

# DRAFT

## CITY OF SHORELINE

### SHORELINE CITY COUNCIL SUMMARY MINUTES OF REGULAR MEETING

Monday, August 23, 2004  
7:30 p.m.

Shoreline Conference Center  
Mt. Rainier Room

PRESENT: Mayor Hansen, Deputy Mayor Jepsen, Councilmembers Chang, Fimia, Grace, Gustafson, and Ransom

ABSENT: none

1. CALL TO ORDER

The meeting was called to order at 7:30 p.m. by Mayor Hansen, who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Hansen led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present, with the exception of Councilmember Grace, who participated in the meeting by telephone at 8:15 p.m.

3. CITY MANAGER'S REPORT

- (a) Ordinance No. 362 adopting a moratorium for six months on the filing, acceptance, or approval of any applications for development of land utilizing cottage housing bonus Densities and declaring an emergency

Steve Burkett, City Manager, commented that Council has been provided with new materials related to the North City Project and a potential cottage housing project at 8<sup>th</sup> Ave NW. He noted that Councilmembers last week expressed a desire to review the City's cottage housing ordinance. For this reason, staff is bringing forward an ordinance establishing a six-month moratorium on cottage housing and declaring an emergency.

**Councilmember Gustafson moved to suspend the Council rules regarding agenda order to consider this item next. Councilmember Ransom seconded the motion which carried 6-0.**

Mr. Burkett said the purpose of Ordinance No. 362 is to give the Council and the community an opportunity to reexamine the current cottage housing provisions, given the recent interest in cottage housing proposals in low-density residential zones. He noted that the emergency clause must be supported by five Councilmembers rather than a simple majority.

**Councilmember Ransom moved to pass Ordinance No. 362, and Councilmember Fimia seconded the motion.**

Mr. Burkett explained that state law requires that the Council hold a public hearing on the moratorium within the next sixty days, after which they decide either to confirm or rescind the moratorium. He clarified that the moratorium would take effect immediately if the Council passes the ordinance tonight.

Councilmembers expressed their support for the moratorium. Deputy Mayor Jepsen said while he supports cottage housing, he would like to reconsider the issues of concentration and size.

Councilmember Gustafson concurred, noting the importance of getting additional public input to ensure the best possible cottage housing ordinance.

Councilmember Fimia asked staff to explain the justification for declaring an emergency.

Ian Sievers, City Attorney, said the justification for the declaration, as outlined in the ordinance, includes the level of public concern and potential adverse impacts on public safety, welfare, and peace.

**A vote was taken on the Ordinance No. 362, which carried 6-0, and a moratorium on the filing, acceptance and processing of cottage housing applications was established and an emergency declared. The ordinance became effective immediately.**

Councilmember Gustafson asked those members of the audience who wished to speak about cottage housing to submit their comments in writing and attend the public hearing.

Mr. Burkett said that at the time of the public hearing, staff would bring forward an analysis of how cottage housing has functioned in Shoreline.

#### 4. REPORTS OF BOARDS AND COMMISSIONS

Councilmember Chang commented on his participation in Celebrate Shoreline. Noting that the Korean community won again this year for the best neighborhood team, he urged others to participate and help grow the event.

Councilmember Fimia noted she would not be at the September 7 Council meeting.

Mayor Hansen thanked all those involved in the success of Celebrate Shoreline. Councilmember Gustafson concurred.

## 5. PUBLIC COMMENT

Councilmember Fimia asked that the Mayor not enforce the rule that only three persons could speak to one side on an issue, given the number of speakers wishing to be heard tonight. The Mayor said everyone would be heard.

(a) Don Gilbertson, Shoreline, expressed opposition to the North City/15<sup>th</sup> Avenue NE project, asking that the Council seriously consider changing the design back to a four-lane configuration. He expressed concern that government projects are too often over budget, suggesting that staff either underestimates jobs in order to get them started, or they are not qualified to appraise projects. He urged the Council to consider Councilmember Fimia's alternate motion.

Councilmember Fimia asked if Councilmember Grace would be listening to the public testimony via telephone. Mayor Hansen responded that Councilmember Grace was not scheduled to call in until 8:15 p.m.

(b) Bob Niskanen, Shoreline, provided a handout and said he would return in two weeks to speak about cottage housing.

