



## SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, January 8, 2007  
6:00 p.m.

Shoreline Conference Center  
Highlander Room

**TOPICS/GUESTS:** City Council Annual Retreat

## SHORELINE CITY COUNCIL BUSINESS MEETING

Monday, January 8, 2007  
7:30 p.m.

Shoreline Conference Center  
Mt. Rainier Room

	<u>Page</u>	<u>Estimated Time</u>
<b>1. CALL TO ORDER</b>		7:30
<b>2. FLAG SALUTE/ROLL CALL</b>		
(a) Proclamation of Martin Luther King Jr. Day	<u>1</u>	7:30
(b) Mayor's State of the City Address		
<b>3. REPORT OF THE CITY MANAGER</b>		7:45
<b>4. REPORTS OF BOARDS AND COMMISSIONS</b>		
<b>5. GENERAL PUBLIC COMMENT</b>		7:55
<i>This is an opportunity for the public to address the Council on topics other than those listed on the agenda, and which are not of a quasi-judicial nature. The public may comment for up to three minutes; the Public Comment under Item 5 will be limited to a maximum period of 30 minutes. The public may also comment for up to three minutes on agenda items following each staff report. The total public comment period on each agenda item is limited to 20 minutes. In all cases, speakers are asked to come to the front of the room to have their comments recorded. Speakers should clearly state their name and city of residence.</i>		
<b>6. APPROVAL OF THE AGENDA</b>		8:05
<b>7. CONSENT CALENDAR</b>		
(a) Minutes of Special Meeting of October 16, 2006	<u>3</u>	
Minutes of Workshop Dinner Meeting of November 13, 2006	<u>23</u>	
Minutes of Business Meeting of November 27, 2006	<u>27</u>	
Minutes of Special Meeting of November 29, 2006	<u>33</u>	
Minutes of Special Meeting of December 4, 2006	<u>37</u>	

Minutes of Workshop Dinner Meeting of December 11, 2006	<u>51</u>
Minutes of Business Meeting of December 11, 2006	<u>53</u>

(b) Approval of expenses and payroll as of December 27, 2006 in the amount of \$2,692,295.45	<u>71</u>
(c) Amendment to the Interlocal Agreement between the City of Shoreline and the City of Lake Forest Park relating to Recreation Program Reimbursement	<u>73</u>
(d) Ordinance No. 456 amending the 2006 budget and Ordinance No. 457 amending the 2007 budget to add appropriations for the Unlimited Tax General Obligation Bond – 2006 (UTGO Bond – 2006 Fund)	<u>79</u>

## **8. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS, AND MOTIONS**

(a) Resolution No. 254 recognizing the Planning Commission's work and providing direction regarding the City's Planning Work Program	<u>85</u>	8:10
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## **9. UNFINISHED BUSINESS**

(a) Arterial Speed Limit Findings	<u>91</u>	8:25
(b) Update on 2006-2007 Sidewalk Priority Routes	<u>107</u>	9:10

## **10. NEW BUSINESS**

(a) Adoption of 2007 Legislative Priorities	<u>117</u>	9:40
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## **11. ADJOURNMENT** 10:00

*The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 546-8919 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 546-2190 or see the web page at [www.cityofshoreline.com](http://www.cityofshoreline.com). Council meetings are shown on Comcast Cable Services Channel 21 Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Council meetings can also be viewed on the City's Web site at [www.cityofshoreline.com](http://www.cityofshoreline.com).*

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Proclamation declaring January 15 <sup>th</sup> Dr. Martin Luther King Jr. Day in Shoreline and recognizing Shoreline teens for their efforts to honor Dr. King.
<b>DEPARTMENT:</b>	Human Services and Parks Recreation and Cultural Services
<b>PRESENTED BY:</b>	Rob Beem, Human Services Manager Sigrid Batara, Teen Programs Coordinator


**ISSUE STATEMENT:**

On January 15, 2007 the nation celebrates Dr. Martin Luther King Jr. Day. In Shoreline, teens at Shorewood and Shorecrest High Schools and in the City's Teen Program each produce events that honor Dr. King's accomplishments and celebrate his message of equality, empowerment, justice and the worth of all people.

This evening, representatives will join the Council to receive the proclamation and to share their celebration of Dr. King's message and legacy with the City Council and the community.

**RECOMMENDATION**

No action is required.

Approved By: City Manager  City Attorney \_\_\_\_



# PROCLAMATION

WHEREAS, the Reverend Dr. Martin Luther King, Jr. believed that a person's worth should not be measured by his or her color, culture, or class, but rather by their commitment to creating a better life for all; and

WHEREAS, Dr. King's message of peace and service and his dream of pursuing a world free from prejudice and injustice lives on and has not been forgotten since his tragic death on April 4, 1968; and

WHEREAS, the majesty of his message, the dignity of his bearing and the righteousness of his cause are his lasting legacy and are commemorated on Martin Luther King, Jr. Day every January; and

WHEREAS, Dr. King's dream of racial equality, understanding, service and social justice is an inspiration to all of us; and

WHEREAS, service to others helps us to define a vision achievable by working for the common good; and

WHEREAS, teens at Shorewood and Shorecrest High Schools and in the City's Teen Program make special efforts to recognize both the diversity in our community and the bonds that unite us all;

NOW, THEREFORE, I, Robert L. Ransom, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim January 15, 2007 as

## MARTIN LUTHER KING, JR. DAY

in the City of Shoreline and thank our teens for giving voice to Dr King's message, urge our citizens to reflect on our common goals, and celebrate his life and his ideals of freedom and justice for all.

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Robert L. Ransom  
Mayor of Shoreline

**CITY OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF SPECIAL MEETING**

Monday, October 16, 2006  
6:30 p.m.

Shoreline Conference Center  
Mt. Rainier Room

PRESENT: Mayor Ransom, Deputy Mayor Fimia, and Councilmembers Gustafson, McGlashan, and Way

ABSENT: none

1. CALL TO ORDER

The meeting was called to order at 6:36 p.m. by Mayor Ransom, who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Ransom led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present with the exceptions of Councilmember Ryu and Councilmember Hansen, who arrived shortly thereafter.

(a) Proclamation of "Arts and Humanities Month"

Mayor Ransom read the proclamation and presented it to Ros Bird, Shoreline/Lake Forest Park Arts Council, Vicky Stiles, Shoreline Historical Museum, and a representative of Shoreline Community College (SCC).

Ms. Stiles stated that the humanities department at SCC is the largest department in the college and the music department is the largest in the state. She also mentioned that they have drama, film making, and performing arts programs that offer professional technical certificates. Additionally, SCC has a visual arts center for graphic art and design. She said their Associate of Fine Arts degree is the model for the state.

3. CITY MANAGER'S REPORT

Bob Olander, City Manager, reported on the following items:

- A group of twenty students from the Shoreline Christian School completed a habitat restoration project at Paramount Open Space Park on Monday, October 16.
- The Parks, Recreation and Cultural Services Department sponsored an open house at Hamlin Park on Saturday, October 14 regarding proposed off-leash dog areas.

- Shoreline Community College hosted the first Odyssey Days event on their campus. It was a great success and focused on alternative fuel technologies.
- The Fall Clean Sweep Recycling event on October 7 was a great success; there were 1,288 vehicles, which was a 17% increase over the previous event.
- On October 14, King County held a public meeting on the Hidden Lake Pump Station and the Boeing Creek projects at Sunset Elementary School.
- The next regular Planning Commission meeting is October 19 in the Mt. Rainier Room.
- The Shoreline Chamber of Commerce is holding their annual auction on October 28. which will benefit the “Dollars for Scholars” program.

Deputy Mayor Fimia reported that she was proud of the City’s booth at Odyssey Days; she handed out a summary sheet highlighting the City’s sustainability efforts.

Councilmember Way thanked the students of Shoreline Christian School for helping with the Paramount restoration project. She encouraged school groups to contact the City to assist with park projects.

Councilmember Ryu said she also attended Odyssey Days and noted that there are businesses interested in supporting sustainability in the City. She announced that there is a “Sustainable Business Conference” in Everett on October 31.

#### 4. COMMUNITY PRESENTATION

##### (a) Homewaters Project

Deputy Mayor Fimia introduced the Homewaters Project which used to be the Thornton Creek Project. She explained that it is an applied learning project done through a partnership between the schools, students, businesses, jurisdictions, and the community college. The project gets the kids out doing counts, research, and observations utilizing hands-on math and science.

Chris Page, Homewaters Executive Director, introduced Board Chairperson Susan Stillman and explained that Homewaters started in 1992 with a mission to enhance knowledge concerning the human interaction between nature and the “home” community. He noted that the organization has a budget of \$165,000 and consists of three staff people and numerous volunteers. He discussed the various Homewaters’ programs and events relating to water, community and GIS mapping, the ecology, and the environment. He noted that Homewaters completed their five-year strategic plan; informing the City Council of its programs and submitting a request for funding is part of that plan.

Councilmember Way thanked Homewaters and said the organization does great work. She added that there are several possibilities for partnerships within the City of Shoreline. She encouraged Mr. Page to seek partnerships with the City to leverage any work done by the school district. She said that anything he can do to partner with the City would be

great. She inquired if there were any programs he could introduce to the Parks, Recreation and Cultural Services Department.

Mr. Page responded that there is a community center program called "Mapping My Place" for children ages 4 to 10, which was created for the Seattle Parks Department. When he approached Seattle Parks for permission to expand the program to Shoreline, Seattle Parks responded that they wanted to be involved in the process of spreading the program to other municipalities. However, he said there are no programs that are targeted for adults, and Homewaters doesn't have the staff resources to create a new program. He looked forward to devising something to meet the needs of the City in the future.

Councilmember Way highlighted that there are several Shoreline schools that are located next to the watersheds, and since the schools are lacking funds it would be a good opportunity to offset their budgets.

Ms. Stillman said this program was originally run by teachers and the curriculum was developed to fit with Homewaters programs.

Councilmember Way noted that the Evergreen School remodel is a "green" project and features a rain garden. She recommended the Council and City staff take a tour of the school to get a better understanding of what these types of buildings can do.

Councilmember Ryu stated that education is a priority in the City of Shoreline and she is glad so hear about these types of education programs

Ms. Stillman concluded and announced that the Homewaters Project website is [www.homewatersproject.org](http://www.homewatersproject.org).

## 5. GENERAL PUBLIC COMMENT

(a) LaNita Wacker, Shoreline, complimented the City staff, specifically David Sinkler in the Customer Response Team (CRT), for how he answers the City's main line, noting he is very courteous and professional. She reported on a tree that fell in front of her house, which was inspected by Bob Crozier. Mr. Crozier agreed it was dead and reported that it was a hazardous tree. She said the tree was removed, and the CRT and Public Works departments are doing a good job for the City.

(b) Bill Bear, Shoreline, expressed support for City funding for the Homewaters Project. He said he has been interested in science since he was young, and it has had a profound effect on him. He said Homewaters is doing an excellent job of affecting young people in a positive way.

(c) Wendy DiPeso, Shoreline, thanked the Council for inviting Homewaters to speak. She discussed the off-leash dog park and said the proposal to remove the understory is not good. It is not good for the wildlife; it increases erosion, and presents a

hazard to dogs. She also added that it will be hard to supervise the dogs in this proposed location because of the slopes. There needs to be a flat, open area designated for this. She urged the City to consider other locations for the dog park.

Mr. Olander said he would pass along the compliments to the City staff and contact the Parks, Recreation and Cultural Services Advisory Committee about the dog park recommendations from Ms. DiPeso.

Councilmember Way asked when the next Parks, Recreation and Cultural Services Advisory Committee meeting would be held and when this item will be on their agenda.

Mr. Dick Deal, Parks, Recreation and Cultural Services Director said it will be on their agenda at their next meeting on October 26 at Spartan Recreation Center.

6. APPROVAL OF THE AGENDA

**Councilmember Gustafson requested that Action Item 8(b) be moved to the Consent Calendar; Councilmember Way did not concur. Deputy Mayor Fimia moved approval of the agenda, postponing action on Consent Item 7(b) to a future meeting. Councilmember McGlashan seconded the motion, which carried 7-0.**

7. CONSENT CALENDAR

**Councilmember Gustafson moved approval of the Consent Calendar as amended. Councilmember Hansen seconded the motion, which carried 7-0, and the following items were approved:**

**Minutes of Workshop Dinner Meeting of September 25, 2006  
Minutes of Special Meeting of October 2, 2006**

8. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS AND MOTIONS

- (a) Adoption of Water Resource Inventory Area (WRIA) 8 Interlocal Agreement

Mr. Olander said this is an update of the existing WRIA-8 interlocal agreement (ILA). He noted that the primary revisions had to do with the government structure within the document.

Mary Jorgenson, Acting Watershed Coordinator for WRIA-8, explained that their area of operations is made up of close to 700 square miles, with two major river systems (Cedar and Sammamish), two large lakes (Washington and Sammamish), which cover two counties, and 25 different cities. She said the watershed has eight different stocks of salmon with endangered bull trout also present. The original ILA, she commented, was for five years and extended for one year and ending in 2006. She noted that the Salmon Recovery Plan was approved by the Federal government and how it details how the 15



watersheds will work together to enhance salmon recovery in Washington. She said the ILA has a nine year term which will cover the initial Salmon Recovery plan implementation, and WRIA-8 Forum passed this ILA unanimously. The work program under the new plan will focus on project construction and monitoring and adaptive management. She noted that the cost share formula under this proposed ILA is the same as the previous, with Shoreline's portion being \$16,340. The major revisions to the ILA include a reorganized committee structure. She discussed grants and the funding that WRIA-8 has received over the past years. This proposed ILA benefits the City of Shoreline by:

- Allowing the City to have a regional leadership role in the group that will implement the Salmon Recovery Plan;
- Affording the City the opportunity to build on the past six years of success with the shared governance and goals that are being accomplished;
- Giving the City the oversight authority to ensure the Salmon Recovery Plan is in fact implemented;
- Ensuring the City is complying with the Endangered Species Act; and
- Giving the City the opportunity to leave a legacy for future generations.

Mayor Ransom called for public comment.

(a) Virginia Paulsen, Shoreline, said she is concerned because a Seattle Post-Intelligencer report states that the Puget Sound is horribly polluted. She questioned what good it would do to improve the upper regions of the watersheds if they were getting poisoned and polluted downstream.

**Councilmember Gustafson moved to authorize the City Manager to execute the WRIA-8 Interlocal Agreement. Councilmember Way seconded the motion.**

Councilmember Way thanked Ms. Jorgenson and the WRIA-8 personnel for all their hard work. She concurred with her comments and asked what progress has been made with the work that the WRIA-8 has done already. She said she went to the locks and was amazed with the Chinook salmon numbers. However, she asked how WRIA-8 determines whether the salmon numbers can be attributed to something other than the work that has been done by them.

Ms. Jorgenson said the Washington State Department of Fish and Wildlife (WDFW) representative stated that it is difficult to tell if you are going to have the same high number of salmon next year. He also told her that the first ten years will determine how well the plan was executed. She summarized that there isn't enough information to determine if the program has been successful, but everything seems to be moving in the right direction.

Mr. Olander added that there needs to be work done on the upper reaches of the system and downstream in the Puget Sound.

Councilmember Way commented that Shoreline is referred to as an urban area and there aren't any projects concerning the watershed being done here. She added that there are several Chinook streams running through this City. She asked about Shoreline's responsibilities in terms of complying with the ILA.

Ms. Jorgenson responded that Shoreline has been designated a "Tier 3" area and doesn't get any large projects. However, the area is very valuable and is in the plan for numerous actions for water quality efforts, public education, and low impact development. These, although not major projects, still contribute to the quality of the entire watershed. Shoreline's role is to continue to participate to determine best methods for communities across the Tier 3 areas.

Councilmember Way asked if highways have anything to do with salmon recovery.

Ms. Jorgenson said that the pollution from highways is a major issue which contributes to water quality issues.

Councilmember Way supported the ILA and stated that Shoreline has a responsibility for maintaining the headwaters and ensuring water quality.

Councilmember Gustafson said he has served on the WRIA-8 and its steering committee for the past five years. He commented that 27 jurisdictions have come together and executed this agreement. The majority of the WRIAs are working on the same issue of salmon recovery. The preliminary signs are showing there is some significant salmon recovery going on. He supported the motion.

Councilmember Hansen expressed support for the ILA.

Deputy Mayor Fimia agreed that Tier 3 projects need to be funded, either regionally or locally. She said her issue is always going to be the return on the investment for any issue. She supported the ILA.

Mayor Ransom said he has attended some of the WRIA-8 meetings and is pleased with the progress. He noted that this is currently the only major cooperative agreement in this area. He said there are 177 projects to complete, and so far they have been very successful. He supported the motion.

**A vote was taken on the motion to authorize the City Manager to execute the WRIA-8 Interlocal Agreement, which carried 7-0.**

- (b) Motion to authorize the City Manager to execute a contract with Jones & Stokes for Environmental Work for the Aurora Corridor Project (N. 165<sup>th</sup> Street to N. 205<sup>th</sup> Street)

Kirk McKinley, Aurora Corridor & Interurban Trail Project Manager, outlined the goals and the staff recommendation pertaining to the environmental phase of this project. He

reviewed the selection process, noting that it's the City's intent to have the community conclude that the review process was fair and thorough.

Kris Overleese, Capital Projects Manager, said there were interviews which were conducted by City and Washington State Department of Transportation (WSDOT) staff. The business community in Shoreline also met with the Jones & Stokes team. She highlighted the qualifications of Jones & Stokes, their project manager, and the subcontractors to be utilized under the proposed contract. She said the proposed environmental team led by Jones & Stokes has met all federal requirements and that all reports from them will be written based on the newly adopted "reader-friendly" format. Ms. Overleese discussed the discipline reports which were conducted during the first mile of the Aurora Corridor Project. These reports will be utilized to evaluate the cumulative impacts of Phase II. The Public Outreach and Pre-environmental (POP) process with the Aurora Business Team (ABT) is almost completed, she said. She added that City staff has met with all of the property owners on Aurora from N. 165<sup>th</sup> to N. 205<sup>th</sup> Street. The traffic analysis, data collection, and draft alignment concepts are almost completed. She noted that the ABT has designed a business matrix with all of the issues, concerns, and questions listed to track how the feedback is incorporated into the environmental documentation. The matrix was given to Jones & Stokes and they utilized it to create their scope of work. She noted that the completed discipline reports will be comprehensive and very detailed because they will be the basis for this phase. She recommended the establishment of an "Aurora Review Team" (ART) to review the discipline reports. She discussed the schedule which begins with an open house/scoping meeting in late November and a meeting of the Aurora Review Team in December. She added that the preliminary environmental analysis occurs from November to December, and the discipline reports will be written January through April 2007. There will also be a formal public hearing, which will lead to the completion of the environmental process by the end of 2007.

Mr. Olander noted that the environmental review process is not the decision-making process. It is designed to give the Council the most updated information on the environmental impacts of the various alternatives. The environmental information is one factor in the decision-making process; other factors include what is best for the community, cost, community will, and so on. He said this is a disclosure process and the goal of the staff is to make this process as transparent as possible. He pointed out that this is not the design process, as there are major design alternatives still to be considered.

Mayor Ransom called for public comment.

a) Virginia Paulsen, Shoreline, said she is unhappy with the Aurora Corridor Project. She stated there was air pollution present from the multitude of cars on the road. She said one gallon of gas consumed equals 25 pounds of carbon dioxide in the air. She doesn't favor building roads made of impermeable surfaces, and the City needs to realize that it borders the Puget Sound. She pointed out that there is no wildlife at Richmond Beach Saltwater Park. She urged the Council to build permeable surfaces on the rest of

the Aurora Corridor. She felt the preservation of the environment should drive all decisions in the City.

