to recommend to the King County Council.

Rhys S: There are a couple of major projects lost in a black hole:

1. **Cramer, Maple Valley Marijuana Manufacturing. Ty P:** the proposed Marijuana Manufacturing industrial site was granted its Commercial Site Development Permit.
2. **Maple Valley Market (MVM) Rhys S:** MVM mini-casino or restaurant, what's the status? **Ty P:** The MVM building permit application [for renovation] is on hold for further information. Right now, they are marketing the project. They don't have the money. It has to be modified to accommodate the change. The permit application has many problems including the space for parking.

Q: How do you handle squatters in the Rural Area? **John T:** contact the Sheriff's Office.
Jim C: it is a code enforcement complaint.

Questions from Audience – 8:13 PM

1. **Maple Valley Highway**, SR-169 project will take 5 years. After SR-18 and I-90 interchange is done they will consider SR-18 to Maple Valley improvements.

2. **Asphalt Facility, why is petroleum a mineral?** **Jim C:** we don't regulate the material. We regulate the use of the material. **Q:** I asked because King County approved a moratorium on fossil fuel facilities.
3. **Asphalt Facility EIS,** Will the permit application for the proposed move of an Asphalt Facility from the City of Covington to Rural Area be subject to an Environmental Impact Study (EIS)? **Ty P:** We are still reviewing everything but Permitting expects to issue a Determination on Non-Significance under the State Environmental Policy Act (SEPA) that will not require an EIS. We may request additional mitigation, but we haven't found anything...
4. **Why are Temporary-Use Permits (TUPs) not “temporary”** and what can we do about the inordinate noise generated from some related facilities? – **Jim C:** TUPs allow up to 60 events per year and can be renewed. We do verify noise complaints and we track that. **Ty P:** King County greatly improved its noise ordinances two years ago. ... more discussion with audience on environmental impacts of various sites to the neighborhood...
5. **Is the Ravensdale Erickson trench filling permit application still in review?** – **Ty P:** Permitting disagrees with some of the environmental assumptions made by the applicant.
6. **Why are permitting fees high for the little guy?** **Jim C:** permit fees were converted and set 4 or 5 years ago and have not gone up except for cost of living increases.
7. **Why did John take this job?** **John T:** I'm from Alaska and Vermont. I like being out there. I worked for Agriculture, Snoqualmie Valley dairy farmers when they said "we're leaving. We'll sell our land and move to Eastern Washington." I said give us a couple of years and see how we can improve it (they stayed). Farmers are awesome at land management. ... more discussion on property taxes, community input, permitting issues, ... etc.

Council Business – 8:49 PM

JIT, Susan H: We are trying to get an overall approach. There is diversity of opinions on how to do growth. We don't have adequate growth statistics. We don't feel the data is accurate. There is the silo effect of cities. How do we keep the rural are rural and address these? I'm trying to get a survey for them to acknowledge Issaquah-Hobart Rd. Their study didn't even include that road or Hobart. No one would sign it. They don't want more lanes of traffic. They say, "just stay out". We need the committee to move forward. We have to be unified. **Hank:** you mean a common vision? **Susan H:** Yeah. **Warren:** drop the word "corridor". We have several large traffic corridors. **Mike:** why not use the PSRC numbers for guessing future growth? **Peter:** They are violating the growth target.

PSRC 2050, Peter: We are meeting Tues. 23rd, this room at 7:00 PM. We have a final set of comments and from others to submit by the 29th of April. This week we are reviewing comments. By Friday it will be sent out. Then we'll work toward a second draft.

Reports on Committee Meetings – 8:59 PM

Environmental Committee, Rhys S: Chair of Committees is needed for Environmental Committee. See Matrix.

Bonneville Power Administration (BPA) tree removal along transmission line

corridor, Susan H: the corridor is to be increased by 50 ft. a huge swath. Rhys S: the BPA plan is on the BPA website. BPA tree removal plan links are on our GMVUAC environment committee webpage.

Executive Council Meeting – 9:05 PM (closed door)

Adjourn – 9:32 PM