(c) Henk Kennen, owner of business on 15<sup>th</sup> Avenue NE, opposed the North City project as proposed, saying the reduction of four lanes to three lanes will cause traffic and pedestrian safety problems. He urged the Council to consider the hundreds of letters sent in by those opposing the project. He said that Deputy Mayor Jepsen was not open to his opinion when the North City project was discussed at a prior open house. He inquired about Deputy Mayor Jepsen's occupation as a senior associate in the field of housing and community revitalization.

(d) Alan Sharrah, director of operations for Frank Lumber, urged the Council to restore 15<sup>th</sup> Avenue NE to a four-lane configuration and listen to the people opposing the North City Project. He said the staff recommendation to award the bid would take money from equally important projects to pay the increased costs of the North City project. He said sidewalks are the single most important issue in the community. He felt there was still time to redesign the project with four lanes and rebid it. He urged Council to restore 15<sup>th</sup> Avenue to four lanes before school starts.

(e) Joe Phillips, Shoreline, Chair of Library Board, asked that Councilmembers individually support the upcoming library bond issue on the September 14 ballot. He also asked them to encourage family, friends and neighbors to support the bond issue. He said he depends on Council's good judgment and open ears to resolve the issues fairly and for the greater public good.

(f) Bronston Kenney, Shoreline, provided copies of remarks he intended to make regarding cottage housing.

(g) Anina Sill, Shoreline, described the many programs and events that took place at the Richmond Beach Library this summer. She reminded the Council to vote on the library ballot measure and to visit the library.

(h) Jim Malchow, Shoreline, disagreed with the City's statistics that traffic has improved along 15<sup>th</sup> Avenue NE. He said neighborhood traffic is so heavy during rush hour that he cannot back his car out of the driveway. He said it takes ten to fifteen minutes to travel from NE 145<sup>th</sup> Street to NE 175<sup>th</sup> Street due of traffic congestion. He said a 1997 issue of *Currents* described 15<sup>th</sup> Avenue as a major corridor connecting Lynnwood with Northgate shopping area. He urged the Council to consider the 1,500 letters opposing the project.

(i) Dan Gilchrist, Shoreline, expressed support for the North City/15<sup>th</sup> Avenue NE Project, noting that studies suggest traffic flow is now safer and more efficient. He said other jurisdictions report that their conversions to a three-lane configuration have been successful, and that the statistics support this conclusion. He said every three-lane conversion project he researched had statistics indicating reduced accident rates, even when traffic flows were increased. He wondered if there is any traffic data suggesting that similar projects have had an opposite effect.

(j) Bob Barta, Shoreline, urged the Council to achieve its goal of "healthy and vibrant neighborhoods" by implementing the Residential Parking Zone (RPZ) Program. He explained that an RPZ would help alleviate the problem of Shoreline Community College students parking on residential streets in the Highland Terrace neighborhood. He noted that the City has been successful in preventing student parking on Dayton Avenue N, Carlyle Hall Road, and on the street opposite Highland Terrace Elementary. He said Shoreline Community College would not help resolve the problem since it cannot legally prohibit students from parking on neighborhood streets.

(k) Chuck Leone, Seattle, expressed opposition to the North City bid award because of the "hidden, underhanded objective" of "propping up the real estate bubble" and "forcing the middle class and working poor out of Shoreline." He spoke in favor of the "blue collar" industries represented by businesses such as Frank Lumber. He felt the arguments in favor of the project were weak.

(l) Michael Allman, Shoreline, feared that more traffic would infiltrate the Ridgecrest and North City neighborhoods if the North City Project were approved as proposed. He noted drivers who want to circumvent the traffic congestion on 15<sup>th</sup> Avenue NE are using 10<sup>th</sup> Avenue NE. He feared 10<sup>th</sup> Avenue would become a busy arterial street over time instead of a quiet, neighborhood street. He suggested that Council consider building neighborhood sidewalks rather than spending money on a project that accommodates pedestrian traffic that doesn't really exist.

(m) Lorette Schneider, Shoreline, expressed support for the North City bid award, emphasizing the need to achieve a renovated, pedestrian-friendly business district. She commented that she attended several public meetings and submitted comments in

favor of the project. She felt that reducing the road to a three-lane configuration would make left-turn access onto 15<sup>th</sup> Avenue NE safer and more efficient.