Responding to Ms. Paulsen, Mr. Olander said one of the items that will be reviewed for environmental impacts is the “no-action” alternative. He added that the City will be considering permeable surfaces.

**Councilmember Hansen moved to authorize the City Manager to execute a contract with Jones & Stokes for Environmental Work for the Aurora Corridor Project (N. 165<sup>th</sup> Street to N. 205<sup>th</sup> Street) for an amount not to exceed \$580,000. Councilmember Gustafson seconded the motion.**

Councilmember Way felt there was an unnecessary urgency to execute this contract. She also expressed concerned about impacts and the Aurora Business Team. She said she received the responses from staff concerning Councilmember Ryu’s inquiry. In the response, she stated there is a fundamental disagreement with the definition of “zero impacts.” She asked for an explanation from the proposed environmental team and what the assumptions are prior to the start.

Mr. Olander felt it is a worthwhile design objective, however, he said it isn’t just the runoff from the old/new road that the City has to worry about. There are mitigations, he outlined, that have to be addressed and the cost of those mitigations. He said his direction is to minimize flows and find natural filtration, retention, and detention. He stated he would like to see the next section become the model for the State of Washington.

Councilmember Way responded that the existing conditions in the City are not acceptable and they don’t work for the environment.

Mr. Olander said the general attitude on Aurora Corridor Phase 1 was that anything the City did to meet King County and the state standards was an improvement. However, as the next phase of this project approaches, the City must move to the next level and ensure environmental and water quality enhancements.

Mayor Ransom said there was a question about whether the ART is replacing the ABT; he wanted to know if there was some compromise that could be found between the two teams.

Mr. McKinley stressed that it is the City staff’s intent to keep the ABT involved. He explained that the ART will be there for broader representation as they review the discipline reports. He noted that on October 4<sup>th</sup> there was an ABT meeting and five members came to meet the consultant team and ask questions.

Mayor Ransom said the ABT was only given two days notice for this meeting. He highlighted that they are all business people and only five of the fifteen could be there

with such short notice. He directed Mr. McKinley to hold another meeting for the ABT with the consultants.

Mr. Olander added that there are still some meaningful issues for the ABT to review. Additionally, there are ad hoc committees that need to be formed to assist the ART with the review of the discipline reports.

Councilmember Ryu asked if Jones & Stokes are requesting a limited number of participants to review the discipline reports or asking for a group separate from the ABT to conduct the review.

Mr. Olander said ABT will continue to be invited to assist staff and the consultants review the discipline reports under a separate ad hoc committee appointed by the City Manager.

Councilmember Ryu summarized that the ABT has had several meetings and have gathered numerous resources since the beginning of this project. She asked if it was possible for the ABT group to participate in the ad hoc committee.

Paul Haines, Public Works Director, stated that the ABT has been asked to “re-up” and they were told that there is quite a large commitment with this phase of the project. He advised the ABT that consistency was needed and meetings couldn’t be missed.

Mr. Olander added that the groups have to be balanced. He said there needs to be a limited group involved with the discipline reports so the process doesn’t get bogged down.

Councilmember Gustafson stated that “process” is being discussed, but the question on the table is if the Council feels Jones & Stokes is the right consultant for the job.

Councilmember Ryu informed Jones & Stokes that she is a property owner on the first mile. She asked them to look at the first mile and noted that there is not enough room to make proper u-turns. She said she hopes realistic construction impacts will be communicated to the business owners who will be experiencing them through the next phase.

Mr. Olander highlighted that construction and traffic impacts will be addressed in the traffic discipline reports.

Deputy Mayor Fimia was satisfied with the direction of this project and said it is better than the last time. She noted that the ABT wasn’t told about the ART being involved in it. She said for her to vote in favor of this, the ABT needs to be satisfied. She also suggested the name of the group be the Aurora Business and Community Team (ABC Team). She felt the community hasn’t considered the project and given the City direction on it. She said there needs to be a town hall meeting with actual discussion between the City and the public.

Mr. Olander agreed and said both of these suggestions need to occur soon in case another alternative is chosen.

Mayor Ransom noted that there was only one bidder on this project.

Councilmember Way said it is not unreasonable to wait or delay for discussion. Mr. Olander agreed and said the proposal could be brought back to the Council after a community meeting.

**Councilmember Hansen moved to call the question. Councilmember Gustafson seconded the motion, which carried 5-2, with Deputy Mayor Fimia and Councilmember Ryu dissenting.**

Mr. Olander stated he would bring back a proposal with Deputy Mayor Fimia's suggestions. He said it is technically a staff function to appoint the committee and the goal would be to make this an open and transparent process.

Councilmember Ryu asked who would lead the group.

Mr. Olander responded that Kirk McKinley, Kris Overleese, and the consultants would head up the team.

Deputy Mayor Fimia asked that name be changed. She also asked whether or not the motion on the table included having a town hall meeting.

Mr. Olander said the motion on the table by Councilmember Hansen did not include the town hall meeting.

**A vote was taken on the motion, which failed 3-4 with Councilmembers Gustafson, Hansen, and McGlashan voting in the affirmative.**

**Deputy Mayor Fimia moved to authorize the City Manager to execute a contract with Jones & Stokes for Environmental Work for the Aurora Corridor Project (N. 165<sup>th</sup> Street to N. 205<sup>th</sup> Street) for an amount not to exceed \$580,000, and directing the City staff to conduct a town hall meeting concerning the Aurora Corridor Project, and that the Aurora Review Team name be changed to the Aurora Business and Community Team. Councilmember Ryu seconded the motion, which carried 4-2 with Councilmembers Gustafson and McGlashan dissenting and Councilmember Hansen abstaining.**

#### RECESS

**At 9:05 p.m., Mayor Ransom called for a five-minute recess. At 9:12 p.m., Mayor Ransom reconvened the meeting.**

9. ACTION ITEMS: PUBLIC HEARING

- a) Public hearing to receive citizens comments on King County Proposition No. 2, Public Transportation Systems Sales and Use Tax

Resolution No. 252, supporting King County Proposition No. 2

Mr. Olander introduced Victor Obeso, Manager for Service Development, King County Metro and Michael Innis, Director of the Center for Transportation Policy.

Mr. Obeso presented King County's position on Transit NOW and explained it is a proposition that will be on the November 7<sup>th</sup> ballot for all King County voters. He said the proposition to raise the sales tax by .1 percent, or a penny on a \$10.00 purchase. This tax would provide over \$50 million in sales tax revenue to King County Metro in its first full year and approximately \$75 million by the tenth year. He reviewed the service routes and the entire proposal as adopted by the King County Council. He pointed out that there would be increased routes and other service enhancements throughout the County.

Mr. Innis examined the "Transit Now" guide and rebutted the main points of the document. He said King County claims that increasing transit service will trigger an increase in riders, an increase in service delivery, and will relieve traffic congestion. However, he said the proportion of daily travelers utilizing public transportation has remained static for 26 years despite spending and adding buses. He noted that consumers will be paying higher sales taxes for two years before noticing any substantial increase in Metro service.

Mayor Ransom said that the endorsement mailed to King County was his endorsement and not that of the Council. He noted that 21 of the 25 cities present at the October 11<sup>th</sup> Suburban Cities Association meeting voted in favor of the Transit Now proposal.

Deputy Mayor Fimia clarified that the staff can't take a position on the Transit Now proposal without Council direction. Additionally, Councilmember Ryu wanted it put into the record that the letter was sent by the Mayor.

**At 9:32 p.m., Mayor Ransom opened the public hearing.**

(a) Bill Bear, Shoreline, suggested that the Council not endorse this item. He said he would like to be able to ride the bus and utilize one car, but the frequency of the buses is very low in Shoreline. He said there needs to be better hours and more frequency. He stated there has been tons of money thrown into the transit system and there haven't been any results. He concluded that something that works needs to be found.

(b) Virginia Paulsen, Shoreline favored public transit. However, she highlighted that service along 15<sup>th</sup> Avenue NE has declined. She said Transit Now will not fix the problem. She pointed out that the presenter said the cities would not see any

service enhancements until 2009, possibly 2012. She said that the sales tax increase is permanent without any guarantee that there will be continuing increases in public transportation. She pointed out that this issue is being heard for the first time by the Council and it hasn't been discussed in the neighborhoods. She felt the proposal has not had adequate consideration and it is not appropriate for the Council to vote on this tax proposal. She said it is the public that will decide on November 7<sup>th</sup> and asked the Council not to take a position.

(c) Wendy DiPeso, Shoreline, said she read the proposal and the rebuttal and both were flawed. She said the Bus Rapid Transit program is great, but there will be a delay in service increases because of light rail considerations. She pointed out that increases in buses don't necessarily mean there will be more riders. She asked why this tax would be permanent. She asserted that a sunset clause added to this tax proposal would make Metro more accountable. There needs to be a more equitable way to raise taxes, such as a flat income tax which would be distributed proportionately and not hurt the poor, as a sales tax would.

(d) Rob Johnson, Seattle, spoke on behalf of the Transit Now campaign. He urged the Council to support the resolution, noting there have been over 600,000 new riders on the Aurora Corridor as a result of road improvements. "If you build it they will come", he quoted. He said there needs to be more bus services because employment will increase by 25% over the next 10 years. He said Transit Now will have new buses on the street as early as February 2007. He noted that the Bus Rapid Transit service that connects Shoreline to downtown Seattle is a great investment for the City of Shoreline residents. Finally, he said supporters of Transit Now include the Suburban Cities Association, the cities of Auburn, Burien, Tukwila, Kirkland, Bellevue, Sammamish, the Seattle Chamber of Commerce, the King County Labor Council, Children's Hospital, Microsoft, and the League of Women Voters.

Councilmember Way inquired about the 600,000 new riders on the Aurora Corridor testimony and whether or not the City of Seattle has endorsed the proposal.

Mr. Johnson responded that he meant 600,000 trips, or over 2,000 trips a day. He also stated that the City of Seattle hasn't reviewed the proposal; they have the support of individual Councilmembers, but not all of them as a full Council.

Councilmember Ryu asked if he was a paid staff member for Transit Now.

Mr. Johnson said he is an in-kind contributor. He explained that he doesn't receive any funding from Transit Now or the campaign.

Mr. Obeso responded to the comments made and stated that he can't take position on the proposal because he is employed by King County. He announced that if Transit Now is passed by the voters Metro will have additional services on the street in February 2007. However, they will not be new buses, but there will be more bus service during the middle of the day, during the evening, and on the weekends which can be done with the



current fleet. He said it will take 12 – 24 months to procure an additional 175 to 200 buses.

Mr. Olander clarified that the tax proposal is for one-tenth of one percent, not 1%.

Mr. Innis said his role is to provide a summary of the report, not to respond to Mr. Obeso or the public's comments.

**Upon motion by Councilmember Hansen, seconded by Councilmember McGlashan, and carried 7-0, the public hearing was closed.**

Deputy Mayor Fimia said that Metro passed out answers to the questions raised by the Washington Policy Center report on Transit Now and they differed from the findings of the report given by Mr. Innis to the Council.

Mr. Innis said he is disappointed that there is a reference that the analysis was incorrect or misleading. He restated that it is an accurate report and he stands by it.

Councilmember McGlashan asked the Council to excuse the speakers.

Deputy Mayor Fimia said that if the Council is being asked to endorse this proposal she has questions for Mr. Obeso.

Councilmember Gustafson suggested that the Council take a neutral opinion and excuse the speakers for the evening.

**Councilmember Gustafson moved that the Council take a neutral position on the Transit Now Proposal. Deputy Mayor Fimia seconded the motion.**

Mayor Ransom said Transit Now was a real opportunity for the City. He noted that King County Executive Ron Sims has offered the City \$40 million to assist in Phase II of the Aurora Corridor Project. He said the City needs to support it if it wants bus services in Shoreline. He said he is on the Regional Transit Committee representing SCA. He commented that the SCA passed the proposal by 80%. He also noted that he is against the motion on the table.

Councilmember Gustafson said that he supported Transit Now and noted that a portion of the Aurora Corridor would be bus rapid transit.

**Councilmember Hansen moved to table the motion and adjourn the meeting, Councilmember Ryu seconded the motion.**

**Deputy Mayor Fimia moved to divide the question of tabling the motion and adjournment. Councilmember Ryu seconded the motion, which failed 3-4, with Deputy Mayor Fimia and Councilmembers Ryu and Way voting in the affirmative.**

October 16, 2006

**A vote was taken on the motion to table the motion and adjourn the meeting, which failed 1-6 with Councilmember Hansen voting in the affirmative.**

#### MEETING EXTENSION

**Councilmember Ryu moved to extend the meeting until 10:30 p.m. Councilmember Way seconded the motion, which carried 6-1 with Councilmember Hansen dissenting.**

**Deputy Mayor Fimia moved to postpone action on the current agenda item until the end of the meeting. Councilmember Ryu seconded the motion, which carried 4-3 with Mayor Ransom and Councilmembers Gustafson and Hansen dissenting.**

- (c) Ordinance No. 445 authorizing the City Manager to initiate eminent domain proceedings for the acquisition of real property in the City of Shoreline.

Mr. Olander explained the appraisal process and the negotiations that took place to acquire the property known as Southwoods. He said the Shoreline Water District informed the City that they intend on listing the property for public sale. He added that the City's appraisal was completed in July. He said he felt the City can continue with negotiating the sale, however, eminent domain would be the last resort if negotiations fail. He recommended that the Council pass the ordinance.

**Councilmember Way moved to adopt Ordinance No. 445 authorizing the City Manager to initiate eminent domain proceedings for the acquisition of real property in the City of Shoreline. Councilmember Ryu seconded the motion.**

Mayor Ransom called for public comment.

1) LaNita Wacker, Shoreline, on behalf of the South Woods Preservation Group (SWPG), stated that the SWPG is appalled at the letter from the Shoreline Water District (SWD). She said initially the water district said the property was for sale for public purposes only, and the City has the right to exercise eminent domain. She said the 70% vote on the bond measure is a mandate from the electorate to purchase the property for the public. She added that the City needs to present SWD with an offer so they have something to consider. She concluded that fair market value is what the buyer and seller work on together. She urged the Council to pass the resolution.

2) Vicki Westberg, Shoreline, said the Shoreline Water District's real estate agent clearly is taking care of the water district. She said the SWD Commissioners need to realize that it is their ratepayers who voted in overwhelming numbers to preserve Southwoods as a natural area. She urged the Council to pass Ordinance No. 445.

3) Charles Brown, Shoreline, spoke in support of eminent domain and preserving the public's interest in Southwoods. He said there are "private property, no

trespassing” signs along the border of Southwoods. These signs, he said, signify the effort by SWD to deter the public from entering Southwoods and turn it into private property. He said as a member of SWPG that they had an ivy removal program in Southwoods. He added that they had to enter into a legal agreement with SWD in order to work in Southwoods. Eventually, he said the SWD said there were too many people entering into the area and denied SWPG further access. He urged the City to begin the eminent domain process immediately.

Mr. Olander said most cases of eminent domain involve private property being taken for public use. This case, he highlighted, involves public property and eminent domain would only be utilized as a last resort if an agreement cannot be reached.

Mayor Ransom asked if the price and our appraisal has been shared with SWD.

Mr. Olander responded that he has shared it with the district manager, but he said he was waiting for them to get their appraisal before making a reasonable offer.

Councilmember Way asked for the definition of eminent domain and the process.

Ian Sievers, City Attorney, responded that State law denotes that cities can acquire property as long as the property isn't being used. The last resort is to file a petition in Superior Court and attach the ordinance. The action will be expedited in the court.

Councilmember Way inquired if there was any counter-action that could be taken if this occurs.

Mr. Sievers said that the counter-action would be for the SWD to test whether it is surplus property and file a dispositive motion early in the proceedings.

Councilmember Ryu felt the intent and goodwill was expressed towards the SWD for the Southwoods purchase by the City. She is surprised at the notice that they were planning on selling the property privately. She added that she normally would not be in favor of eminent domain, but the fact that 70% of City residents voted for the bond issue shows strong support for acquiring this property. She said she supports the motion.

Deputy Mayor Fimia asked Councilmember Hansen if he knew what prompted the SWD to change their stance and who the Commissioners were.

Councilmember Hansen replied that the Commissioners are Charlotte Haines, Larry Schoonmaker, and Ron Ricker. He added that he didn't know what prompted them to change their minds and list the property for private sale.

**At 10:22 p.m., Councilmember Hansen recused himself from the vote on this item and left the table.**

**A vote was taken on the motion to adopt Ordinance No. 445 authorizing the City Manager to initiate eminent domain proceedings for the acquisition of real property in the City of Shoreline, which carried 6-0.**

MEETING EXTENSION

**Upon motion by Deputy Mayor Fimia, seconded by Councilmember Ryu and carried 4-2, with Councilmembers Gustafson and McGlashan dissenting, the meeting was extended until 10:40 p.m.**

**At 10:32, Councilmember Hansen returned.**

**10. NEW BUSINESS**

**a) Transmittal of the 2007 Proposed Budget**

Mr. Olander began the presentation by discussing the staff report and the budget process. He discussed the budget review schedule and summarized that the City is in good financial condition. He highlighted that the 2007 budget was formulated with some of the Council's guiding principles in mind. He announced that the budget for 2007 was balanced and totals \$68,200,000. He said it essentially features the same level of services with some enhancements, including the 2007 Capital Improvement Projects. The following changes from 2006 to 2007 were discussed:

- Operating budget in 2007 is 3.5% less than the current budget, however, if the one-time expenditures are taken out from both years a 6.8% increase would remain
- In 2007, the highest source of operating revenue, the property tax rate, will drop to \$1.14 per \$1,000 of assessed value
- Personnel costs will increase 8.4% in 2007 (3.78% or \$548,000 CPI adjustment in 2007 and \$383,000 in benefit cost increases)

He pointed out that the City still provides great services with a minimal level of City staff; there are 2.64 City employees per 1,000 residents.

MEETING EXTENSION

**At 10:40 pm. Councilmember Ryu moved to extend the meeting until 10:50 p.m. Councilmember Way seconded the motion, which failed 3-4, with Deputy Mayor Fimia and Councilmembers Ryu and Way voting in the affirmative.**

**Councilmember Gustafson moved to extend the meeting until 11:00 p.m. Councilmember Hansen seconded the motion, which carried 4-3, with Deputy Mayor Fimia and Councilmembers Ryu and Way dissenting.**

Mr. Olander continued his report and noted the staff also has allotted a contingency of \$65,000 for possible retirement benefit and Seattle City Light street light rate increases. He noted there is \$9,000,000 in Council general reserves available for beginning and end-of-the-year cash balances and for a cushion in case of an economic downturn. He added that this year the staff is recommending the inflationary adjustments to the building permits, recreation fees, and a \$9.00 surface water rate increase to meet the capital obligations that the Council has previously adopted. He said the two major capital improvement projects next year will be the parks bond and the City Hall/Civic Center projects. He stated that there are various sidewalk, paving, overlay, floodwater/surface water, water quality, stream rehabilitation, and environmental protection projects scheduled for 2007. He noted that the \$4.17 per capita tax the City receives is fairly low when compared to other cities. This, he added, provides some constraints on the City's ability to provide additional services to the residents. He warned that in early 2008 there will be some difficult decisions to be made concerning decreasing services or looking at some revenue enhancements. He said he and the Finance Director will be presenting some of the financial issues to the Council in the first quarter of 2007 because some of the decisions will take a while to consider and implement.

The Council then considered Action item 8(a), Resolution No. 252.

**Councilmember McGlashan moved to adopt Resolution No. 252, supporting King County Proposition No. 2 (Transit Now). Councilmember Hansen seconded the motion.**

Mayor Ransom called for public comment. No further public comment was given on the item.