(n) LaNita Wacker, Shoreline, felt the recent activity in the North City area was a direct result of the North City Business District proposal. She urged the Council to award the contract, since the plan as envisioned will achieved the City's goals relating to safety, mixed use development, economic opportunity, and Growth Management Act requirements. She said the risk of left-turn accidents decreases by 50% by reducing the road to three lanes. She commented on the additional costs and delays that would result if the City redesigns the project. She emphasized the need to invest tax dollars to attract investment capital in the City.

(o) David Townsend, Shoreline, urged the Council to look at the North City Project from all perspectives. He said while the three-lane configuration is a good idea in some cases, it is not good in this case because 15<sup>th</sup> Avenue NE is classified as a principal arterial. He said the project should be designed to meet minimum standards for traffic and pedestrians. He said the three-lane configuration does not eliminate the multi-threat situation because cars can still prevent other drivers from seeing pedestrians in the crosswalk.

(p) William Vincent, Shoreline, expressed interest in seeing Shoreline become a nicer place to live. He noted that the Aurora Corridor Project would help improve and beautify the City. He proposed that Council consider developing the strip of land between Midvale Avenue N and Aurora Avenue N from NE 175<sup>th</sup> Street to NE 185<sup>th</sup> Street as a public park. He felt the community could support and be proud of such a project.

(q) Debbie Cheek, Shoreline, expressed opposition to the North City bid award, noting that the three-lane configuration does nothing to improve safety for traffic or pedestrians. She commented on the difficulty of safely crossing 15<sup>th</sup> Avenue NE during peak hours. She noted that neighborhood traffic has increased, and that she was not notified before the City installed traffic circles on 12<sup>th</sup> Avenue NE.

(r) Jolene Marseilles, Shoreline, commented on the positive impact her pet pony has had on the community. She said despite complaints from her neighbors, she adequately maintains her animal and her property. She thanked the City for checking into the complaint and for allowing her to keep the animal.

(s) Richard Tinsley, Shoreline, urged the Council to use City funds to address the flooding problem that occurs in Ridgecrest/North City. He said King County resolved the issue by regrading NE 175<sup>th</sup> Street and installing conveyance pipe, but the problem has returned due to the City's approval of additional development (impervious surface) in the area. He noted that one residence suffers severe flooding on a regular basis.

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(t) Gayle Spark, Lake Forest Park, expressed opposition to the North City bid award, noting that the three-lane configuration has already created significant traffic congestion and pedestrian safety problems. She was concerned that inclement weather could exacerbate these problems. She reminded Council that Shoreline is an “urban city” and that commuters rely on 15<sup>th</sup> Avenue NE as a major traffic arterial.

(u) Patty Crawford, Shoreline, said the City should consider the fact that neighborhoods and other arterial streets, including NE 155<sup>th</sup> Street, cannot safely accommodate the overflow traffic created by the reduction to 15<sup>th</sup> Avenue NE. She noted that the definition for Reasonable Use in the Development Code remains unchanged, despite the fact it was approved without a public hearing. She noted there has been flooding on her property, which she believes is caused by the Aegis development. She said the City is not utilizing the 1,000-foot overflow area for the Aegis site because it does not want the creek or any part of it flowing past the Aegis north building.

(v) Tim Crawford, Shoreline, commented that two rapes were allegedly committed at the Aegis Assisted Living facility. He said he is still “on the legal track” to have the Aegis north building moved out of the salmon buffer. He said Aegis is not a good company, and that it is not a good development. He said the only way to get the City to listen to its citizens is to take them to court.

(w) Gary East, owner of property on 15<sup>th</sup> Avenue NE, said he chose to rebuild his business in North City after it burned down because of his belief that the City would commit to a North City improvement project. He said until recently, people only talked about a vision to improve North City that made more commercial and economic sense for the City. He disputed the charge that the project is an attempt to “prop up the real estate bubble,” noting that property values have remained relatively flat over the past 20 years. He said he has supported this community and mortgaged his future on the basis of a promise made by the Council. He said the voice of the people has been consistent and deliberate over many Council sessions.