Councilmember Ryu clarified that this is the first time the Council has discussed Transit Now, which is contradictory to the letter that was sent to King County Executive Ron Sims. She said she supports this item; however, the resolution endorses the concept of asking voters to tax themselves without having a say on how the funds are spent.

Mayor Ransom disagreed, noting that the Regional Transit Committee of the Suburban Cities Association (SCA) reviews which jurisdictions get funding, and he is a member of that committee.

Councilmember Ryu added that she still has concerns because the SeaShore Forum was cancelled.

Mayor Ransom said the SeaShore Forum meeting was cancelled by King County Executive Ron Sims.

Councilmember Way commented that everyone supports transit, but the entire process is concerning because the letter was sent without Council approval. She said the issue should be left to the voters in King County and the Council should remain neutral.

Councilmember McGlashan said this item needs Council support because there should be more buses running up and down Aurora Avenue since light rail is not going to happen. He said the sales tax is fair and supported it. He urged the Council to support the item.

Councilmember Gustafson expressed his support for the item.

Councilmember McGlashan also noted that this is the first time the Council is discussing the item but they have heard about light rail and bus rapid transit (BRT) from Deputy Mayor Fimia in the past.

Deputy Mayor Fimia said that she has been involved in bus rapid transit since 1992.

#### MEETING EXTENSION

**At 11:00 p.m., Councilmember Hansen moved to extend the meeting until 11:30 p.m. Councilmember Gustafson seconded the motion, which carried 4-3, with Deputy Mayor Fimia and Councilmembers Ryu and Way dissenting.**

Deputy Mayor Fimia favored BRT and said it works for this region, but the funding is being directed towards light rail. She urged the Council not to take a position because this may not necessarily be a good investment. She said the City's endorsement could carry great weight, and she is concerned with the amount of funds the City spends on transportation and the amount of services the City gets in return. She questioned why mass transit usage in the City of Shoreline has not increased. She said Mr. Sims opposed her proposals in 2001, but now he recognizes that BRT is important. The planned alternative for transportation is a full build-out, she explained, which will increase congestion issues. She said there is an assumption in the Sound Transit Long Range Plan that the high occupancy vehicle (HOV) lanes don't work. If that is the case, why are funds being allocated for things that don't work? Sound Transit said they were going to consider increasing services in Shoreline but they won't because they are going to need all of their funds to build a light rail system. Congestion will quadruple on the highways through the year 2030, she stated. She added that there will be a 34% increase in automobile traffic in the north corridor, with a northern light rail system and an increase of about 32% if the 125-mile system is built. She said there needs to be a transit plan that is connected, straightforward, and all jurisdictions need to work together. She added that something needs to be done about the HOV lanes and is there a way to ask for a three-lane HOV lane analysis. She discussed the proposed 75-cent fare increase and why the City of Bellevue and Seattle haven't taken a position on these issues. She concluded that more questions need to be asked and urged the Council to stay neutral.

Mayor Ransom stated that the SCA supported Transit Now and felt it would be the only way to increase bus services.

Councilmember Ryu inquired if the City of Lake Forest Park took a position on this issue.

Mayor Ransom responded that they did and they voted in favor at the SCA meeting. He added that he did not know if they supported it as a full council.

Councilmember Ryu read in Proposition No. 2 that it “will provide benefits to Shoreline residents.” She inquired what those benefits were.

Mayor Ransom responded that the benefits were that 20% of the funding would go to Seattle and Shoreline for bus service on Highway 99.

Deputy Mayor Fimia added that there are already fifteen minute headways and it is unlikely they will increase.

Councilmember Ryu expressed concerns over the competition for regional tax funds with the City of Seattle. She said according to a poll, the voters in Seattle want the viaduct rebuilt and Mayor Nickels said he can get the money for the project. She said Shoreline and Seattle have similar debt and tax burdens; however, Shoreline will not receive a fair share of the regional funding based on the public’s view of the viaduct.

#### MEETING EXTENSION

**At 11:30 p.m., Councilmember Hansen moved to extend the meeting until 12:00 a.m. Councilmember Gustafson seconded the motion, which carried 4-3, with Deputy Mayor Fimia and Councilmembers Ryu and Way dissenting.**

**There was Council consensus to insert the words “most likely” to the last “Whereas” statement between the words “will” and “provide” in Resolution No. 52.**

Deputy Mayor Fimia explained a PowerPoint slide which presented the cumulative and collective amount being spent on transportation under the “2030 Plan.” She highlighted that all this is being spent with no significant increase in ridership occurring. She concluded that it is unwise to force this issue through.

**A vote was taken on the motion to adopt Resolution No. 252 supporting King County Proposition No. 2, as amended, which carried 6-1, with Deputy Mayor Fimia dissenting.**

#### 9. ADJOURNMENT

At 11:38 p.m., Mayor Ransom declared the meeting adjourned.

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Scott Passey, CMC  
City Clerk

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**CITY OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF WORKSHOP DINNER MEETING**

Monday, November 13, 2006  
6:00 p.m.

Shoreline Conference Center  
Highlander Room

**PRESENT:** Deputy Mayor Fimia and Councilmembers Gustafson, Hansen, McGlashan, Ryu, and Way

**ABSENT:** Mayor Ransom

**STAFF:** Julie Modrzejewski, Assistant City Manager; Ian Sievers, City Attorney; Joyce Nichols, Communications and Intergovernmental Relations Director; Paul Haines, Public Works Director; Marci Wright, Human Resources Director; Dick Deal, Parks, Recreation and Cultural Services Director; Debbie Tarry, Finance Director; Joe Tovar, Planning and Development Services Director

Deputy Mayor Fimia called the meeting to order at 6:15 p.m.

Julie Modrzejewski, Assistant City Manager, noted that the Comprehensive Housing Strategy Citizen Advisory Committee (CAC) is on tonight's Consent Calendar. She outlined the item and inquired if the Council wanted to keep the item on the Consent Calendar. Councilmembers discussed the issue of how the issue of Fircrest should be handled vis-à-vis representatives on the CAC.

Deputy Mayor Fimia said there are two issues related to the Fircrest campus: 1) whether or not it remains open; and 2) how to develop this very large parcel if its use should change.

Councilmember Hansen asked staff to define the role of the CAC.

Steve Cohn, Planner, said the CAC is designed to develop strategies for all types of housing and look at demographics and housing types as they consider strategies. They will select a few concrete strategies to recommend to the City Council. Once the CAC recommends its strategies and Council reviews and approves them, projects would move into the implementation phase.

Ms. Modrzejewski added that one option for the second CAC meeting is to invite all the people who applied to serve on the CAC to join a discussion of the many issues related to housing.

Councilmember Gustafson said he would prefer to pull the item from tonight's Consent Calendar and have more discussion before voting on the composition of the committee.

Deputy Mayor Fimia moved to the next agenda item, a roundtable discussion with the Leadership Team. Each Leadership Team member was asked to describe the challenges their departments face in the coming years.

Dick Deal, Parks, Recreation and Cultural Services Director, said he was seeking guidance on how best to communicate and keep the City Council and the public informed and involved. A discussion followed regarding the methods of getting information out to various groups via Web lists and other communication tools.

Joe Tovar, Planning and Development Services Director, said it is an exciting time and many good projects are coming up, such as Ridgecrest, Housing CAC, and projects related to Economic Development. He felt a primary challenge will be to manage expectations on our projects. Discussion involved issues such as scope of work, list of tasks, and accountability. The way we gather stakeholder input will vary based on the task at hand.

Paul Haines, Public Works Director, said that in the past, work plans mostly focused on large capital projects (the "Big 5"). In the coming years, the focus will be on getting Aurora Phase 2 finished. Also, there are many environmental projects that are underway that will involve the Neighborhoods Energy (NEST). Sidewalks, and how to fund them, will continue to be an issue. Water and sewer utilities will become an issue if the City decides to become a purveyor. Mr. Haines noted that City Hall and transportation planning do not have a central focus, but we need to have one to address many issues such as transit, City projects, economic development, NPDES permits, and so on. Higher education is also an issue in the state legislature, as there are more engineering positions opening at the state level. Incentives are being offered for such positions, such as student loan repayment in exchange for a multi-year service commitment. Additional issues include mandatory curbside pickup for solid waste removal and recycling as it relates to franchises. He emphasized the need to retain technical employees and to have adequate operations and maintenance facilities.

Marci Wright, Human Resources Director, responded that this is a common problem across the board in other public agencies as well.

Debbie Tarry, Finance Director, said the City's financial software management system needs to be kept current, noting that it is nearly ten years old. The same holds true for record-keeping software. There is also a need to help department staff use technology to its fullest potential, as well as centralizing our cash receipting and customer-based systems. Long-term financial planning strategies need to be maintained. Performance audits will now be done by the State Auditor's Office, but they will involve staff time to meet this need.

Ms. Wright said Human Resources is looking at the changing work force, generational issues, and providing more training for supervisors and managers.

Ian Sievers, City Attorney, noted that the City will be engaged in buying properties authorized by the bond vote. The City must also continue updating its codes because many are still King County ordinances. Other legal issues include the Seattle City Light franchise and fire hydrants.

Joyce Nichols, Communications and Intergovernmental Relations Director, emphasized the need for communications tools, blending information from all the departments, City Council goals, and general information about City issues. She said the City must ensure our residents have the information they need to be involved in the City's decision-making processes.

Deputy Mayor Fimia thought it was a productive meeting productive and expressed a desire to have this kind of discussion more often.

The meeting adjourned at 7:25 p.m.

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Joyce Nichols, Communications and Intergovernmental Relations Director

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**DRAFT**

**CITY OF SHORELINE**

**SHORELINE CITY COUNCIL  
SUMMARY MINUTES OF BUSINESS MEETING**

Monday, November 27, 2006  
7:30 p.m.

Shoreline Conference Center  
Mt. Rainier Room

**PRESENT:** Deputy Mayor Fimia, Councilmember Gustafson, Councilmember Hansen, Councilmember McGlashan, Councilmember Ryu, and Councilmember Way

**ABSENT:** Mayor Ransom

1. **CALL TO ORDER**

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

2. **FLAG SALUTE/ROLL CALL**

Upon roll call by the City Clerk, all Councilmembers were present with the exception of Mayor Ransom.

**Upon motion by Councilmember Hansen, seconded by Councilmember McGlashan and carried 6-0, Mayor Ransom was excused.**

3. **REPORT OF THE CITY MANAGER**

Bob Olander, City Manager, commented on the impending departure of Paul Haines, the City's Public Works Director. He spoke positively of Mr. Haines' leadership and contributions and outlined many capital improvement projects that were accomplished under his tenure. He congratulated Mr. Haines for a job well done and wished him luck in his future career endeavors.

Councilmember Hansen commented on the heavy rains the region has received in the month of November. He credited Mr. Haines and the Public Works staff for alleviating many of the flooding problems the City experienced during the early years of incorporation.

Deputy Mayor Fimia thanked Mr. Haines for his professionalism and responsiveness.

Continuing, Mr. Olander reported on the City's response to the recent winter storm. He said Public Works crews are responding to calls for service and clearing primary and secondary routes. There were 33 calls for service over the weekend relating to fallen

trees, power line damage, and power outages. In other news, meetings for the Aurora Corridor Phase II scoping process will occur November 30 and December 6. The City Council will hold a special meeting on Wednesday, November 29 to review and award the sale of bonds, and the next Parks, Recreation and Cultural Services Board meeting will be held November 30. Finally, the purchase agreement for the Southwoods parcel will likely return to Council for approval on December 11.

Deputy Mayor Fimia announced that due to the inclement weather, the Council will proceed up to agenda item 8(a) tonight; the remaining items will be deferred to subsequent meetings.

#### 4. REPORTS OF BOARDS AND COMMISSIONS

Responding to Deputy Mayor Fimia, Scott Passey, City Clerk, explained that he is conducting training and testing on the new video streaming system the City has acquired. Beginning in January 2007, people will be able to watch recorded City Council meetings on the City's Web site.

#### 5. GENERAL PUBLIC COMMENT

(a) Charlotte Haines, Shoreline, invited the City Council and the community to attend the 8th Annual Holiday Tree Lighting on December 2 at Les Schwab in North City. The event is sponsored by the North City Business Association, North City Neighborhood, Ridgecrest Neighborhood, the Shoreline Water District, and the City of Shoreline.

(b) Wendy DiPeso, Shoreline, speaking on behalf of Sustainable Shoreline, reminded the Council that it was elected to provide oversight in the budget process. She urged the Council to consider the proposals to reduce travel expenses in order to fund essential services. She pointed out that the federal government has decreased its proportion of spending on infrastructure since the 1950's, which translates into reduced funding for schools, roads, and power grids. This, she said, has reached crisis proportions in recent years. She said the proposed budget amendments will send a message to Congress that Shoreline has learned to set priorities and provide basic services in the areas of housing, sidewalks, street lights, and mental health counseling.

#### 6. APPROVAL OF THE AGENDA

**Councilmember Hansen moved approval of agenda. Councilmember Gustafson seconded the motion. Deputy Mayor Fimia moved to amend the agenda to proceed through item 8(a) and postpone items 8(b) and 9(a). Councilmember Way seconded the motion, which carried 6-0. A vote was taken on the motion to approve the agenda as amended, which carried 6-0.**

#### 7. CONSENT CALENDAR

**Councilmember Ryu requested that item 7(d), Ordinance No. 447, be pulled from the Consent Calendar and addressed as Action Item 8(a). Councilmember Gustafson moved approval of Consent Calendar as amended. Councilmember Hansen seconded the motion, which carried 6-0, and the following Consent Calendar items were approved:**

- (a) Minutes of Study Session of September 18, 2006  
Minutes of Business Meeting of September 25, 2006  
Minutes of Workshop Dinner Meeting of October 30, 2006  
Minutes of Joint Special Meeting of October 30, 2006
- (b) Approval of expenses and payroll as of November 15, 2006  
in the amount of \$2,107,266.96
- (c) Ordinance No. 452 Reclassifying the Vacant Development Review  
Engineer Position to a Development Review Engineer II and Increasing  
the Salary for the Permit Services Manager Classification

## **8. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS AND MOTIONS**

(a) Ordinance No. 447, amending Ordinance Nos. 404, 414, 420 and 433 by increasing the appropriation for the General Fund, the Street Fund, the Vehicle Operations/Maintenance Fund, the Equipment Replacement Fund and the Unemployment Fund due to unanticipated grant awards, revenues, and expenditures; by increasing the appropriation in the General Capital Fund and Roads Capital Fund to complete the 2006 portion of Capital Project work as approved in the 2007-2012 Capital Improvement Plan

**Councilmember Hansen moved to adopt Ordinance No. 447, amending Ordinance Nos. 404, 414, 420 and 433 by increasing the appropriation for the General Fund, the Street Fund, the Vehicle Operations/Maintenance Fund, the Equipment Replacement Fund and the Unemployment Fund due to unanticipated grant awards, revenues, and expenditures; by increasing the appropriation in the General Capital Fund and Roads Capital Fund to complete the 2006 portion of Capital Project work as approved in the 2007-2012 Capital Improvement Plan. Councilmember Gustafson seconded the motion.**

Councilmember Ryu asked questions relating to the source of funding for the equipment replacement fund and funding for the Interurban Trail – North Central Project. She inquired if the design of this segment of the trail will determine the location of the future intersection of Aurora Avenue.

Mr. Olander clarified that this item deals with the additional appropriation that Council approved for the trail segment project earlier this year; the signal location on Aurora Avenue is not related to this item.

Councilmember Ryu asked staff to describe how the Interurban Trail will impact traffic circulation in the North Central section on the east side of Aurora Avenue.

Paul Haines, Public Works Director, explained that the preliminary design closes N. 180<sup>th</sup> Street to auto traffic but it opens N. 182<sup>nd</sup> Street.

Councilmember Ryu asked if the Interurban Trail will eliminate the signalized pedestrian street crossing on Aurora Avenue at N. 180<sup>th</sup> Street.

Mr. Haines said the Interurban Trail will not affect the pedestrian signals at N 180<sup>th</sup> Street. However, when the Aurora Corridor project progresses, the City hopes to get state approval to install a fully signalized intersection at N. 182<sup>nd</sup> Street because of the large commercial parcels there. He was unsure whether the pedestrian signal at N. 180<sup>th</sup> Street would be eliminated with the installation of a signal at N. 182<sup>nd</sup> Street. He clarified that the Interurban Trail is not dependent on a signalized intersection at N. 182<sup>nd</sup> Street.

Councilmember Ryu said she called attention to this item because she was reluctant to spend \$743,000 to build the Interurban Trail just to find out that it would have to be redesigned later.

Mr. Haines said the Interurban Trail will function safely without a signal at N. 182<sup>nd</sup> Street. If a signal is eventually installed, there are provisions to make minor adjustments where it crosses N. 182<sup>nd</sup> Street.

Councilmember Way noted that some neighbors have expressed concerns about the difficulty of accessing neighborhood streets from Aurora Avenue N. She asked if the issues related to the closure of N. 180<sup>th</sup> Street had been resolved with the neighborhood.

Mr. Haines responded affirmatively, noting that while it's not easy to detour off Aurora Avenue, it's also not a convenient cut-through route. He said the closure of N. 180<sup>th</sup> Street and the installation of traffic circles results in added protection against cut-through traffic.

**A vote was taken on the motion to adopt Ordinance No. 447, which carried 6-0.**

(a) Ordinance No. 448 levying the general taxes for the City of Shoreline in King County for the fiscal year commencing January 1, 2007, on all property both real and personal, in said City which is subject to taxation for the purpose of paying sufficient revenue to conduct City business for the ensuing year as required by law and levying an excess levy for the repayment of unlimited general obligation bonds

Debbie Tarry, Finance Director, explained that the ordinance sets the 2007 levy for general operations and also sets an excess levy used to repay UTGO bonds. The general property tax rate is established at \$1.14 per \$1,000 assessed valuation; the excess levy for UTGO bonds is established at 28.5 cents per \$1,000 assessed valuation.



Deputy Mayor Fimia called for public comment. There was no one wishing to provide public comment on this item.

**Councilmember Hansen moved to adopt Ordinance No. 448 levying the general taxes for the City of Shoreline in King County for the fiscal year commencing January 1, 2007, on all property both real and personal, in said City which is subject to taxation for the purpose of paying sufficient revenue to conduct City business for the ensuing year as required by law and levying an excess levy for the repayment of unlimited general obligation bonds. Councilmember Gustafson seconded the motion.**

Council and staff briefly discussed the fact that Shoreline voters did not approve Initiative 747, which limited property tax rate growth to 1% annually.

Councilmember Ryu noted that I-747 decreased the rate from \$1.60 to \$1.14 and the impact on the average homeowner for 2007 will be \$7.37 more per year. She said although it is a minor increase, she believes in fully disclosing any increases to the taxpayers.

Responding to Councilmember Ryu, Ms Tarry clarified that taxpayers agreed to tax themselves when they approved the bond issue by a 70 percent margin. This additional cost to the average homeowner is \$84 annually.

**A vote was taken on the motion to adopt Ordinance No. 448, which carried 6-0.**

## 10. ADJOURNMENT

At 8:15 p.m., Deputy Mayor Fimia declared the meeting adjourned.

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Scott Passey, CMC  
City Clerk

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## CITY OF SHORELINE

### SHORELINE CITY COUNCIL SUMMARY MINUTES OF SPECIAL MEETING

Wednesday, November 29, 2006  
1:00 p.m.

Shoreline City Hall  
Conference Room 305

PRESENT: Deputy Mayor Fimia and Councilmembers Hansen, McGlashan, Ryu, and Way

ABSENT: Mayor Ransom and Councilmember Gustafson

#### 1. CALL TO ORDER

The meeting was called to order at 1:05 p.m. by Deputy Mayor Fimia, who presided.

#### 2. ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present with the exceptions of Mayor Ransom, Councilmember Gustafson, and Councilmember Hansen. Councilmember Hansen arrived shortly thereafter.

**Upon motion by Councilmember Way, seconded by Councilmember Ryu and unanimously carried, Mayor Ransom was excused.**

#### 3. ACTION ITEM

- (a) Ordinance No. 453 adopting a system of registration of bonds and obligations of the City; and

Ordinance No. 454 relating to contracting indebtedness; providing for the issuance, specifying the maturities, interest rates, terms and covenants of \$18,795,000 par value of Unlimited Tax General Obligation Bonds, 2006, authorized by the qualified voters of the City at a special election held therein pursuant to Ordinance No. 409; establishing a bond redemption fund and [a project] fund; and approving the sale and providing for the delivery of the bonds to UBS Securities LLC of New York, New York.

There were introductions around the table. Staff in attendance included: Hugh Spitzer, Foster Pepper, Bond Counsel to the City; Steve Gaidos, Financial Advisor to the City; Debbie Tarry, Finance Director; Ian Sievers, City Attorney; Bob Olander, City Manager;

Dick Deal, Parks, Recreation and Cultural Services Director; Patti Rader, Finance Manager; Joyce Nichols, Communications and Intergovernmental Relations Director; and Scott Passey, City Clerk.

**Councilmember Way moved to adopt Ordinance No. 453 adopting a system of registration of bonds and obligations of the City; and Ordinance No. 454 relating to contracting indebtedness; providing for the issuance, specifying the maturities, interest rates, terms and covenants of \$18,795,000 par value of Unlimited Tax General Obligation Bonds, 2006, authorized by the qualified voters of the City at a special election held therein pursuant to Ordinance No. 409; establishing a bond redemption fund and [a project] fund; and approving the sale and providing for the delivery of the bonds to UBS Securities LLC of New York, New York. Councilmember Hansen seconded the motion.**

Bob Olander, City Manager, said he is very pleased that the City has received what appears to be some very good bids on our bonds. He introduced Steve Gaidos and Debbie Tarry to provide additional information.

Mr. Gaidos outlined the events which have led to the proposed actions today. He reported on the successful presentation of the City's financial condition to the bond rating agencies in San Francisco last month. He said the rating agency was very pleased with the City's financial management with regard to its fund balances and its forward planning, and as a result the City received a very high bond rating of AA-. He then reported on the success of the electronic bidding process that occurred this morning when the bonds were offered on the market. He noted that the City received 10 competitive bids with interest rates ranging from 3.91% to 4.03%. He said the very close margin between the interest rates and the speed in which the bids were received demonstrates that these were very competitive bids. He illustrated the success of the City's first bond sale by pointing out that the State of Washington was very pleased when they received 11 bids on a bond issue last month.

Ms. Tarry called attention to Exhibit A to Ordinance No. 454, which summarized the bids that were received.

Continuing, Mr. Gaidos described it as a very successful sale, adding that the market received the City of Shoreline extremely well.

Hugh Spitzer, bond counsel to the City, explained that Ordinance No. 453 sets up the system of registration of the City's bonds. Under federal tax law, all tax-exempt municipal bonds need to be registered, and this action establishes the City as its own registrar for short-term obligations. However, for long-term obligations, the City uses the State's fiscal agency, which is currently the Bank of New York. Virtually all local governments do this because the state treasurer goes through a competitive process to manage the ownership and payment of bonds. For example, when the City makes payments on the bonds, the City's finance staff will wire the money to the Bank of New York, which in turn sends it to the bond owners through another entity called the

Depository Trust Company. Ordinance No. 454 contains all the details of the bond itself, including the low bidder, interest rates, and maturity, and it pledges the City's full faith and credit and the revenues collected from special excise tax levies for the bonds.

Responding to Deputy Mayor Fimia, Mr. Spitzer affirmed that there is no problem in passing both ordinances in the same motion.

Ms. Tarry pointed out that the actual interest rate will be slightly lower than what the City had used in its estimates based on the bids received. This will be good for the taxpayers because the City will be able to charge a slightly lower rate in the future.

Mr. Gaidos said it might be due to a slightly stronger market and because of the wonderful bids that were received.

Councilmember Ryu asked if the lower tax rate translates into paying back the loan earlier or collecting fewer taxes. Ms. Tarry confirmed that slightly fewer tax dollars would be collected than what was previously estimated.

Councilmember Hansen pointed out that the bonds have varying maturities, so the rate will be amortized each year. He asked if the bonds are being bought for resale to the general public or if an institution is planning on holding them.

Mr. Gaidos explained that nowadays most sales are made to institutions, which then make them part of the funds they sell to individuals.

Mr. Spitzer said he was pleasantly surprised when talking with the UBS underwriter this morning when he discovered how fast the maturities were sold. He said even though they were sold quickly, the City got the lowest rate because of the competitive nature of the bonds. He speculated that the market is very "hungry" for good securities.

Councilmember Hansen imagined that several people in Shoreline would have liked to hold the bonds. He said perhaps they can acquire them on the secondary market. He expressed support for the bond ordinances.

Councilmember Way inquired if there was any public comment on this item. There was no one wishing to provide public comment.

Deputy Mayor Fimia stated that it is a rare occurrence to be able to pass motions that in 100 years will matter a lot to our citizens. She characterized the passage of the bond ordinances as a very exciting and positive action. She said she looks forward to being able to sell those bonds, purchase properties, and improve the parks.

**A vote was taken on the motion to adopt Ordinance No. 453 and Ordinance No. 454, which carried 6-0.**

4. ADJOURNMENT

At 1:19 p.m., Deputy Mayor Fimia declared the meeting adjourned.

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Scott Passey, City Clerk

CITY OF SHORELINE

SHORELINE CITY COUNCIL  
SUMMARY MINUTES OF SPECIAL MEETING

Monday, December 4, 2006  
6:30 p.m.

Shoreline Conference Center  
Mt. Rainier Room

PRESENT: Deputy Mayor Fimia and Councilmembers Gustafson,  
Hansen, McGlashan, Ryu, and Way.

ABSENT: Mayor Ransom

1. CALL TO ORDER

The meeting was called to order at 6:32 p.m. by Deputy Mayor Fimia, who presided.

2. FLAG SALUTE/ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present with the exception of Mayor Ransom.

**Upon motion by Councilmember McGlashan, seconded by Councilmember Gustafson and carried 6-0, Mayor Ransom was excused.**

3. CITY MANAGER'S REPORT AND FUTURE AGENDAS

Bob Olander, City Manager, reported on the City's response to the recent snow storms. He announced that the annual Christmas ship visit would take place Wednesday December 6 at Richmond Beach. Other upcoming events include the second environmental scoping meeting for the Aurora Corridor Phase II Project (December 6), and the first meeting of the Comprehensive Housing Strategy Citizen Advisory Committee (December 6).

4. COUNCIL REPORTS

Deputy Mayor Fimia recognized Shoreline School Board member Dan Mann in the audience.

5. GENERAL PUBLIC COMMENT

(a) Charlotte Haines, Shoreline, said 15th Avenue NE should not be converted back to four lanes just to accommodate high speeds and impatient commuters. She

asserted that a three-lane road provides for bicycle lanes, safer crossing at crosswalks, and safer access to mailboxes, homes, and businesses. She said if four-lane roads are such a good design, then arterials such as Meridian Avenue N, which is a two-lane road with on-street parking, should be converted to four. She concluded that safety is more important than a faster commute.

(b) Sally Granger, Shoreline, questioned why the four-lane road configuration is even being considered. She said the City has all the data and statistics to show that traffic speeds and accidents have been reduced, and people feel safer. She commented on the hazards of making a left-turn from 15<sup>th</sup> Avenue NE to her home under the four-lane configuration. She said Councilmembers were elected to maintain public safety, not to design streets that allow people to speed.

(c) Dan Mann, Shoreline, thanked the Council for the Aurora Corridor Phase II scoping meeting, noting that it is a step in right direction compared to the process for the first mile. However, he expressed concern that factual information was left out of the proposal, and the reasons for the narrower design were lacking. He suggested that the costs, business impacts, and potential “takings” need to be discussed early in the process so people can understand why Alternative A was proposed and provide relevant input in response to it.

(d) Gretchen Atkinson, Shoreline, noted that she heard or witnessed accidents every week during the 10 years she operated a business on 15<sup>th</sup> Avenue NE. She noted that the accidents were largely due to the 4-lane configuration. She said she studied the debate for a long time and had difficulty understanding why three lanes is better, but she now knows that three lanes is safer. She noted that Kirkland and Seattle have also concluded that the three-lane design is much better for traffic flow and safety.

## 6. APPROVAL OF THE AGENDA

Mr. Olander suggested that the Council reverse the order of the agenda, starting with the review of 15th Ave NE Traffic Information.

**Councilmember Way moved approval of the agenda as recommended by the City Manager. Councilmember Hansen seconded the motion, which carried 6-0.**

## 8. STUDY ITEMS

### (a) Review of 15th Avenue NE Traffic Information

Jesus Sanchez, Public Works Operations Manager, introduced Rich Meredith, Traffic Engineer, who reviewed the impacts of reconfiguring 15th Ave NE from two lanes each direction to one lane each direction, a center turn lane, and bicycle lanes. The project limits are between NE 175th Street and NE 150th Street.



Mr. Meredith outlined the project objectives, which include: improving pedestrian and vehicle safety in the corridor; maintaining the integrity of arterial and neighborhood street networks; and accommodating the impacts of the three lane conversion in North City business district, north of NE 175th Street.

He discussed the methodology used in conducting the traffic volume, accident, and speed studies. His report included the following findings and conclusions:

- Lower Traffic Speeds (From 39.3 MPH to 38.5 MPH)
- Lower Traffic Volumes (1,268 vehicle decrease = 7.4%)
- Reduced Number of Collisions (4.7%)
- Reduced Number of Injuries (42.6%)
- Reduction in Traffic Citations
- Compliments by Bicycle Riders (Average volume 35-85 per day, October, 2006)
- Increase in Observed Peak Hour Congestion
- Complaints of Drivers using Center Turn Lane to Pass
- Complaints about Bus Blockage at Transit Stops

On nearby streets:

- Overall, a 0.5% increase in daily traffic in the study area, exclusive of 15th Ave NE
- Reduced number of collisions (15.5%)
- Reduced number of injuries (1.7%)
- Overall, AM Peak Volumes Increased 6.0% on nearby streets
- Overall, PM Peak Volumes Decreased 2.5% on nearby streets
- Generally, volumes on nearby streets are within accepted norms.

Conclusions:

1. Traffic patterns are behaving as expected.
2. The reconfiguration is achieving its objectives.
3. Adverse neighborhood changes can be effectively addressed through the Neighborhood Traffic Safety Program (NTSP) and the Neighborhood Traffic Action Plans (NTAP).

Mr. Meredith concluded his presentation with a discussion of next steps, which include the following recommendations:

- Optimize and Synchronize Traffic Signals
- Reduces Driver Delay
- Improve Vehicle Throughput
- Work should be completed in January, 2007
- Construct 2 or 3 Traffic Islands in Center Turn Lane
- Reduce Passing in Center Turn Lane
- Typical costs range from \$6,000 to \$12,000
- Continue Implementing Traffic Calming Devices through the NTSP and NTAP

- Review Bus Stop locations for potential widening
- Install Traffic Signals at NE 150th Street and NE 170th Street

Responding to Councilmember Hansen, Mr. Meredith said the City would try to get data from Washington State Department of Transportation (WSDOT) regarding traffic counts.

Responding to Councilmember Ryu, Mr. Meredith said he would calculate the number of accidents/injuries per 1,000 vehicles.

Mr. Meredith commented that the police have seen reduction in the number of citations issued.

Councilmember Way felt there shouldn't be a significant decrease in traffic citations because the average traffic speed has only decreased one mile-per-hour. She said if we want to reduce traffic speeds and improve safety, perhaps reducing citations is not the way to accomplish it.

Mr. Olander noted that the new configuration provides fewer opportunities for speeding.

Mr. Meredith pointed out that the one mile-per-hour difference is a measure of the 85<sup>th</sup> percentile speeds; the number of high-end speeders has gone down.

Responding to Councilmember McGlashan, Mr. Meredith noted that the accident rate is dropping 42% each year.

Deputy Mayor Fimia cautioned against drawing any firm conclusions on the traffic data since it has only been measured for the past few months. Mr. Olander concurred and affirmed that staff still needs to complete the studies.

Councilmember Way commented on the injury statistics, noting that there seems to be a sharp increase in 2004. She concluded that construction might be the cause of some accidents, but there are fewer vehicles traveling the corridor, which causes less disruption.

Mr. Meredith said the City saw greater speed and volume reductions during construction initially, but the number of injuries decreased. There were also changes in the type of accidents; right-angle collisions decreased, as did left-turn collisions, but rear-end collisions increased.

Mr. Meredith responded to Councilmember Ryu that he has not heard any comments from emergency responders regarding the configuration of the corridor.

Councilmember Gustafson commented that the three-lane configuration is conducive to the circulation of fire and emergency vehicles because they can use the center turn lane and avoid the obstructions of a four-lane configuration.

Councilmember Ryu noted that staff is requesting installation of center medians in some places along 15<sup>th</sup> Avenue NE. She pointed out that Aurora Avenue used to have two-way left turn lanes but they are no longer available.

Responding to Councilmember Way, Mr. Meredith said he would try to get data on traffic accidents involving cyclists.

Councilmember Way asked if the results of traffic calming devices were considered in this traffic analysis. Mr. Meredith responded that this data preceded installation of the traffic calming devices.

Referring to the presentation, Councilmember Way noted that people expressed concerns about traffic volume increases on 10th Avenue NE at NE 170th Street. Mr. Meredith noted that staff focused a lot of traffic calming attention on 10<sup>th</sup> Avenue NE.

Councilmember Way commented that the current volumes are still quite a bit more than they were before construction.

Mr. Meredith explained that there is still a “rebound effect” resulting from North City construction; the number of vehicles has dropped 413 cars per day since February. He said he can produce charts for the February-October time period showing that the volumes are decreasing in neighborhoods and increasing on 15th Avenue NE.

Councilmember Way expressed concern that people have changed their driving habits to use east-west routes and avoid 15<sup>th</sup> Avenue NE altogether, so they’re not stopping at the businesses located in North City.

Mr. Sanchez noted that a WSDOT study shows a volume increase on NE 175<sup>th</sup> Street, so drivers were bypassing 15th Avenue NE for short while, but still turning onto 15th from NE 175<sup>th</sup> Street.

Councilmember Gustafson felt the study should be carried through to March or April to get a better feel for what's going on before the Council decides on lane configuration.

Councilmember Way urged the public to contact the City Council and tell them what they think.

Mr. Olander noted that the Council authorized funds for traffic calming, so it would be advisable to allow more time to see how it’s working. He said it would be useful to continue the study and provide a concluding report in March or April.

Responding to Councilmember McGlashan, Mr. Meredith noted that traffic counts on Meridian Avenue N. near N 185<sup>th</sup> Street are between 12,500 and 13,000 vehicles.

Councilmember Gustafson asked if the three-lane configuration reduces the multiple threat scenario, to which Mr. Meredith responded affirmatively. Councilmember Gustafson suggested that signal synchronization will also help avoid the multiple threat scenario.

Mr. Meredith responded to questions from Councilmember Gustafson regarding the widening of 15<sup>th</sup> Avenue at bus stops, the work he did for Seattle in terms of road conversions, and his predictions for future traffic volumes on 15<sup>th</sup> Avenue NE. He explained that of the eight to ten road conversions he did for Seattle, only one was converted back to four lanes. He predicted that traffic volumes would increase slowly, possibly reaching current levels if signal synchronization is achieved.

Councilmember Ryu commented on the project's stated objectives, noting that the consultant predicted that 600 vehicles per day would be diverted from the corridor. She pointed out that the analysis did not consider gas prices or other economic factors. She said she appreciates the maps and graphs, which help explain the issues.

Councilmember Way asked if any studies have shown that medians have created an "attractive nuisance;" in other words, the perception of refuge that a center median presents may cause pedestrians to make poor judgments. Mr. Meredith noted that the "roving eyes" project on Aurora Avenue attracted people to cross there. He affirmed that medians can sometimes serve as a pedestrian refuge.

Councilmember Way commented that drivers often cannot see pedestrians in the median.

Mr. Sanchez commented on unsafe medians he has observed, but they were remedied by trimming the vegetation to improve visibility. He said a median serves as a refuge for pedestrians on a four-lane road.

Mr. Meredith concurred, noting that raised medians on a five-lane road is a positive improvement. He said we want to make sure any median that is installed will not present a visibility problem.

Councilmember Way asked if staff has considered the impacts of changing the speed limit in isolation of other factors.

Mr. Meredith said staff has not considered it, although the speed limit is established based on how the street is operating; a four-lane road would present more speeding problems.

Councilmember Way asked if the design of the storm drains present a problem for cyclists.

Mr. Meredith replied that the storm drain covers are "bike-friendly;" staff replaced the old ones when the road was restriped.

Responding to Councilmember Way, Mr. Meredith said staff has not developed cost estimates for the bus turnouts yet.

Deputy Mayor Fimia called for public comment.

(a) Wendy DiPeso, Shoreline, said the three-lane configuration is really working well, and she's glad to hear the drain grates have been changed. She hoped that bus stops could be re-engineered to accommodate safe bicycle travel. She suggested decreasing the speed limit by 5 miles-per-hour, noting that a small decrease makes a huge difference in accident survivability. She suggested interviewing businesses to see how they're recovering since construction ended. She concluded her remarks by saying that center islands will reduce accessibility for emergency vehicles as well as access to businesses.

(b) Maria Walsh, Mountlake Terrace, suggested that the City synchronize the left-turn signal at the intersection of NE 180th Street and 15<sup>th</sup> Avenue NE. She said traffic flow problems occur at this location because the first car prevents following cars from turning left. She also recommended installing a bus pull-out on 15<sup>th</sup> Avenue at NE 165<sup>th</sup> Street because the buses suddenly stop and impede the flow of traffic.

Councilmember Gustafson requested approximately ten minutes to present some material relevant to this discussion. He said the question of lane configuration “boils down” to who we are serving. He said the City has an obligation to its citizens to reduce speeds and collisions and to increase safety, livability, and sense of community. He noted that Redmond, Kirkland, and Seattle have all come to the conclusion that three-lane road configurations are superior to four-lane roads based on the evidence. He outlined a City of Redmond PowerPoint presentation explaining the rationale for three-lane road conversions. He said the issue was very contentious in Redmond but it was consistent with their vision, and three-lane roads are consistent with Shoreline's vision. He presented data showing how three-lane roads have historically reduced the accident rate by 33 percent and provided examples of different road conversions. He provided various collision statistics around the region, noting that the accident rate was reduced by 49% on N. 45th Street in Seattle. He urged the Council to delay its decision until more information can be obtained. He added that the City of Kirkland is willing to provide the Council or any business owner with a tour of their “road diets.” He felt it would be worthwhile to contact the City of Kirkland regarding their experience with road reconfigurations.

Deputy Mayor Fimia appreciated the information but said the real question is whether a three-lane configuration is right for the 15<sup>th</sup> Avenue NE corridor. She said the three-lane conversion is not transit-friendly, and with more people moving here there are increasingly fewer opportunities for efficient transit. She asked about the 2020 or 2030 Puget Sound Regional Council projections for traffic volumes in the corridor.

Mr. Meredith said he could gather that information for the next discussion on this issue.