## 6. APPROVAL OF THE AGENDA

**Upon motion by Councilmember Ransom, seconded by Councilmember Gustafson and unanimously carried, the agenda was approved.**

## 7. CONSENT CALENDAR

**Councilmember Gustafson moved approval of the consent calendar. Councilmember Ransom seconded the motion and the following items were approved unanimously:**

**Minutes of Workshop of July 6, 2004  
Minutes of Dinner Meeting of July 12, 2004  
Minutes of Regular Meeting of July 12, 2004**

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**Minutes of Dinner Meeting of July 19, 2004  
Minutes of Special Meeting of July 19, 2004**

**Approval of expenses and payroll for the period  
ending August 13, 2004 in the amount of  
\$4,083,631.37**

**Resolution No. 222 fixing the time for a public  
hearing and for City Council action on vacation  
of Ronald Place North between N. 175<sup>th</sup> Street  
and Aurora Avenue N.**

**Motion to amend Aurora Corridor Real  
Property Acquisition and Relocation Policy,  
Procedures and Guidelines to allow expense  
reimbursement for clearing title on land  
acquisitions up to \$2,000.00**

**Motion to concur with the proposed changes  
to the Neighborhood Traffic Safety Program**

8. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS AND MOTIONS

- (a) Motion to authorize the City Manager to execute a construction contract with Wilder Construction, Inc. for the base bid for an amount not to exceed \$5,811,524 plus an 8.8% contingency, and initiate funding reprogramming as indicated in the staff report to complete all elements of the North City CIP project

Councilmember Grace joined the Council discussion by telephone at this point.

Mr. Burkett characterized the North City project as a complex issue. He said the Council has three policy issues to determine: 1) whether the vision adopted in the North City Subarea Plan is still the City's vision; 2) whether 15<sup>th</sup> Avenue NE should be designed as a three-lane configuration or four-lane configuration; and 3) whether the benefits of the project are worth the cost.

Paul Haines, Public Works Director, addressed each of these policy issues. He explained that staff has worked exhaustively to field input and get opinion intended to implement the vision Council has articulated for several years. He felt the project is one of a number of capital projects that will fulfill the Council goal of the multi-story, mixed-use development that is envisioned for the North City Business District. He felt the project moves forward Council's 2003-2004 Goal #6, related to economic development and investment in North City.

Continuing, Mr. Haines said the technical evaluations and empirical information suggest that a three-lane configuration has the adequate capacity to address the traffic volumes that are anticipated in the 20-year build-out. He said although the improvements are not intended to solve all traffic problems in North City, there are many other activities planned in the Capital Improvement Plan to achieve the vision contained in the Comprehensive Plan. He acknowledged that the three-lane configuration would create some frustration because of the change in traffic patterns. However, remaining improvements and future adjustments will help improve traffic flow and access to 15<sup>th</sup> Avenue. He noted that many agencies have found three-lane conversions to be successful in other jurisdictions.

Mr. Haines commented that while traffic volumes vary from block to block, initial evaluations suggest that overall traffic volumes between 145<sup>th</sup> and 175<sup>th</sup> have decreased from three to four percent. He clarified that some neighborhood streets report higher rates of traffic, while others report lower rates. He said many factors affect traffic volumes, so a broader, multi-year analysis would provide more accurate traffic trends. He said 15<sup>th</sup> Avenue NE is performing within acceptable limits. He noted that with the three-lane configuration, vehicle speeds are slower, and accidents decreased in greater proportion to the traffic volume decrease.

Moving on, Mr. Haines broke down the project costs as follows: 48% civil (asphalt, concrete, basic structure to support cars/pedestrians); 8% landscaping and architectural finishes; 44% undergrounding utilities. He said although the undergrounding cost is considerable, it is a key element of the plan because overhead utilities make the vision of higher density, multi-story buildings difficult, if not impossible, to achieve.

Mr. Haines concluded by commenting on the four options outlined in staff's August 20 memorandum. He said the challenge is trying to proceed in a way that maintains some of the funding commitments that other agencies have made. He said if significant design changes are made, the project would have to be rebid because the contract could not be legally awarded. The Council could award the contract and build a four-lane configuration as long as the modifications do not exceed minimum requirements. He said there are expenses associated with design modifications.

Mr. Burkett reiterated that there is room for some change to the design. He noted that the project is consistent with Council goals and that the City has already invested \$2 million in planning, design, and environmental review. He considered the project a significant one-time investment that will yield many benefits for the City.

**Mayor Hansen turned the gavel over to Deputy Mayor Jepsen and made the following motion: that Council direct the City Manager to execute a construction contract with Wilder Construction, Inc. for the base bid for an amount not to exceed \$5,811,524 plus 8.8 percent contingency, to initiate funding reprogramming as indicated in this [staff] memorandum to complete all elements of the North City CIP project, and to direct the City Manager to modify the proposed design to allow four**



**through travel lanes from NE 175<sup>th</sup> to NE 180<sup>th</sup>. Councilmember Gustafson seconded the motion. Deputy Mayor Jepsen returned the gavel to Mayor Hansen.**

**Councilmember Ransom made a substitute motion to rebid the project or modify the bid according to the following parameters: to approve construction on 15<sup>th</sup> Avenue NE of the 10-foot wide sidewalks with undergrounding, which would mean the previous extension into the property owners' property by approximately two feet and extension into the street of two feet will stand. (This would narrow the street from its current 60 feet to 56 feet. The bulbouts at driveways and street corners that were intended to narrow the street at 42 feet wide would not be done. The 56-foot wide street would be re-stripped to four lanes from 145<sup>th</sup> to 185<sup>th</sup>, and the total cost of the project would not exceed the previously approved amount of \$7.6 million.) Councilmember Fimia seconded the substitute motion.**

Councilmember Chang asked staff to clarify the traffic volume estimates, noting that 15<sup>th</sup> Avenue NE was previously estimated at approximately 20,000 vehicles per day.

Mr. Haines clarified that volumes vary along the corridor depending on where the count is taken, although the overall volume has decreased by three or four percent. Volumes north of NE 175<sup>th</sup> Street are approximately 19,000, but to the south the volumes drop significantly and then increase again near NE 145<sup>th</sup> Street.

Councilmember Chang concluded that traffic volumes have not changed significantly. He felt the lower traffic volumes between NE 175<sup>th</sup> Street and NE 145<sup>th</sup> Street support the argument that neighborhood traffic is increasing.

Mr. Haines said the statistics on neighborhood traffic over past 12-month period have varied at about the same rates. He did not consider this one-time measurement a trend, although improvements should be made in the neighborhood regardless of any changes to NE 15<sup>th</sup> Avenue. He clarified that staff has not provided traffic counts further back than 2003, nor any information that predicts beyond 2004. He said precision tracking began immediately prior to initiating the three-lane configuration.

Councilmember Chang pointed out that the North City project is proposed to cost over \$9 million in City funding, much less more than the City's investment in the first mile of the Aurora Corridor Project. He wondered if the economic benefits would be proportionate to the investment. He also wondered if 15<sup>th</sup> Avenue NE could adequately accommodate higher traffic volumes caused by enhanced economic development.

Mr. Haines clarified that the \$9 million figure includes the North City Business District, 15<sup>th</sup> Avenue NE, and various other improvements, including mitigation and signalization. He said the original concept plans projected that it could accommodate additional growth in the area.

Councilmember Fimia opposed the staff recommendation to use money from neighborhood traffic projects, overlay funding, and surface water projects to pay for this

project. She suggested the City Council should negotiate with the Seattle City Council regarding the Seattle City Light funding (that the City has been told will not be carried forward into 2005). She asked if accident statistics include the recent pedestrian accident in which a vehicle struck a pedestrian in the lighted crosswalk.

Mr. Haines said the City is comparing accident rates for the first seven months of the year to same period of time before the road reconfiguration to three lanes.

Councilmember Fimia asked if there was any analysis of projected returns for the \$9 million investment in terms of increased tax revenues, to which Mr. Burkett responded in the negative.

Councilmember Ransom asked Mr. Haines if he determined whether Councilmember Ransom's proposal to widen the road with redesigned sidewalk, curb, and bulbouts would be feasible under the current bid. Mr. Haines said the City Attorney advised that such a redesign would constitute a significant change to the project, which would require a new bid award.

Deputy Mayor Jepsen noted that Councilmember Ransom's motion does not include neighborhood traffic mitigation. Councilmember Ransom said there would be no need for neighborhood traffic mitigation if 15<sup>th</sup> Avenue NE were designed as a four-lane road because it is anticipated to accommodate higher traffic volumes.

Councilmember Gustafson opposed the motion, noting that the plan has undergone six years of public process. He favored the Mayor's motion, which he felt was closer to the original plan for North City.

Councilmember Fimia asked if it would be possible to modify the plan and rebid it before the end of the year. Mr. Haines was not optimistic, noting the considerable amount of time it takes to redesign and bid a project of this size/scope.

Councilmember Fimia pointed out that if the City could negotiate an extension with Seattle City Light, it would have additional time to come up with a modified plan that would still include funding for underground utilities.