Deputy Mayor Fimia commented that a three-month study is not sufficient to make firm conclusions about the traffic patterns. She expressed concern about moving traffic from 15<sup>th</sup> Avenue NE onto neighborhood streets, and the prospect that traffic will not return to 15<sup>th</sup> Avenue NE. She said the project has already cost over \$10 million, but many traffic calming devices may be needed which will increase the total cost. She asked what other options the City could pursue that don't incur a cost. She pointed out that people called the two-way left turn lanes on Aurora Avenue "suicide lanes," but they seem to be acceptable for 15<sup>th</sup> Avenue NE. She said the analysis might not be capturing the causes and effects of the traffic flow problems. She added that not having bus pull-outs is very problematic because there is not enough room for traffic to pass buses. She wondered if there was another corridor near 15<sup>th</sup> Avenue NE that could include bike lanes since buses and bicycles do not coexist very well.

Councilmember Ryu referred to a study by the Center for Transportation at Iowa State University, which provides guidelines for road conversions. She said it appears they advocate for conversions on roads with less than 17,000 vehicles per day. She wondered if 1) we're limiting the volume on 15<sup>th</sup> Avenue NE by design; and 2) if we are going against the guidelines if we allow more vehicle traffic.

Councilmember McGlashan said he has also researched this issue, noting that the City of Redmond reclaimed the streets in its downtown area. Redmond established a rating system based on the different road users: drivers, pedestrians, cyclists, etc. Following their "road diets," they saw a reduction in accidents and injuries. He said Seattle has typically used a mixture of road diets and traffic calming to address problems on collector, minor, and principal arterials. He encouraged the Council to read a Seattle Government article describing their experience with road conversions. He said other statistics demonstrate that road diets decrease accidents/injuries and increase safety. The only disadvantage is overflow traffic in neighborhoods; however, this is specific to roads of 20,000+ vehicles per day and the overflow can be managed with traffic calming. He noted that signal synchronization also helps increase traffic flow and safety. He pointed out that raised medians on Aurora Avenue are dictated by WSDOT, but 15<sup>th</sup> Avenue NE is a different kind of arterial. He said he will not support reverting back to a four-lane configuration.

Councilmember Hansen pointed out that the decrease of less than one mile-per-hour in average speed amounts to a 2 percent increase in travel time, or a delay of about 6 seconds in the corridor. He said decreasing the speed limit below the level that traffic will reasonably allow will increase accidents.

Mr. Olander discussed next steps and recommended not addressing this issue until the traffic study is completed in March.

Deputy Mayor Fimia preferred to leave the date open. She said the Council needs to discuss it before then, and the Council needs to get information from the public. After the next set of questions, the Council can decide whether to make a final decision.

Councilmember Gustafson disagreed with this approach.

## RECESS

**At 8:40 p.m., Deputy Mayor Fimia called for a five minute recess. At 8:46 p.m. the Council meeting reconvened.**

Deputy Mayor Fimia recognized a speaker from the audience who wished to comment on the traffic information.

(a) Jennifer Middlebrooks, Shoreline, said the City hasn't given serious consideration to the traffic problems at this intersection of NE 170<sup>th</sup> Street and 15<sup>th</sup> Avenue NE. She described the various car accidents she has witnessed and provided a map describing visibility and speed issues. She said sloping terrain is also a factor at this intersection, and while pedestrians are a factor during the daytime, they are not at night. In addition, the embedded lights at the pedestrian crosswalk are not visible during the day. She said drivers views are blocked at NE 170th Street turning left onto 15<sup>th</sup> Avenue. She said a pedestrian light would improve the situation, but what is really needed is a full traffic light.

## (b) Citizen Satisfaction Survey Results

Mr. Olander introduced Mr. Ron Vine, of the ETC institute, who conducted a citizen survey on behalf of the City.

Mr. Vine explained the survey's methodology and described it as a "good random sample of the community by key demographic factors." The survey report contains a trends analysis, an importance/satisfaction analysis, and benchmarking comparisons based on 14 strategic topic areas. He pointed out that many of the results are very consistent compared to prior studies, which is a good indication of the survey's accuracy. The survey's margin of error is 4.4 percent, which means the survey is about 95 percent accurate.

Continuing, Mr. Vine noted that satisfaction is higher in 29 areas and lower in 25 areas compared to the 2004 study. Traffic, street maintenance, police services, and storm water ranked as the highest priorities, which reflect 2004 results. In terms of overall City maintenance, the survey showed a significant increase from 55% to 65%, but a decline in the satisfaction with street lighting. Enforcement of codes and ordinances has the lowest satisfaction rate to date; the survey indicates a high priority on enforcing litter cleanup, abandoned vehicles, and so on.

The number of citizens contacting the City has increased significantly, and the survey indicates citizens are satisfied with the service they receive from City staff. The survey shows people are getting more of their information from the *Currents* newsletter, the cable channel, and City Web site, and getting less news from television and newspaper.

Under economic sustainability, 49% of respondents rated the City as “business friendly,” which is a slight increase from 2004. Respondents rated Shoreline slightly higher for overall quality of life and livability, but slightly lower as a place to work. The rating for level of safety varies depending on the location, and there were no significant trends since 2004. The rating on overall condition of neighborhoods remained essentially the same as the previous survey. The survey showed lower satisfaction ratings on transportation issues, which reflects 2004 results, so the highest priorities remain on streets, pedestrian walkways, public transportation, and bike lanes. The rating for overall quality of services and value of services received from taxes increased to 42%.

Mr. Vine then discussed the Importance/Satisfaction Analysis, which was computed according to each issue and benchmarked to 20 medium-sized communities. Traffic flow/congestion was ranked as the most important issue, followed closely by street maintenance and code enforcement. Medium priority issues include effective communication with the public, police services, and quality of parks/recreation, storm water, and services from City employees. In some cases there were strong correlations with the results from other communities, and disparities in others. Mr. Vine pointed out that this information will help the City set performance measurements and goals.

Mr. Olander asked how to reconcile the apparent inconsistency regarding crime statistics and police services. He pointed to the fact that satisfaction rating for police services has decreased, but crime has decreased and people feel safer in their neighborhoods.

Mr. Vine noted that there were some changes to the questions since the last survey, but not enough to alter the results significantly. He concurred that he too was somewhat puzzled by the public safety responses. Mr. Vine concluded his presentation by outlining other benchmarking comparisons with other cities, noting that while Shoreline is above and below the national average on several different issues, it is generally close to the average.

Deputy Mayor Fimia called for public comment. There was no one wishing to provide public comment on this agenda item.

Councilmember Ryu noted that two factors can affect people's satisfaction: 1) level of education; and 2) ethnicity. She asked if these factors possibly affected the results.

Mr. Vine said there appears to be more dissatisfaction among those making over \$100,000, which possibly ties into education and income levels. He noted that various ethnic groups rate things differently, but overall he saw much more consistency than anything else.

Mr. Olander noted that satisfaction with street lighting decreased, but the quality of service didn't change. He wondered if this result was due to a change in perception.

Mr. Vine responded that there could be an expectation that things will change since it was rated a high priority.



Councilmember Gustafson asked about the difference in responses between men and women regarding Shoreline as a place to live, work, and raise children.

Mr. Vine noted that the responses to these questions were more dissimilar than in other areas of the survey. He speculated that a higher rating by women (or by those who have lived in Shoreline less than 10 years) regarding Shoreline as a place to raise children might indicate a more positive outlook on the community.

Responding to Councilmember Gustafson, Mr. Vine stated that the 2006 survey is a better comparison to the national database than the 2004 survey because it compares Shoreline to cities of similarly size.

Councilmember Hansen asked if the survey showed any differences based on geography or identified geographic areas that were particularly satisfied or dissatisfied.

Mr. Vine said although the survey is “geo-coded,” there were no strong correlations based on geography. He said the survey was very consistent for the top priorities.

Councilmember Way pointed out that the survey results for code enforcement could be interpreted two ways; people are dissatisfied because there is either too much or too little enforcement.

Mr. Vine noted that the section for the code enforcement wording was changed to use the term "efforts." He commented that a large proportion of respondents provided a neutral rating for code enforcement, so it's possible that people don't know much about it.

Mr. Vine responded to Councilmember Way that the survey questions regarding customer service are the same as every city across the country.

Councilmember Way suggested that people probably have different conceptions of sidewalk maintenance. A low satisfaction rating for sidewalk maintenance could be interpreted as a lack of sidewalks in certain areas. She said although people feel safer now, police services is still a significant issue and an ongoing need in the City.

Deputy Mayor Fimia expressed concern that there might be a lot of variation in people's minds about the definition of emergency preparedness. She called attention to the fact that 46% of respondents said they were "somewhat prepared" if left on their own for 7 days during an emergency.

Mr. Vine noted that this response was the fourth out of five options, so emergency preparedness may be a continuing need.

Deputy Mayor Fimia suggested there might be a correlation between litter and debris, police protection, and the “broken window” theory.

## MEETING EXTENSION

**At 10:00 p.m., Councilmember Gustafson moved to extend the meeting until 10:30 p.m. Councilmember Ryu seconded the motion, which carried 5-1, with Councilmember Hansen dissenting.**

### 7. (a) 2007 Budget Adoption

Mr. Olander suggested that Councilmembers introduce any budget amendments they might have for consideration and final adoption on December 11. He suggested that formal motions on the budget not be made tonight.

Deputy Mayor Fimia called for public comment.

(a) Wendy DiPeso, Shoreline, encouraged the Council to put the budget discussion in human terms and address issues of safety, human services, and vandalism. She said she personally witnessed what appeared to be a criminal act in her neighborhood, which made her feel unsafe. She urged the Council to approve a second street crimes officer and additional funding for mental health counseling.

It was noted that the Council could pass the budget ordinances separately.

- (a.1) Resolution No. 253, adopting revisions to the Personnel Policies regarding the Compensation Plan for Leadership Team Classifications

**Councilmember Gustafson moved to approve Resolution No. 253, adopting revisions to the Personnel Policies regarding the Compensation Plan for Leadership Team Classifications. Councilmember Hansen seconded the motion.**

Responding to Councilmember Way, Mr. Olander clarified that Resolution No. 253 changes the compensation plan for leadership team members by reinstituting the more traditional salary system of ranges and steps. This is the same system that applies to regular City employees, where employees can move up or down in the salary range in small increments based on annual performance evaluations.

**A vote was taken on the motion, which carried 6-0.**

- (a.2) Ordinance No. 451, increasing City fees for inflation, revising fees for Planning and Development Services, reorganizing Hearing Examiner and Business License Fees, and amending Chapters 3.01, 5.07, 5.10, and 5.15 of the Municipal Code

There was Council consensus to postpone action on this item until the subsequent meeting.

- (a.3) Ordinance No. 449 adopting the annual budget of the City of Shoreline for the year 2007

Councilmember Way outlined her budget proposals to create an Environmental Education Grant program of \$30,000 to be funded by \$20,000 from the Surface Water Utility Fund and \$10,000 by the General Fund monies from the transfer of \$10,000 from the Neighborhood Mini-Grant account. She felt this could help the Council achieve its goal of creating an Environmentally Sustainable Community. She also proposed using \$20,000 in General Fund reserves for a Fircrest Planning Process.

Councilmember Ryu suggested three changes to the proposed budget: 1) amend the 2007 Capital Improvement Plan (CIP) to move up the installation of pedestrian improvements and a traffic signal at the intersection of NE 170th Street and 15th Avenue NE; 2) restore \$500,000 in the CIP for sidewalk priority routes to alleviate the burden on taxpayers who fund sidewalks through local improvement districts (LID); and 3) create a Housing Trust Fund of \$150,000 using General Fund reserves.

Responding to Deputy Mayor Fimia, Councilmember Ryu affirmed that she is willing to consider these items in 2007 discussions, but she doesn't want them to be forgotten.

Mr. Olander noted that capital projects could be considered later as a CIP amendment or as part of the 2008-2013 CIP adoption process.

## MEETING EXTENSION

**At 10:30 p.m. Councilmember Ryu moved to extend the meeting until 10:45 p.m. Councilmember Way seconded the motion, which carried 4-2, with Councilmembers Gustafson and Hansen dissenting.**

Deputy Mayor Fimia noted that the citizen survey results confirm the need for some of these amendments. She proposed increasing funds for mental health services and adding funding for an additional street crimes officer to be funded by travel, food/lodging and memberships/dues. She pointed out that most other cities spend less money on council travel, and that these reductions would have a small impact on the budget but produce significant results. She also outlined a proposal for reducing the Economic Development budget and using a modest amount of reserves. She explained that the reserves would only decrease from 32 percent to 31 percent; state law mandates that cities maintain a 10 percent reserve level.

Ian Sievers, City Attorney, responded to Councilmember Gustafson regarding the potential expenditures related to lawsuits filed against the City and Councilmembers.

Councilmember Hansen said he has already expressed his reasons why he will not be supporting the amendments. He stated that the LID program is actually a tax break for property owners, so if the Council eliminates the LID program perhaps it should not require developers to install sidewalks.

Councilmember Gustafson said he prefers the staff-recommended budget and would like to consider the proposals next year within the context of a Council retreat.

9. ADJOURNMENT

**At 10:40 p.m., Deputy Mayor Fimia declared the meeting adjourned.**

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Scott Passey, CMC  
City Clerk

**DRAFT**

**CITY OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF WORKSHOP DINNER MEETING**

Monday, December 11, 2006  
6:00 p.m.

Shoreline Conference Center  
Highlander Room

**PRESENT:** Mayor Ransom, Deputy Mayor Fimia, and Councilmembers Gustafson, Hansen, McGlashan, Ryu, and Way

**ABSENT:** none

**STAFF:** Bob Olander, City Manager; Julie Modrzejewski, Assistant City Manager; Joyce Nichols, Communications and Intergovernmental Relations Director

**GUEST:** none

Mayor Ransom called the meeting to order at 6:45 p.m.

City Councilmembers described their activities at the National League of Cities (NLC) Conference last week in Reno, Nevada.

Councilmember Gustafson discussed a mobile workshop he attended on clean-up efforts on Lake Tahoe, which is located in both California and Nevada. A commission, made up of members of the two states' officials as well as federal representatives, was created to address these efforts. He also attended sessions on multi-agency clean-up efforts, affordable housing, school-city partnerships, and activities for youth when they aren't in school. He also attended a workshop regarding youth in city government. Another session addressed the issue of "green" construction with regard to municipal buildings. He stressed the need for incentives for "green" building. Other sessions focused on the subjects of local government collaboration in youth programs and youths and teens involvement in educational programs for the disadvantaged.

Councilmember Ryu attended the sessions on the seven policy initiatives NLC is focusing on for 2007. She said the Conference of Mayors group is already pushing its priorities in the Congress, which may be a better approach than NLC to get its agenda accomplished. She suggested that perhaps NLC should change to this strategy. She also reported on a session involving Community Development versus Economic Development. The presenter said there are no "silver bullets," but the regional economy is the arena you have to work in. Cities have to focus their efforts and adjust to the business/economic cycle rather than the political cycle. Jurisdictions also have to determine what is their "regional" economic development geographic area. She stated

that Shoreline's geographic area is probably North King/South Snohomish County. Councilmember Ryu also attended a session on how to work well with staff to create a stronger community. She noted that Shoreline is already doing some of the things they recommended, and she felt we were headed in the right direction. She attended (along with other Councilmembers) the opening remarks made by former HUD Secretary Henry Cisneros, who discussed the need for the closest possible proximity between housing and jobs.

Councilmember McGlashan attended his Community and Economic Development Steering and Policy Committee meetings. Again, affordable housing was the major topic of discussion. He has a PowerPoint presentation he wants to share with our Housing Strategy Advisory Committee. He attended a session on right-of-way fees and how to use those to protect this public asset. He reported that he saw a lot of very interesting, useful-looking products and technologies in the exhibit hall.

Councilmember Hansen said he has notes from the business meeting. He reported that he attended housing and public works (re-trach) project sessions, a Chinook in the City (WRIA 9) workshop, and pandemic flu sessions.

Mayor Ransom declared the meeting adjourned at 7:25 p.m.

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Joyce Nichols, Communications and Intergovernmental Relations Director

CITY OF SHORELINE

SHORELINE CITY COUNCIL  
SUMMARY MINUTES OF BUSINESS MEETING

Monday, December 11, 2006  
7:30 p.m.

Shoreline Conference Center  
Mt. Rainier Room

PRESENT: Mayor Ransom, Deputy Mayor Fimia, Councilmember Gustafson, Councilmember Hansen, Councilmember McGlashan, Councilmember Ryu, and Councilmember Way.

ABSENT: None

1. CALL TO ORDER

The meeting was called to order at 7:32 p.m. by Mayor Ransom, who presided.

2. FLAG SALUTE/ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present.

(a) Proclamation honoring Ros Bird's Retirement from the Shoreline-Lake Forest Park Arts Council

Mayor Ransom read a proclamation honoring Ros Bird for her contributions to the Shoreline community as the executive director of the Shoreline-Lake Forest Park Arts Council. He also presented her with a plaque to commemorate her service.

Ms. Bird accepted the proclamation and the plaque, noting that it has been an honor and a privilege to serve. She said she looks forward to seeing collaborative projects in the future.

3. CITY MANAGER'S REPORT AND FUTURE AGENDAS

Bob Olander, City Manager, reported on past and future activities in the City. He commented on the success of the Christmas ship event at Richmond Beach. He reported that the trees in Ronald Bog Park show evidence of beaver activity. He briefly reported on the monthly maintenance to soccer fields A & B, and the metal framework installed on the Aurora Avenue bridge. He announced that the next meeting of Comprehensive Housing Strategy Citizen Advisory Committee would be held on December 12, and the

next Planning Commission meeting will be held December 14; the next Council meeting will be held January 8, 2007.

Councilmember Way reported that a store clerk was shot and killed at a convenience store on 5<sup>th</sup> Avenue NE in the Ridgecrest neighborhood. She urged people to donate to the memorial fund that has been set up for the victim's family.

Councilmember Ryu noted that any information people might have about this crime would be helpful. It was noted that citizens can provide reports to the police tip-line at 546-7861.

Deputy Mayor Fimia commended Mr. Rob Beem and Mr. Steve Cohn for their work with the Comprehensive Housing Strategy Citizen Advisory Committee. She said she is impressed with the tone and coordination of the group, adding that the meetings are open to the public.

#### 4. REPORTS OF BOARDS AND COMMISSIONS

#### 5. GENERAL PUBLIC COMMENT

(a) Teresa Lee, Shoreline, announced that her Shorecrest High School senior project is a charity banquet on January 5, 2007 at the Shoreline Conference Center. The banquet proceeds will benefit underprivileged students in Peru. She provided her contact information to those interested in purchasing tickets.

(b) Charlotte Haines, Shoreline, urged the Council to approve the budget as presented by the City Manager and staff. She said the proposed amendments may have merit, but we can't afford the risk of taking money out of reserves. She stressed a focus on economic development rather than raising taxes on homeowners. She urged the Council to take the advice of its excellent and knowledgeable staff.

(c) LaNita Wacker, Shoreline, thanked the Shoreline School Board, Shoreline Water District Commissioners, and the City Council for making the purchase of the Southwoods a reality. She recognized the efforts of Bob Olander, Stu Turner, Sue Walker, Bill Clements, Shari Winstead-Tracy, Dick Deal, Julie Modrzejewski, Bernard Seeger, Audrey Jacobsen, Miriam Sleeper, Shari Marlin, Vicki Westberg, and the Southwoods Preservation Group. She also thanked the students of the SAFE club at Shorecrest High School as well as the thousands of people who voted for the parks bond.

(d) George Mauer, Shoreline, commented on the scoping phase of the Aurora Corridor Phase II project. He said the Council and City Manager should address three outcomes early in the process: 1) transportation system; 2) economic development; and 3) impact on the physical environment. He elaborated on each of these outcomes, emphasizing safety, level of service (LOS), impact on adjacent neighborhoods, competitive rate of return on taxpayers investment, jobs, business preservation, and a net



improvement in environment's current status. He concluded that if the City addresses these components, there will be no surprises to the citizens.

(e) Wendy DiPeso, Shoreline, speaking on behalf of Sustainable Shoreline, urged the Council to extend the public comment period for the Aurora Corridor scoping phase by three weeks to give people more time to gather information and talk to people in neighboring communities.

(f) Joe Ripley, Shoreline, commented that there was a lot of talk but very few facts at the scoping meeting for the Aurora Corridor Phase II project. He said people will have many more detailed questions, but they don't know where to get more information about the project. He said additional time is absolutely vital because citizens cannot offer meaningful comments and questions without meaningful information. He commented that u-turns are unsafe and keeping traffic moving should be a higher priority.

(g) Bill Bear, Shoreline, concurred with previous speakers in urging the Council to extend the public input period by three weeks. He said the information is very complex and there are many factors involved. He noted that citizen input is the key, pointing out that the primary beneficiaries of the Aurora Corridor Project are not the people in Shoreline, but the drivers.

(h) Gretchen Atkinson, Shoreline, urged the Council to pass the budget as proposed in its original form, noting that the amendments would draw down the City's savings program. She noted that the Council already reduced revenues by reducing the gambling tax rate. She encouraged the Council to maintain the number of *Currents* newsletters for 2007 because the citizen survey shows this is where people obtain City information. She also supported ongoing funding for Economic Development because it has already worked well in North City.

Mr. Olander clarified that the intent of the scoping meeting is not to provide answers but to ensure that the City is asking all the right questions. He urged citizens to submit their comments and questions, noting that Mr. Ripley's questions are exactly the kind of comments that are needed. He said the City will check the federal regulations with regard to possibly extending the public comment period.

Deputy Mayor Fimia expressed support for extending it as long as it doesn't delay the completion date. She suggested that the City should mail comment cards to Aurora Avenue businesses because it is a very busy time for merchants.

Mayor Ransom supported an extension because of the busy holiday season.

Councilmember Ryu said she would appreciate a two week extension at the very least, noting that merchants are busy and don't have time to consider the issues. She urged the City to get the input of the merchants who have "lived through" the Aurora Corridor Phase 1 project.

Councilmember Way concurred with the extension, noting that most people are still not aware of the scoping process.

Councilmember Gustafson agreed but reminded Council that the cost of time is money. He felt the City should get additional comments but also apply the lessons from Aurora Corridor Phase 1.

Kirk McKinley, Aurora Corridor and Interurban Trail Bridges Project Manager, responded to Councilmember McGlashan that about 3,000 comment cards were mailed to Aurora Avenue business and property owners based on prior mailing lists.

## 6. APPROVAL OF THE AGENDA

**Councilmember Way requested that items 7(e) and 7(f) be pulled from the Consent Calendar and made Action items 8(c) and 8(d). Councilmember Ryu requested that items 7(c) and 7(d) be pulled from Consent and made Action items 8(a) and 8(b). Upon motion by Councilmember Gustafson, seconded by Councilmember Hansen and unanimously carried, the agenda was approved as amended.**

## 7. CONSENT CALENDAR

**Deputy Mayor Fimia moved approval of the Consent Calendar. Councilmember Hansen seconded the motion, which carried 7-0, and the following items were approved:**

- (a) Minutes of October 9, 2006**
- (b) Approval of expenses and payroll as of November 30, 2006 in the amount of \$2,692,477.60**
- (g) Ordinance No. 455 extending the Shoreline Water District Franchise**

(c) North Central Section - Interurban Trail Construction Contract Award Recommendation

**Councilmember Ryu moved to award a construction contract with Road Construction Northwest, Inc. in the amount of \$1,551,962.70 for construction of the North Central segment of the Interurban Trail for Base Bid plus Additive Alternate #1; and authorize the City Manager or designee to approve change orders of up to 10% of the contract amount for project contingencies. Councilmember Gustafson seconded the motion.**

Councilmember Ryu asked about the design of Alternative 1, the proposed sidewalk at N 185<sup>th</sup> Street and Midvale Avenue N.

Dave Buchan, Capital Projects Manager, described the proposed curb, gutter, and sidewalk improvements at the NE corner of this intersection, noting that the sidewalk extends approximately 180 feet back to the complex on the east side.

Councilmember Ryu pointed out that one contractor was the lowest bid for Alternative 1, but they were the fourth highest on the base bid. She asked if it is possible to use the lowest bidders for the base bid and for Alternative 1.

Mr. Buchan said it is not possible because the sequence of the additives must be maintained for fair bidding purposes.

Councilmember Ryu noted that the project budget totals \$2.167 million, but this contract is only for \$1.55 million.

Mr. Buchan explained that the project includes contingencies for construction management and staff time, which adds up to the total project amount.

Councilmember McGlashan pointed out that the northwest corner of the intersection also needs improvement. He inquired if the Interurban Trail crossing at this intersection posed any problems.

Mr. Buchan said the contractor is required to coordinate with the property owner on the sequencing of the work; eventually it will become a signalized intersection. The City has negotiated a right-of-way pass-through for the Interurban Trail.

Mayor Ransom asked staff to address the issue of electrical infrastructure and lighting on the trail.

Mr. Buchan explained that the lowest bid was higher than the City's estimate, which doesn't allow the City to include the lighting infrastructure for this project. However, the project will include installation of underground conduit, which will accommodate the installation of lighting fixtures in the future.

**A vote was taken on the motion, which carried 7-0.**

(d) Approval of Echo Lake Neighborhood Association Mini-Grant in the amount of \$5,000

**Councilmember Ryu moved to approve \$5,000 in 2006 Mini-Grant funds for the Neighborhood Association to be combined with \$3,400 carried over from the 2001 Mini-Grant, for a total of \$8,400 in Mini-Grant funds. Councilmember Hansen seconded the motion.**

Councilmember Ryu asked about the total amount awarded to-date in the 2006 Mini-Grant fund.

Joyce Nichols, Communications and Intergovernmental Relations Director, responded that the total amount awarded to-date in 2006 is \$16,500; the Council has approved \$30,000 in Mini-Grant funds for 2006.

**A vote was taken on the motion, which carried 7-0.**

(e) Ratification of Southwoods Purchase Agreement between the City of Shoreline and the Shoreline School District

(f) Ratification of Southwoods Purchase Agreement between the City of Shoreline and the Shoreline Water District

**Councilmember Way moved to ratify the agreement authorizing the purchase of the Southwoods Lot 2 from the Shoreline School District and the agreement authorizing the purchase of the Southwoods Lots 3 and 4 from the Shoreline Water District. Councilmember Ryu seconded the motion.**

Councilmember Way noted that these properties have enormous meaning to people. She asked staff to briefly describe the properties and the process.

Mr. Olander described the properties and the process that has culminated in the proposed purchase agreements. He thanked the Shoreline School District and Shoreline Water District for their partnership and cooperation in making this purchase a reality. He said although the parties must still approve the sale, the City can proceed with ratifying the purchase agreements. He urged the Council to ratify the agreements.

Councilmember Way thanked the members of the Parks Bond campaign committee for their efforts in this regard.

Mr. Olander thanked the residents of Shoreline for being willing to tax themselves vis-à-vis the parks bond to acquire these properties.

**A vote was taken on the motion, which carried 7-0.**

## 8. (a) 2007 Budget Adoption

(a.2) Ordinance No. 451, increasing City fees for inflation, revising fees for Planning and Development Services, reorganizing Hearing Examiner and Business License Fees, and amending Chapters 3.01, 5.07, 5.10, and 5.15 of the Municipal Code

**Deputy Mayor Fimia moved to approve Ordinance No. 451, increasing City fees for inflation, revising fees for Planning and Development Services, reorganizing**

**Hearing Examiner and Business License Fees, and amending Chapters 3.01, 5.07, 5.10, and 5.15 of the Municipal Code. Councilmember Hansen seconded the motion.**

There was no one wishing to provide public comment on this item.

**A vote was taken on the motion, which carried 7-0.**

(a.3) Ordinance No. 449 adopting the annual budget of the City of Shoreline for the year 2007

**Councilmember Hansen moved to approve Ordinance No. 449 adopting the annual budget of the City of Shoreline for the year 2007. Councilmember Gustafson seconded the motion.**

Responding to Deputy Mayor Fimia, Debbie Tarry, Finance Director, explained the proposed amendments. Deputy Mayor Fimia noted that the amendments do not propose the use of \$1.4 million in reserves, as some have stated.

Responding to Councilmember Ryu, Ms. Tarry noted that while the amendments use some City resources, the overall budget would be balanced with the adoption of the amendments.

Mayor Ransom noted that his absences at prior meetings have prevented him from expressing an opinion on the budget amendments. He expressed opposition to using reserve funds until the actual costs for the City Hall project are known. He noted that the City's bond rating is based on its financial condition. He opposed other amendments that propose reducing funding for travel and training. He felt the City Council and staff use this money effectively. He said the Council using its funds effectively for retreats and lobbying for additional resources. Regarding police services, he felt the amendment relating to an additional street crimes officer was not needed because the police chief could reassign an existing officer to street crimes. Regarding a Fircrest planning process, he noted that it largely depends on the actions of the governor and state legislature. He agreed with amendments relating to environmental mini-grants and surface water fees. He said he has mixed feelings about the different programs within the Economic Development Program.

Councilmember Ryu asked Mayor Ransom to clarify his position regarding her proposal to use reserve funds for a traffic light at NE 170th Street and 15th Avenue NE.

Mayor Ransom said he supports a pedestrian-activated traffic light at the intersection because it is not likely that the intersection will qualify for warrants or state/federal money for a full traffic signal.

Councilmember Ryu asked for the Mayor's position on her proposal to remove local improvement district (LID) funds from the Capital Improvement Plan (CIP). She noted

that the citizen survey indicated that pedestrian sidewalks in neighborhoods is a high priority, but funding them using City funds and LIDs are “double taxing” our residents.

Mayor Ransom said at some point the City has to rely on LIDs because it cannot afford to build sidewalks throughout the City. He said the plan is to build sidewalks in targeted locations, such as within 1,000 feet of schools.

Mr. Olander felt there was Council consensus to separate the capital budget items from the operating budget; the operating budget is the focus of tonight’s action.

Mayor Ransom called for public comment.

(a) Bill Bear, Shoreline, expressed support for the amendments, noting that the underlying factor is the value of human life. He said everything that happens to people on the lower end of the economic scale impacts us. He said if people don’t get the counseling they need, the City will end up spending more to deal with the adverse impacts resulting from a lack of mental health services. He favored a Youth and Low Income Needs Assessment as well as making Economic Development funding more contingent on results.

(b) Wendy DiPeso, Shoreline, addressed the Council Goals and noted that safety is the key point for Goal #7. She said the public will stay in their cars if they don’t feel safe as pedestrians. She said Shoreline spends less than comparable cities on law enforcement, and the assaults, murder, and vandalism suggest we have a problem. She expressed support for the amendments proposed by Deputy Mayor Fimia and Councilmember Way.

(c) Lanita Wacker, Shoreline, urged the Council to support the budget as presented by staff. She disagreed with Amendment #1 because the police chief should be allowed to make assignments and not be “micromanaged.” She said Economic Development should continue to be funded if we want more revenues coming into the City. She opposed reducing travel budgets because they can be used to get more ideas from other cities and more revenues for Shoreline. She said she supports additional funding for mental health counseling but not at the expense of travel, dues, and memberships. She opposed the use of reserves for a youth/low income needs assessment because the Human Services Manager has assessments available.

(d) Maria Walsh, Mountlake Terrace, noted that she has a son living at Fircrest Rehabilitation Facility. She said she would like to collaborate with the City regarding Fircrest issues, and while she doesn’t like borrowing from savings, a preliminary process on Fircrest would be useful. She expressed hope that the Comprehensive Housing Strategy CAC will address Fircrest issues, adding that Fircrest can be compatible with low-income and senior housing developments.

Mr. Olander suggested that the Council refer to the budget amendment sheet that was distributed earlier.

**Deputy Mayor Fimia moved to amend the budget by increasing the Police Department budget by \$137,000 in order to add one officer to the Street Crimes Unit, and to decrease the proposed budget by \$137,000 in the following areas: a) \$109,000 in Economic Development contracts; b) \$4,000 in City Council retreat funds; c) \$10,000 in professional services in the City Attorney budget; d) \$14,000 in general Travel, Dues and Memberships. Councilmember Ryu seconded the motion.**

Deputy Mayor Fimia noted that the Council has an obligation to examine the budget and see if there is a way to improve it. She said following an analysis of public safety, the issue of street crimes rose to the top of her priority list. She said the street crimes unit investigates everything from narcotics to vice, auto theft, burglary, and so on. The benefits of adding one detective is significant because the department is small to begin with. She said the City is already seeing the effect of traffic officers and patrolling, so it doesn't make sense to reassign existing officers.

Councilmember Ryu supported the motion, noting that while citizens consider Shoreline a livable City, it is not really supplying enough staff. She said having two plainclothes officers increases the City's ability to achieve its safety goals. She said if criminals know that Shoreline is a tough place to do business, they will learn not to commit crime here. She said crime statistics will improve just like traffic enforcement improved with additional staff.

Councilmember Way expressed support for the amendment, noting that the City would benefit from an additional street crimes officer in terms of crime prevention. She speculated about whether the recent homicide in North City could have been prevented with an additional officer. She felt police work would only be enhanced with another officer available to investigate these crimes, but without the funding they won't have the capacity. The citizen survey results say that quality of police service received lot of emphasis, and there is lots of input stressing the need for crime prevention. The police say they would consider an additional officer valuable and useful, and the public clearly wants us to provide this service.

Councilmember Gustafson opposed the amendment because this item should be considered within the overall analysis of the City's long-term financial strategy. He said the staff worked hard to maintain a positive budget, and he agrees with staff's recommendation to consider a financial strategy. He noted that crime has gone down over past year, and safety reports have gone up in every category. He said people feel safer in 2006 because the overall feeling of safety in the City has increased from 79 percent to 82 percent. He said it is not Council's job to micromanage the City Manager or the sheriff.

Councilmember Hansen opposed the amendment because the police did not ask for an additional officer. He said the police chief, under the direction of the City Manager, can reassign personnel, and it is not the Council's position to micromanage. He said although the amendments are revenue-neutral for 2006, the proposals have a long-term impact, as

budget deficits will increase over time. He said rather than spending less on retreats, perhaps more time and money should be spent on retreats and negotiation. He said he likes the \$32,000 increase for human services, but not at expense of dues, travel, and memberships.

Councilmember McGlashan opposed the amendment. He said money should not be taken from reserves because the City might have to depend on them later. He also did not want to risk the City's bond rating by using reserve funds. He said this Council made bad mistakes at the beginning of the year which could have funded these proposed items. He commented specifically on the resignation of Steve Burkett, lawsuits, and gambling tax reductions. He calculated that all these items amount to over \$450,000, which could have been used to fund three additional police officers.

Mayor Ransom noted that the Council budgeted that position in the street crimes unit but it was transferred out to traffic; the officer could be transferred back to street crimes. He noted that the \$450,000 figure for travel/membership/dues is somewhat misleading because certain elements of that line item cannot be reduced.

Deputy Mayor Fimia asked the Police Chief and the City Manager to respond to the proposal.

Tony Burt, Police Chief, characterized the shift of one officer from traffic patrol to street crimes as "robbing Peter to pay Paul." He explained that the police operate on minimum staffing levels already, so it would be very imprudent to move staff into street crimes. He commented that he wouldn't pull another officer out of traffic enforcement either.

Mr. Olander said an additional officer is at the top of his priority list, along with human services, safety, and sidewalks. However, given the \$400,000 budget deficit projected in 2008, it would be advisable to consider the entire range of needs.

Deputy Mayor Fimia noted that the City has accumulated reserves totaling \$9.1 million, or 33 percent of the operating budget, which far exceeds the 10 percent requirement. She pointed out that the staff-proposed budget includes using \$100,000 from reserves for a Natural Resource Management Strategy, so there is some precedence to the use of reserves. Regarding police services, she said the City needs another officer tomorrow, not in one to two years. She said this is not micromanaging but setting priorities.

Ms. Tarry explained the staff recommendation regarding reserve fund spending.

Councilmember McGlashan agreed that the City needs to come up with more money because of a need for more services, but it must be done strategically.

Councilmember Hansen noted that Federal Way is increasing its police force by 18 officers because they passed a levy to support the additional staff. He said perhaps the City of Shoreline should consider a similar budget amendment in 2007.



**A vote was taken on the amendment, which failed 3-4, with Deputy Mayor Fimia and Councilmembers Ryu and Way voting in the affirmative.**

**Deputy Mayor Fimia moved to increase the Human Services budget by \$32,000 for the Center for Human Services mental health counseling services, and to decrease general Travel, Dues and Memberships by \$32,000.**

Deputy Mayor Fimia noted that human services are a basic City responsibility. She said the Center for Human Services (CHS) uses a sliding scale to provide counseling services for the working poor; they need an additional \$32,000 to cover services for the whole year. This is a great investment that brings back an enormous return, since King County continues to cut people off of county services. She said this amendment would reduce the travel/dues/memberships budget by less than 10 percent.

Councilmember Ryu supported the amendment, noting that the City is only spending about \$5 per person per year on human services, which is not adequate. She felt we should be spending more for a city that prides itself on a great school system, livability, and safety. She said this amendment will make mental health counseling services available all year, which will help prevent other problems. She urged the Council to support the motion, pointing out that there are other competing needs and priorities and county funding is disappearing.

## MEETING EXTENSION

**At 9:30 p.m., Councilmember McGlashan moved to extend the meeting until midnight. Councilmember Hansen seconded the motion, which carried 4-3, with Deputy Mayor Fimia and Councilmembers Ryu and Way dissenting.**

Councilmember Gustafson said he is going to follow the City Manager and staff recommendation regarding the budget. He said he has some amendments too, but they should be part of a long-term financial strategy.

Councilmember Hansen said he has the most sympathy for this particular amendment but cautioned the Council against assuming services without getting the revenue sources to support them. He disagreed that human services are a basic City responsibility. He did not agree with the proposed reductions for funding the additional services.

Councilmember Way noted that Councilmembers have taken several worthwhile trips this year, but sacrificing a small portion of funding is a worthy price to help CHS. She said \$32,000 is pretty reasonable for a program that could prevent crime, suicide, homelessness, and other social problems. She said it seems to be a minor expense that will garner large benefits. She said she is proud to vote for this amendment and urged the Council's support.

Mayor Ransom stated that mental health services are largely a state and county function, and whenever the City increases funding, the others cut back. He recommended asking

the King County Council and State Legislature for adequate funding for this program. He pointed out that the Community Development Block Grant (CDBG) program provides funding for human services, and as the CDBG funds are cut back, we seem to supplement it. He noted that we've already increased the budget 20-30% to make up for past cuts by the state and county. He opposed the amendment because he felt the City should not absorb the role of the county, which comes as a mandate from the state.

Deputy Mayor Fimia said that each jurisdiction passes blame on each other every year, during which time the public is not served. She urged the Council to pass this amendment.

Councilmember Way pledged not to participate in any more Council-funded trips or dinners if this amendment fails.

**A vote was taken on the motion, which failed 3-4, with Deputy Mayor Fimia and Councilmembers Ryu and Way voting in the affirmative.**

**Deputy Mayor Fimia moved to increase Human Services funding by \$20,000 for a "Needs and Asset Assessment of Youth and Low Income" to be funded by a one time reduction of \$20,000 in General Fund Reserves. Councilmember Ryu seconded the motion.**

Deputy Mayor Fimia emphasized the importance of understanding the long-term financial needs of youth and low income residents, many of whom are not represented in surveys and focus groups. The intent is that this would be a process with significant stakeholder involvement.

Councilmember Gustafson agreed that a needs/asset assessment is needed, but it should be part of an overall master plan. He suggested that the Council consider it at a future retreat, so he opposed the amendment at this time.