Councilmember Ransom said the Council must take into consideration the recent opposition to the plan. He noted that the City received 150 letters supporting the project and 1,500 opposing it. In addition, he received 140 personal telephone calls against the plan, and only 30 calls in favor of it. He felt that spending \$9 million on a local arterial was excessive, noting that such improvements would normally be constructed through a Local Improvement District, with the local businesses paying for it. He said spending such a high proportion of City funds on only one neighborhood would represent an "extreme expense." He felt the project should be reconsidered and rebid.

Mayor Hansen opposed the substitute motion, noting the City has already invested almost \$2 million and 6 years on planning and design. He said studies show that 15<sup>th</sup> Avenue

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NE is a safer corridor now. He said this motion jeopardizes the \$1.7 million SCL investment, and it would generate \$800,000 in additional costs to the Shoreline Water District, which had planned improvements to coincide with the City's project. He noted that the original motion proposes a four-lane configuration, which the opposition supports. He felt that voting against this bid award would waste approximately \$4 million.

## MEETING EXTENSION

At 10:00 p.m. Deputy Mayor Jepsen moved to extend the meeting to 11:00 p.m. Councilmember Gustafson seconded the motion, which carried unanimously.

Councilmember Grace did not support changing back to four lanes from 145<sup>th</sup> Street to 175<sup>th</sup> Street, but he felt it might make sense at NE 175<sup>th</sup> Street. He thought there is still time to modify the bid, and perhaps negotiate directly with Seattle as suggested by Councilmember Fimia.

**A vote was taken on the substitute motion, which failed 3-4, with Councilmembers Chang, Fimia, and Ransom voting in the affirmative.**

**Councilmember Fimia moved a substitute motion as follows: to direct staff to work with the North City residents and businesses to redesign the North City project and bid to be one which achieves the primary objectives of safe, attractive and walkable streets in the North City area for the least cost and which incorporates as much of the present work done to date as possible. This modified design and bid should be brought back to the Council and the public before the end of the year, so that the City is still eligible for the Seattle City Light grant. The alternative design should include, but is not limited to, the following:**

- **Keep 15<sup>th</sup> from 145<sup>th</sup> through North City as a four lane road;**
- **Consider adding a fifth turning lane in some areas if needed for safety;**
- **Repair and/or construct 6 – 8 foot sidewalks, with some areas being 10 feet if needed over area where utilities have vaults. Have a range of lengths for Council and the public to consider, depending on cost. Some of the sidewalks for consideration could be on cross streets which approach 15<sup>th</sup> Avenue NE.**
- **Landscaping—include reasonable and affordable landscaping and functional/artistic amenities like benches and bus shelters;**
- **Install improved lighting;**
- **Implement crosswalk improvements;**
- **Underground utilities if the grant is still available;**
- **Decrease the speed limit and enforce it.**

**Councilmember Chang seconded this substitute motion.**

Councilmember Fimia briefly detailed her experience and credentials in creating livable, “walkable” communities and transit-oriented development. She said if the North City Plan were developed as proposed, a three-lane configuration would not adequately

accommodate higher traffic volumes resulting from higher commercial and residential densities. She said comment letters indicate that traffic is getting worse under the three-lane design. She said there is only ten percent public approval for the North City Project, but her amendment acknowledges that a modified plan could gain public support and still include SCL funding. She said \$9 million is above what anyone expected to spend on this project. She pointed out that Councilmember Grace did not hear the public comment tonight.

Councilmember Chang supported the motion as a good compromise. He said Council must be responsible with the taxpayer's money, and that the plan could be modified to utilize the \$2 million expended thus far. He supported the emphasis on sidewalks.

Deputy Mayor Jepsen said the original motion is a compromise that addresses the main concern people have expressed to date. He felt Councilmember Fimia's motion was vague, noting it did not include neighborhood traffic mitigation. He said the City might have to acquire more property to add a fifth lane, and he questioned how the terms "reasonable," "affordable," and "least cost" would be defined. He also questioned how much more public process would be required under her proposal.

Councilmember Gustafson noted that the majority of people involved were in favor of the plan throughout the public process. He expressed a commitment to everyone who have invested time and money to move into the area based upon the NCBD proposal. He said the project has been studied for six years, and that it would cost another \$200,000 to go through a rebid process. He said the project makes for a safer street, is consistent with the Growth Management Act, and contains neighborhood protection.