Councilmember Hansen reported on the large number of youth delegates who attended the National League of Cities Conference this month. He said he agreed with the needs of youth, and because it's a small amount of money from reserves, he could support it. However, he said although he wouldn't oppose the amendment, it's probably best to carry it forward to discussions next year.

Mayor Ransom had mixed feelings about the proposal, noting there are many parks and recreation programs for at-risk youth. He was inclined to address this proposal at a future Council retreat.

Councilmember McGlashan reminded the Council that the youth master plan did not make the goal list at the last Council retreat. He said this should be looked at strategically, and \$20,000 probably won't be adequate.

RECESS

**At 10:15 p.m., Mayor Ransom called for a 10 minute recess. At 10:27 p.m. the Council meeting reconvened.**

**A vote was taken on the motion, which failed 3-3, with Deputy Mayor Fimia and Councilmembers Ryu and Way voting in the affirmative and Councilmember Hansen abstaining.**

**Councilmember Way moved to create an Environmental Education Grant program of \$30,000 to be funded by \$20,000 from the Surface Water Utility Fund and \$10,000 by General Fund monies from the transfer of \$10,000 from the Neighborhood Mini-Grant account. Councilmember Ryu seconded the motion.**

Councilmember Way noted that the neighborhoods are not availing themselves of all the funds in the Mini-Grant account. She suggested that this program be available as an option for neighborhoods that want to do environmental projects. She felt it could potentially be used as a matching fund account for other grant sources.

Deputy Mayor Fimia characterized this amendment as a targeting of mini-grant funds for environmental purposes. She said while the money remains in the neighborhood fund, it is designated for environmental projects. The remaining \$20,000 will be available for other organizations wishing to undertake environmental projects.

Responding to Council questions, Ms. Tarry clarified that the amendment proposes a total of \$30,000 in the account; \$10,000 would be existing neighborhood Mini-Grant funds designated for environmental projects, and \$20,000 would come from the Surface Water Utility Fund.

Councilmember Gustafson said it sounds like a good idea, but it should be placed in the same category as the other proposals; within the context of a Council retreat. He said he would probably vote for it at that time, but he would like to know more about the criteria for environmental projects.

Councilmember Way stated that the criteria could be developed as organizations submit their proposals. She said there is support from the community for this type of program as evidenced by the support for the parks bond.

Councilmember Ryu pointed out that the Council ratified the Southwoods purchase agreement earlier tonight, and the previous Council ratified purchase agreements with the school district. She said one purpose of purchasing Southwoods was to preserve it for environmental education. She stated that the City has spent millions of dollars purchasing land for environmental education, but now there's no money to help the school district. She supported the amendment because this is a small but effective way to fund the long-term goal of environmental education.

Councilmember Hansen pointed out that National League of Cities (NLC) sponsored workshops on Leadership in Energy and Environmental Design (LEED) and green building practices. He wondered if he would be eligible to apply for this grant to install solar panels, or if the proposal would remove impediments to green building practices.

Mayor Ransom assumed that this would be a mini-grant program for organizations, not individuals. Councilmember Way affirmed that that is the intent of the amendment.

Mr. Olander clarified that such programs would have to have established criteria, so grants would not be provided on a case-by-case basis.

**A vote was taken on the motion, which carried 4-3, with Councilmembers Gustafson, Hansen, and McGlashan dissenting.**

**Councilmember Way moved to increase the Planning and Development Services budget by \$20,000 for a Fircrest Planning Process and to decrease General Fund Reserves one time by \$20,000. Deputy Mayor Fimia seconded the motion.**

Councilmember Way explained that Fircrest is a residential rehabilitation facility and a historic Shoreline asset. She said the intent of this amendment is to conduct an assessment to “jump start” a proposal that would eventually lead to a Fircrest master plan. She said this amendment will demonstrate to the state and other stakeholders that we are serious about planning for the future of the Fircrest campus. She urged the Council’s support.

Mayor Ransom asked how the money would be spent, noting that there are already staff assigned to work on Fircrest issues.

Councilmember Way said she anticipates that it would be spent on gathering information, although she doesn’t have all the details.

Deputy Mayor Fimia suggested that it would be a process to bring people together to develop a professional set of materials and strategic plan to present to the state. She said unless the City finds common ground and identifies what can be done, the stalemate with the state will continue. She added that the community would like to be involved in this process.

Mr. Olander noted that there is an incredible opportunity at Fircrest in terms of community assets and economic development, but they haven't found a willingness on the part of the state. There could be advantages of having documents/plans to present, but it is not the factual information that is lacking, but a lack of political will on the part of the state. He said he remains skeptical whether this will provide an impetus.

Councilmember Hansen felt the City should allow the state to initiate discussions on Fircrest. He felt it would be counterproductive for the City to produce its own document because it would significantly increase our chances of being rejected.

Councilmember Ryu disagreed, noting it will require consultants and lobbying, regardless of which approach the City takes. She supported the amendment because Fircrest is one of the Council's goals, and \$20,000 is not much to initiate a Fircrest master plan.

Deputy Mayor Fimia pointed out that political will has to be generated and the governor needs to hear from the stakeholders in order to get the process moving. She said when the elected officials see there is common ground, they will be more apt to move forward.

Councilmember Hansen said he could not support this amendment without knowing how the money would be spent.

Councilmember Way emphasized the need to nurture the political will, adding that there is support for Fircrest by our local representatives in Olympia. She noted that dealing with DSHS is a formidable task, and sometimes asking once or twice is not enough. She said we must ask in several different ways and reach out to the right elements. She said all the right ingredients are there; it's just a matter of rearranging them.

Councilmember Ryu stated that there are over 600 beds provided by adult family homes in the City of Shoreline. She pointed out that if these were all located in one place, it would be equivalent to a large hospital. She used this example to illustrate that this is all the more reason to support Fircrest.

Mayor Ransom suggested that the funding would be spent at the discretion of the City Manager and Planning and Development Services Director.

There was discussion about the effect of inserting the phrase "up to" before "\$20,000" in the amendment. Mr. Olander clarified that if the amendment passes, the budgeted amount will be \$20,000, but the City doesn't have to spend it all. The phrase was accepted as a friendly amendment.

**A vote was taken on the motion, which carried 4-3, with Councilmembers Gustafson, Hansen, and McGlashan dissenting.**

**Councilmember Ryu moved to remove \$50,000 in the Community Capital Development (CCD) contract of the Economic Development Program and allocate the funding as follows: 1) Mental health counseling (\$30K); and 2) Needs and Asset Assessment of Youth and Low Income (\$20K). Councilmember Way seconded the motion.**

Mr. Olander commented that small business retention is a Council goal, so this funding will be needed regardless of who provides the service.

Councilmember Ryu commented that she has been very patient with the CCD contract in terms of effectiveness and deliverables, but they spent \$2,000/month for 8 months with little to show for their efforts. She urged the Council to consider this proposal.

Mayor Ransom said he is not predisposed to CCD, but the Council has already voted on those two issues. He felt he could not support it if it is tied to mental health and youth issues.

After further Council discussion, **a vote was taken on the motion, which failed 3-4, with Deputy Mayor Fimia and Councilmembers Ryu and Way voting in the affirmative.**

**Councilmember Way moved to amend the budget to reduce the CCD contract by \$50,000 and to transfer funding to create a Renewable Energy Program in conjunction with Shoreline Community College. Councilmember Ryu seconded the motion.**

Councilmember Gustafson opposed the motion and emphasized the need for a strategic planning session.

Mayor Ransom noted his earlier commitment to the president of Shoreline Community College with regard to solar energy. He said the college is interested in developing a program where they can train people in alternative energy.

Councilmember Gustafson said there will be opportunities to discuss this at a planning session with feedback from the community. He said such a program can be created at a later time in an organized and thoughtful manner with adequate public involvement. He said there is value in partnering with the college, but this is not the appropriate time for this kind of proposal.

Mr. Olander expressed concern that there haven't been any discussions with the college; nor is this something that staff has explored. In addition, the Council needs to establish its priorities for additional service levels. He said that he doesn't know enough about the proposal to make any firm conclusions.

Councilmember Way noted that the college is developing an outstanding renewable energy program, and while the CCD had some potential, they haven't produced the desired results. She felt a partnership with the college on renewable energy and sustainability would be a "win-win" situation.

Deputy Mayor Fimia agreed that such a program has lots of potential, but the need for Economic Development funds may still be there. She felt the Council has given enough feedback to the City Manager to reexamine the investments in Economic Development. She suggested an expedited schedule for addressing the City's long-term needs and capital projects, and asked Councilmember Way to consider temporarily withdrawing her motion.

After brief discussion, **Councilmember Way withdrew the motion.**

Deputy Mayor Fimia commented that due to her concerns about police services as well as Economic Development, she cannot support the proposed budget.

Councilmember Way thanked the staff for their work on the budget. She said while she appreciates support for her two amendments, she hopes that in the future more funding can be found for public safety.

Councilmember Ryu noted that she agreed with 98 percent of the budget, but she still has reservation about public safety and funding for human services. She said she appreciates the environmental education program and Fircrest planning process, but the Council's job is not to "rubber stamp" everything staff does. She concluded that she appreciates the process in concept.

**A vote was taken on the motion to approve Ordinance No. 449 adopting the budget for the City of Shoreline for the year 2007 as amended, which carried 5-2, with Deputy Mayor Fimia and Councilmember Ryu dissenting.**

9. ADJOURNMENT

At 11:45 p.m. Mayor Ransom declared the meeting adjourned.

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Scott Passey, CMC  
City Clerk

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## CITY COUNCIL AGENDA ITEM

### CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Approval of Expenses and Payroll as of December 27, 2006  
**DEPARTMENT:** Finance  
**PRESENTED BY:** Debra S. Tarry, Finance Director *DR.*

### EXECUTIVE / COUNCIL SUMMARY

It is necessary for the Council to formally approve expenses at the City Council meetings. The following claims/expenses have been reviewed pursuant to Chapter 42.24 RCW (Revised Code of Washington) "Payment of claims for expense, material, purchases-advancements."

### RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$2,692,295.45 specified in the following detail:

#### **\*Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
11/19/06-12/02/06	12/8/2006	16871-17053	5854-5896	31247-31257	\$348,076.45
					<u>\$348,076.45</u>

#### **\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
12/1/2006	31069	31073	\$6,077.15
12/1/2006	31074	31076	\$24,811.57
12/5/2006	31077	31102	\$235,025.45
12/7/2006	31103	31123	\$99,256.11
12/11/2006	31124	31148	\$129,932.48
12/11/2006	31149	31182	\$40,883.50
12/14/2006	31183	31212	\$167,380.77
12/18/2006	31213	31216	\$27,412.42
12/21/2006	31217		\$184.00
12/21/2006	31218	31246	\$504,889.18
12/21/2006	31258	31282	\$76,034.51

**\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
12/26/2006	31283	31309	\$24,676.56
12/26/2006	31310	31324	\$909,368.41
12/27/2006	31325	31356	\$98,326.30
12/27/2006	30783		(\$16.41)
12/27/2006	24396		(\$23.00)
			<u>\$2,344,219.00</u>

Approved By: City Manager \_\_\_\_\_ City Attorney \_\_\_\_\_

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Amendment to Interlocal Agreement between the City of Shoreline and the City of Lake Forest Park Relating to Recreation Program Reimbursement
<b>DEPARTMENT:</b>	Parks, Recreation & Cultural Services
<b>PRESENTED BY:</b>	Lynn M. Cheeney, Recreation Superintendent

In 2006, the City of Shoreline and the City of Lake Forest Park implemented an interlocal agreement in which the City of Lake Forest Park allocated \$7,000 in their 2006 budget for the purpose of reimbursing the City of Shoreline up to \$5,000 for non-resident fees for recreation services provided to residents of Lake Forest Park and an additional \$2,000 ear marked for scholarships. This year the City of Lake Forest Park is choosing to continue with the \$7,000 funding but has changed the allocations to \$6,000 for recreation services and \$1,000 for scholarships. The purpose of the amendment to the agreement is to provide more flexibility both with the total funding provided by Lake Forest Park as well as the allocation amounts to the recreation services and the scholarship program. With this amendment, Shoreline and Lake Forest Park can increase the funding and change the allocation amounts without a need for an amendment each year. Instead, Lake Forest Park will send Shoreline annual notice setting forth amount of funding to be provided, as well as the allocation of the funding between recreation services and the scholarship program. If there are major changes to the agreement, it will be presented to the Shoreline City Council for approval.

During the first three quarters an estimated two hundred and forty-four (244) families participated in a variety of programs and events including swim lessons, dance classes, picnic shelter rentals, aerobics, Camp Shoreline, tennis, men's softball league and many others. In the area of scholarships, there were only 7 provided to LFP residents. The reimbursements received to date are broken down as follows:

General Programs -	\$1,840.50
Pool (lessons, swim team & diving) -	<u>\$1,083.50</u>
	\$2,924.00

Scholarships	\$ 381.00
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The City of Shoreline anticipates an increase in use of the program during 2007.

Each city is authorized to enter into agreements with the other, pursuant to R.C.W. Chapter 39.34 (Interlocal Cooperation Act).

**FINANCIAL IMPACT:**

To date, the City has received \$3,305 in reimbursement from the City of Lake Forest Park for non-resident fees and for scholarships. Fees for the months of September through December will be billed in January, 2007.

**RECOMMENDATION**

Staff recommends that Council authorize the City Manager to sign the Amendment to the Interlocal Agreement with City of Lake Forest Park for recreation service reimbursement.

Approved By:

City Manager



City Attorney

**ATTACHMENTS**

A. Amendment to Interlocal Agreement with Lake Forest Park

**AMENDMENT TO INTERLOCAL AGREEMENT  
BETWEEN THE CITY OF SHORELINE AND THE CITY OF LAKE FOREST PARK  
REGARDING ACCESS TO PARKS AND RECREATION PROGRAMS**

WHEREAS, on May 15, 2006 the City of Shoreline and Lake Forest Park entered into an interlocal agreement to allow Lake Forest Park citizens to take advantage of recreation opportunities at Shoreline resident rates; and

WHEREAS, the parties desire to amend that agreement to allow more flexibility to the Lake Forest Park subsidies for Lake Forest Park class participants and scholarship participants;

NOW THEREFORE, the parties agree as follows:

1. Amendments to Existing Agreement:

a. Section 1.2 is amended to read as follows:

Shoreline will bill Lake Forest Park at the end of each quarter the difference between the resident and non resident rate for participation of Lake Forest Park residents up to the not-to-exceed amount set annually by Lake Forest Park.

b. Section 1.4 is amended to read as follows:

Shoreline will bill Lake Forest Park at a rate of \$50/participant for qualified Lake Forest Park participants in the Scholarship Program up to the not-to-exceed amount set annually by Lake Forest Park.

c. Section 2.1 is amended to read as follows:

Lake Forest Park shall pay Shoreline up to the annual not-to-exceed amount for Lake Forest Park class participants and for Lake Forest Park scholarship participants, to be invoiced quarterly.

2. Terms and Conditions of Existing Agreement Remain the Same: The parties agree that, except as specifically provided in this amendment, the terms and conditions of the existing agreement continue in full force and effect

IN WITNESS WHEREOF, the parties have executed this agreement.

City of Shoreline

City of Lake Forest Park

\_\_\_\_\_  
By: Robert L. Olander  
City Manager

\_\_\_\_\_  
By: Dave Hutchinson  
Mayor

Approved as to form:

Approved as to form:

\_\_\_\_\_  
Ian R. Sievers, City Attorney

\_\_\_\_\_  
Michael P. Ruark, City Attorney

**INTERLOCAL AGREEMENT**  
**Between the City of Shoreline and the City of Lake Forest Park**  
**Regarding Access to Parks and Recreation Programs**

THIS IS AN AGREEMENT between the City of Shoreline ("Shoreline"), and the City of Lake Forest Park ("Lake Forest Park"), municipal corporations of the State of Washington.

WHEREAS, each City is authorized to enter into agreements with the other, pursuant to R.C.W Chapter 39.34 (Interlocal Cooperation Act); and

WHEREAS, Shoreline has a comprehensive recreation program; and

WHEREAS, Lake Forest Park has no programs and desires to have their citizens take advantage of recreation opportunities at Shoreline resident rates; and

WHEREAS, Lake Forest Park has allocated funds in the 2006 budget to provide participation of its residents in Shoreline programs including scholarships for low income participants; and

WHEREAS, sharing resources with our neighboring communities benefits both cities; now therefore

IN CONSIDERATION of the mutual covenants of this Agreement, Shoreline and Lake Forest Park agree as follows:

1. Shoreline's Obligations

- 1.1 Shoreline will allow residents of the Lake Forest Park to register for Shoreline Parks and Recreation classes at the advertised Shoreline resident rate.
- 1.2 Shoreline will bill Lake Forest Park at the end of each quarter the difference between the resident and non resident rate for participation of Lake Forest park residents up to \$5,000 per year.
- 1.3 Shoreline will provide forms for low income participants to complete which are identical to current forms used by the Shoreline Parks and Recreation Department for their Scholarship Program. All policies and procedures will be adhered to for Lake Forest Park participants.
- 1.4 Shoreline will bill Lake Forest Park at a rate of \$50/participant not to exceed a total of \$2,000 for 2006 for qualified Lake Forest Park participants in the Scholarship Program.
- 1.5 Shoreline will provide a quarterly service report along with its invoice to Lake Forest Park.

2. Lake Forest Park's Obligations

- 2.1 Lake Forest Park shall pay Shoreline up to \$5,000 per year for Lake Forest Park class participants in addition to payment of up to \$2,000 per year for Lake Forest Park scholarship participants, to be invoiced quarterly.

3. Indemnity

- 3.1 Shoreline shall indemnify and hold harmless Lake Forest Park and its officers, agents and employees, from and against any and all claims, actions, suits liability,

loss, costs, expenses, and damages of any nature whatsoever, which are caused by or result from a negligent act of omission of Shoreline, its officers, agents, and employees in performing services pursuant to this agreement. In the event that any suit based upon such a claim, action, loss, or damage is brought against Lake Forest Park or Lake Forest Park and Shoreline, Shoreline shall defend the same at its sole cost and expense; and if final judgment be rendered against Lake Forest Park and its officers, agents, and employees or jointly against Lake Forest Park and Shoreline and their respective officers, agents and employees, Shoreline shall satisfy the same.

4. Duration

- 4.1 This agreement is effective upon execution and shall continue in effect unless terminated under Section 5.

5. Termination Process

- 5.1 Either party may terminate this agreement by providing sixty (60) days written notice to the other party. Any expenses incurred by Shoreline prior to termination shall be reimbursed.

6. General Provisions

- 6.1 This Agreement may be amended by mutual written agreement of the parties.
- 6.2 No waiver by any party of any term or condition of this Agreement shall be deemed or construed to be a waiver of any other term or condition, nor shall a waiver of any breach be deemed to constitute a waiver of any subsequent breach whether of the same or a different provision of this Agreement.
- 6.3 This Agreement shall be administered by the Shoreline Parks, Recreation and Cultural Services Director or his designee. Lake Forest Park shall designate a contact person for purposes of consulting on the program. Each party shall notify the other of its designee or of a change in designee.

IN WITNESS WHEREOF the parties have executed this Agreement the 15<sup>th</sup> day of May, 2006.