Councilmember Ransom contended that while additional funds would be needed to redesign the project, it does not have to start from scratch. He described his participation in the project from the beginning. He said although most people favored the project initially, the Council should now rethink it because 90% oppose it. He noted that he received more calls on this project than on the Aurora Corridor Project.

Councilmember Grace felt it was unrealistic to complete any meaningful redesign before the end of the year. He said the substitute motion was too unstructured for him to support.

Councilmember Fimia said she would be open to any friendly amendments to her motion. She clarified that "least cost" planning is a state-recognized planning tool for the utility industry. She felt that enforcement is the most inexpensive way to achieve traffic safety on 15<sup>th</sup> Avenue NE. She concluded that many capital projects are over budget at a time when many people cannot afford to live in Shoreline. She said she wants to make Shoreline a more affordable City in which to live.

**A vote was taken on the motion, which failed 3-4, with Councilmember Chang, Fimia, and Ransom voting in the affirmative.**

**Mayor Hansen called for the vote on the original motion. Mayor Hansen, Deputy Mayor Jepsen and Councilmember Gustafson voted in favor, and Councilmembers Chang, Fimia and Ransom voted against. When Mayor Hansen called for Councilmember Grace's vote, Councilmember Grace said he had a few questions and comments before he cast his vote. Deputy Mayor Jepsen moved to allow Councilmember Grace to make his comments. Councilmember Gustafson seconded the motion. Councilmember Fimia protested that this could not be done. Deputy Mayor Jepsen then restated his motion that all Councilmembers should withdraw their votes. Councilmember Gustafson concurred. The motion passed unanimously, and the original motion was back on the table.**

Councilmember Grace pointed out that this motion encompasses some kind of redesign without engaging the contractor.

Mr. Burkett said the two options under this motion would be to build the project as designed and then restripe 175<sup>th</sup> to 180<sup>th</sup> as four lanes, or to make other minor modifications as change orders.

Mr. Haines clarified that the design modifications would be minor enough to be treated as change orders after project award. He reiterated that there are limitations on how much the design can be modified.

Councilmember Grace felt this approach had severe limitations. He was concerned about trying to accomplish modifications as change orders and said he could not support the motion. He felt the project should be redesigned and rebid with the four lanes, in order to ensure more certainty about projected costs. He also suggested looking at the other elements of the scope so that the project would not have to draw funding from other sources.

Mr. Burkett clarified that the traffic signals are not part of this bid, although they are part of the \$9 million CIP project.

Councilmember Gustafson reiterated that the City has undergone a long public process and has a viable project and redesign will require an even larger expenditure.

Councilmember Fimia concurred with Councilmember Grace. She pointed out that the August 20 staff memorandum states that while restriping to four lanes in the business district is possible, lanes this narrow will not effectively operate due to safety concerns. Mr. Burkett noted that every option has advantages and disadvantages.

**A vote was taken on the motion, which failed 3-4, with Mayor Hansen, Deputy Mayor Jepsen, and Councilmember Gustafson voting in the affirmative and Councilmembers Chang, Fimia, Grace, and Ransom dissenting.**

Councilmember Grace left the meeting at 10:40 p.m.

Amended by request of Councilmember Ransom  
August 23, 2004

- (b) Ordinance No. 360 approving a preliminary formal subdivision for 19 zero lot line lots located at 14515 Whitman Avenue North

Tim Stewart, Planning and Development Services Director, explained the Planning Commission and staff recommendation to adopt Ordinance No. 360, which approves a preliminary long plat for nineteen building lots, two open space tracts and one access tract located at 14515 Whitman Avenue North. He noted that Councilmembers had a new Exhibit B to the ordinance. He said there were no written comments on this proposal and only one comment at the Planning Commission public hearing.

**Councilmember Gustafson moved to pass Ordinance No. 360. Councilmember Ransom seconded the motion.**

Councilmember Fimia questioned the traffic impacts relating to the estimated average p.m. peak time trips generated by this proposal. Mr. Stewart said the figures came from the Institute of Traffic Engineers (ITE), and that the proposal is well below the ITE threshold. Councilmember Fimia requested information on ITE's peak hour trip threshold.

**A vote was taken on the motion, which carried 6-0, and Ordinance No. 360 was passed.**

9. ADJOURNMENT

At 10:45 p.m., Mayor Hansen declared the meeting adjourned.

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Sharon Mattioli, MMC  
City Clerk