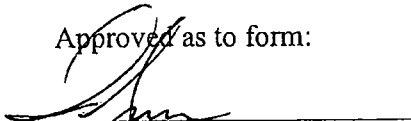
City of Shoreline



By:

Robert L. Olander  
Interim City Manager

Approved as to form:

  
Ian R. Sievers, City Attorney

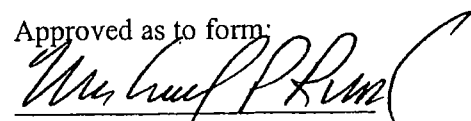
City of Lake Forest Park



By:

David R. Hutchinson  
Mayor

Approved as to form:

  
Michael P. Ruark, City Attorney

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**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Adoption of Ordinance 456 to amend the 2006 budget and Ordinance 457 to amend the 2007 budget to add appropriations for the Unlimited Tax General Obligation Bond-2006 Fund (UTGO Bond-2006 Fund)  
**DEPARTMENT:** Finance  
**PRESENTED BY:** Debbie Tarry, Finance Director

**PROBLEM/ISSUE STATEMENT:**

On November 27, 2006 the City Council adopted Ordinance 447 which included amendments to the 2006 budget. On November 29, 2006 the City Council adopted Ordinance 454 which provided for the issuance of \$18,795,000 par value Unlimited Tax General Obligation Bonds. An amendment to the 2006 budget is required to cover the cost of some expenses related to the bond election that occurred on May 16, 2006 and expenses related to the issuance of the bonds. Bond issuance costs include items such as the underwriter discount, financial advisor, bond counsel, rating agency fee, disclosure counsel, advertising, and bond bid costs.

The 2007 budget must also be amended to account for the debt service payments and the property tax levy that will be collected to make these payments. These costs were not fully known until after the issuance and settlement of the bonds on December 13, 2006.

**FINANCIAL IMPACT:**

Ordinance No. 456 will create an appropriation of \$199,498 in the UTGO Bond-2006 Fund in the 2006 budget. These funds were received when the bond sale was completed on December 13, 2006. These proceeds will be used to pay for a portion of the costs associated with the special election and for bond issuance costs including the financial advisor, bond counsel, rating agency fee and related costs, disclosure counsel as allowed. Ordinance 457 will create an appropriation of \$1,636,228 in the 2007 budget. In 2007, the City will begin to receive proceeds from the voter-approved excess property tax levy. In 2007 this levy will total \$1,800,000. The City will need to pay a total of \$1,636,228 in debt service costs during 2007.

**RECOMMENDATION**

Staff recommends that Council approve Ordinance No. 456, amending the 2006 budget and Ordinance 457, amending the 2007 budget.

Approved By: City Manager  City Attorney 

## **ATTACHMENTS**

Attachment A – Ordinance 456, amending the 2006 Budget

Attachment B – Ordinance 457, amending the 2007 Budget

**ORDINANCE NO. 456**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, AMENDING ORDINANCE NO. 447, BY ESTABLISHING AN APPROPRIATION FOR THE UNLIMITED TAX GENERAL OBLIGATION BOND-2006 FUND (UTGO BOND-2006 FUND, TO APPROPRIATE FUNDS FOR EXPENSES RELATED TO THE BOND ELECTION AND ISSUANCE OF THE BONDS**

WHEREAS, the 2006 Budget was adopted in Ordinance 404 and amended by Ordinances No. 414, 420, 443 and 447; and

WHEREAS, Ordinance 454 provided for the issuance, specifying the maturities, interest rates, terms and covenants of \$18,795,000-par value of Unlimited Tax General Obligation Bonds, 2006, authorized by the qualified voters of the City; and

WHEREAS, Ordinance 454 established Fund 201 – Unlimited Tax General Obligation Bond- 2006 Fund; and

WHEREAS, the City of Shoreline must make payments of costs associated with the bond election and sale;

WHEREAS, the City of Shoreline is required by RCW 35A.33.075 to include all revenues and expenditures for each fund in the adopted budget;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:**

**Section 1. Amendment.** The City hereby amends Section 1 of Ordinance No. 447 and the 2006 Annual Budget, by increasing the appropriation from the UTGO Bond-2006 Fund by \$199,498 for a UTGO Bond-2006 Fund appropriation of \$199,498; and by increasing the Total Funds appropriation to \$100,753,250 as follows:

General Fund	\$29,982,403	
Street Fund	2,582,151	
Arterial Street Fund	0	
Surface Water Management Fund	5,162,967	
General Reserve Fund	0	
Code Abatement Fund	100,000	
Asset Seizure Fund	23,000	
Public Arts Fund	115,775	
UTGO Bond-2006 Fund	0	199,198
General Capital Fund	\$24,608,489	
City Facility-Major Maintenance Fund	60,000	
Roads Capital Fund	\$35,867,498	

Surface Water Capital Fund	1,762,072	
Vehicle Operations/Maintenance Fund	96,217	
Equipment Replacement Fund	163,180	
Unemployment Fund	30,000	
Total Funds	<u>\$100,553,752</u>	\$100,753,250

**Section 2. Amending the 2006 Budget.** The 2006 Budget is amended to include the following appropriations:

**A. Appropriation of New Revenue**

- Proceeds from sale of Unlimited Tax General Obligation Bonds to be used for election and bond issuance costs.

**Section 3. Effective Date.** A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. The ordinance shall take effect and be in full force five days after passage and publication.

**PASSED BY THE CITY COUNCIL ON JANUARY 8, 2007**

\_\_\_\_\_  
Mayor Robert L. Ransom

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Scott Passey  
City Clerk

\_\_\_\_\_  
Ian Sievers  
City Attorney

Publication Date:

Effective Date:

**ORDINANCE NO. 457**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, AMENDING ORDINANCE NO. 449, BY ESTABLISHING AN APPROPRIATION FOR THE UNLIMITED TAX GENERAL OBLIGATION BOND-2006 FUND (UTGO BOND-2006 FUND), TO APPROPRIATE FUNDS FOR DEBT SERVICE EXPENSES**

WHEREAS, the 2007 Budget was adopted in Ordinance 449; and

WHEREAS, the final debt service schedule was not known at the time that the 2007 Budget was adopted; and

WHEREAS, Ordinance 454 provided for the payment of principal and interest on the Bonds; and

WHEREAS, the City of Shoreline is required by RCW 35A.33.075 to include all revenues and expenditures for each fund in the adopted budget;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:**

**Section 1. Amendment.** The City hereby amends Section 1 of Ordinance No. 449 and the 2007 Annual Budget, by establishing the appropriation for the UTGO Bond-2006 Fund of \$1,636,228; and by increasing the Total Funds appropriation to \$69,808,753 as follows:

General Fund	28,373,336	
Street Fund	2,422,087	
General Reserve Fund	0	
Code Abatement Fund	100,000	
Asset Seizure Fund	23,500	
Public Arts Fund	0	
UTGO Bond-2006 Fund	0	\$1,636,228
General Capital Fund	23,691,223	
City Facility-Major Maintenance Fund	110,000	
Roads Capital Fund	7,233,434	
Surface Water Utility Fund	5,968,957	
Vehicle Operations/Maintenance Fund	139,988	
Equipment Replacement Fund	100,000	
Unemployment Fund	10,000	
Total Funds	<u>\$68,172,525</u>	\$69,808,753

**Section 2. Amending the 2007 Budget.** The 2007 Annual Budget is amended to include the following appropriations:

**A. Appropriation of New Revenue**

- Voter-approved excess tax levy totaling \$1,800,000 to be used for principal and interest bonds

**Section 3.** Effective Date. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. The ordinance shall take effect and be in full force five days after passage and publication.

**PASSED BY THE CITY COUNCIL ON JANUARY 8, 2007**

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Mayor Robert L. Ransom

**ATTEST:**

**APPROVED AS TO FORM:**

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Scott Passey  
City Clerk

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Ian Sievers  
City Attorney

Publication Date:  
Effective Date:

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Resolution regarding Planning Commission and 2007 Planning Work Program  
**DEPARTMENT:** Planning and Development Services  
**PRESENTED BY:** Joseph W. Tovar, FAICP  
Director

**PROBLEM/ISSUE STATEMENT:**

The City Council met with the Planning Commission in late October of 2006 and held a far-ranging discussion about Commission operations and the 2007 planning work plan, including the portions of the work program that affect the Planning Commission. The proposed resolution reflects that discussion and memorializes the Council's direction, commitments and priorities for the coming year.

**FINANCIAL IMPACT:**

The financial impact of the Planning Commission and Planning Work Plan items discussed herein have been addressed in the PADS budget that Council adopted for 2007

**RECOMMENDATION**

Staff recommends that the City Council adopt Resolution No. 254 recognizing the work of the Planning Commission and providing direction regarding the City's Planning Work Program.

Approved By:

City Manager 

City Attorney 

## **INTRODUCTION**

The proposed resolution reflects the Council's October 30, 2006 discussion with the Planning Commission and memorializes the Council's direction, commitments and priorities for the coming year.

## **BACKGROUND**

In the past, Council has met infrequently with the Planning Commission. Such ad hoc joint discussions usually were prompted by the need to discuss a controversial, pending issue, which in turn narrowed and constrained the scope of the dialogue. At its annual retreat, the Planning Commission concluded that regularly scheduled joint meetings would facilitate candid communication and improved understanding between the Council and the Commission.

In addition, several issues had also arisen during at Council meetings, partly in response to citizen comments and partly in the course of the City Council's review of Planning Commission recommendations. For example, during the review of quasi-judicial rezones, Council members expressed concern that some members of the public perceived these rezones to be "spot zones" rather than implementation of adopted comprehensive plan policies. Also, in response to a specific query from a citizen, the Council wished to review the question of whether the Commission should be the hearing body for such land use matters, or whether the Council should assume that role.

These and other issues were addressed in a wide-ranging discussion at the joint meeting in October. The Councilmembers and Commissioners shared ideas and experiences, and as a result of the meeting, the Council agreed to meet twice yearly with the Commission to discuss items of mutual interest and to promote communication on issues on a regular basis.

In addition the Council, in its discussion with the Commission, supported the following concepts:

- The Planning Commission is the hearing body for rezones. When appropriate, a representative of the Commission will participate in presenting its recommendation to the City Council.
- The Council and the Commission will co-sponsor a Speaker's Series on planning issues in 2007.
- The Planning Commission and Parks Board will be asked to meet jointly to assist in the implementation of Goal 6, "Creating an environmentally sustainable community".
- The Council supports the concepts of legislative rezones and form-based codes and requests that city staff and the Planning Commission review strategies for their use.

The attached resolution is a more formal re-statement of these concepts and reflects Council direction of some major items for the Commission's 2007 work program.



### **RECOMMENDATION**

Staff recommends that the City Council adopt Resolution No. 254 recognizing the work of the Planning Commission and providing direction regarding the City's Planning Work Program.

### **ATTACHMENT**

Resolution No. 254

## **RESOLUTION NO. 254**

### **A RESOLUTION OF THE CITY COUNCIL, CITY OF SHORELINE, WASHINGTON, RECOGNIZING THE WORK OF THE PLANNING COMMISSION AND PROVIDING DIRECTION REGARDING THE CITY'S PLANNING WORK PROGRAM**

**WHEREAS**, the Shoreline City Council and Planning Commission met jointly on October 30, 2006 to discuss implementation of the City's Planning Work Program, City Council Goals for 2007-2008, various means for public participation and citizen outreach, and other issues of mutual concern; and

**WHEREAS**, it was a productive meeting, many ideas were discussed, and the City Council offered direction on a number of items; and

**WHEREAS**, it is the best interests of the public, the Planning Commission, and the City staff that the City Council give clear direction regarding priorities for the Planning Work Program and public participation, affirm the important role of the Planning Commission as the City's land use hearing body, and provide for ongoing communication and coordination between the Council and the Planning Commission;

### **NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:**

The Shoreline Planning Commission work program for 2007 shall include the following tasks, direction, and understandings:

**Section 1.** The City Council commits to meeting at least twice annually with the Planning Commission in joint meetings, in April prior to the City Council's retreat, and in October prior to the City's budget process.

**Section 2.** The City Council affirms that the Planning Commission is the hearing body for both quasi-judicial and legislative rezones. When appropriate, a representative of the Commission will participate in presenting its recommendation to the City Council.

**Section 3.** The City Council approves the concept of sponsoring a Speaker Series (community conversation) in 2007, directs that these be televised on the City's cable access channel, and that the community at large be alerted to this opportunity through *Currents*, the City website and other appropriate media.

**Section 4.** The City Council agrees that three members of the Planning Commission shall serve on the Comprehensive Housing Strategy Citizen Advisory Committee as it helps implement Council Goal 5, which is to "Develop a Comprehensive Housing Strategy."

**Section 5.** The City Council requests that the Planning Commission and Parks Board periodically meet in joint session to provide a sounding board to review and critique the City's progress in implementing Council Goal 6, which is "To Create an Environmentally Sustainable Community."

**Section 6.** The City Council supports the concepts of legislative rezones and form-base codes in order to implement adopted comprehensive plan policies and to improve the timeliness and predictability of the City's development review process, and asks that the City staff and Planning Commission prepare for Council review a schedule and strategy for utilizing these land use tools.

**ADOPTED BY THE CITY COUNCIL ON JANUARY 8, 2007.**

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Robert L. Ransom, Mayor

**ATTEST:**

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Scott Passey  
City Clerk

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**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Arterial Speed Limit Findings
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Jesus Sanchez, Director of Public Works Rich Meredith, City Engineer

**PROBLEM/ISSUE STATEMENT**

The purpose of this follow-up report is to provide a more detailed review of the operation of selected Shoreline arterial streets in relation to their classification, posted speed limit, and traffic volume. This is in response to the new street classifications adopted by the City Council June 6, 2005, with the Transportation Master Plan, and the Arterial Speed Limit Findings staff report of July 17, 2006.

The report identifies a group of arterial street segments (**Appendix D**) that should be considered for changes in posted speed limits to meet City Council adopted policy, sound engineering principles, and provide consistency and predictability for motorists in Shoreline. After Council review of Appendix D staff will prepare a revised city ordinance to officially implement this first round of changes.

**RECOMMENDATION**

**Staff recommends that Council adopt Appendix D, a section of the proposed Arterial Speed study that would reduce speeds in certain segments of the City and rectify speed limits posting in two streets. Staff will then draft an ordinance implementing the authorized changes for Council adoption. Additionally, staff will continue to bring back to Council additional corridors that may require changed speed limits.**

Approved By:      City Manager  City Attorney \_\_\_\_\_

## **INTRODUCTION**

This report is in response to the new street classifications adopted by the City Council June 6, 2005, with the Transportation Master Plan. A map of the new classifications is shown in Appendix A.

The purpose of this report is to provide a more detailed review of the operation of a sub-group of Shoreline arterial streets in relation to their classification, posted speed limit, and traffic volume, then compare the current operations with table 6.3 of the Transportation Master Plan (TMP) to help identify inconsistencies. The table 6.3 is shown in Appendix B.

Table 2, the Arterial Roadway Data Matrix, summarizes all the arterial and neighborhood collector roadways with their currently associated classification, and the operating speed and traffic data collected on them. Table 2 is shown in Appendix C.

Table 3 is a matrix showing the additional data and evaluation for the roadway segments in this review. Table 3 is shown in Appendix D.

A map of all the streets considered in this review and where posted speeds are above or below what would be consistent with adopted policies and standard engineering principles is shown in Appendix E.

## **BACKGROUND INFORMATION**

In June, 2003, the City of Shoreline began the process of updating its Transportation Master Plan (TMP). The TMP looked at the existing arterial street network, and came back with two recommendations. The first recommendation was modifications to the types of roadway classifications. Second was a reclassification of a number of roadways. These recommendations were adopted by the City Council on June 6, 2005.

Table 1 is a comparison of the previous street classifications to the new ones

<i>Table 1</i>			
<b>Abbreviation</b>	<b>Description</b>	<b>Previous Classification</b>	<b>Updated Classification</b>
SR	State Route	Same as Principal Arterial	deleted - included with PA
PA	Principal Arterial		same
MA	Minor Arterial		same
CA	Collector Arterial		same
RS	Residential Street		deleted - included with NC and LS
NC	Neighborhood Collector	N/A	new - non-arterial streets that handle higher volumes, such as for commercial access
LS	Local Street	N/A	new - all non-arterials except NC

The range of appropriate speed limits and volumes for the different classifications is shown in Appendix B. With the new roadway classifications having been adopted, the next step was a preliminary review of the operation of the arterial streets. That review looked at the posted speed limit, operating speeds, volumes, and suggested where changes in the posted speed limit would be appropriate. The review was presented to

the City Council on July 17, 2006. At that time, the Council provided some feedback on the study, and asked for a follow-up discussion in December. That discussion was postponed until January due to time constraints in reviewing the budget in December.

In evaluating the operating speeds, the commonly used measure is the 85% (85 percentile) speed. The 85th percentile speed is the speed at which 85% of the vehicles are traveling at or below. One reason for using this measure is that studies have found that most drivers will travel at a speed that feels comfortable for them. Based on those findings, the normal method of setting a speed limit on a roadway is to use the 85% speed as a starting point, then consider additional factors such as land use (neighborhoods, schools, etc), roadway geometrics (hills and curves), collision records, and street classification in using engineering judgment to determine an appropriate speed limit.

With the exception of Aurora Ave N and Ballinger Way NE, the speed limits on city streets are specified by ordinance, which is passed by the City Council. Because Aurora Ave N and Ballinger Way NE are state highways, and that Aurora Ave N is also a highway of statewide significance, changes to the speed limit on each roadway must also be approved by the Secretary of Transportation for the State of Washington.

## DISCUSSION

The principles of transportation planning and traffic operations both recognize the *importance of having a consistent look and feel to arterial routes*. By clearly identifying arterial streets with yellow centerline markings, traffic control devices for all intersecting streets (stop signs, traffic signals, etc.), and consistent application of speed limits, drivers can be encouraged to stay on the arterial network instead of finding alternate routes through neighborhoods. A marked centerline is typically a characteristic of an arterial street, so marking a centerline on a non-arterial street can identify a neighborhood street as a “through” route, and invite more traffic into a neighborhood.

An example of this philosophy can be seen in neighboring cities, such as Seattle, where all the arterial streets are marked with centerlines, while the non-arterials typically have none. The speed limit on all the arterials in Seattle is 30 MPH unless otherwise posted. There are signs at every arterial entry into Seattle that remind drivers of the arterial speed limits, which negates the need to have speed limit signs posted on every street.

Currently, there is an inconsistency in the treatments of some roadways in Shoreline. There are some local streets with centerlines, stop signs on all the side streets, and speed limits of 30 mph. There are also some arterials with speed limits below 30 mph. *One of the effects of having arterials streets with speeds lower than 30 MPH is that it can be just as easy, or easier, to travel through the neighborhood on local streets.* This has resulted in a need for additional man-hours of police enforcement to achieve a lower operating speed, and maintain the lowered speed. In addition, having posted speed limit too low for the intended use is an underlying factor in complaints about speeding and cut-through traffic in neighborhoods.

Issues associated with speed limits that are set too low include the requirement for additional enforcement to achieve the desired driver behavior and posted speed compliance. Unfortunately, local residents who are normally obeying the law often get

caught traveling too fast on 25 MPH arterials merely because they did not realize the speed limit was lower than other typical arterials. The City's traffic engineering staff has been subpoenaed into court to defend the engineering judgment associated with the posted speed on a street. In these type of cases, if found arbitrary or without adequate grounds, courts can dismiss speeding violations.

The issue of changing speed limits can be difficult. A common perception is that raising a speed limit will increase speeding and decrease safety. **Studies have shown that typically, simply changing the speed limit signs alone has little effect on the operating speed of a roadway.** Physical changes, such as narrower lanes, curbs and sidewalks, and parallel parking can help to reduce driver comfort at higher speeds, so drivers tend to slow down.

*Speed limits, when set too low, require more hours of enforcement, increase driver delay, and can cause drivers to seek faster routes through neighborhoods.* Support for setting appropriate speed limits can be found a number of engineering publications. Some of them are referenced below.

*When a speed limit is to be posted, it should be within 10 km/h or 5 mph of the 85th-percentile speed of free-flowing traffic.*

*Source: Manual on Uniform Traffic Control Devices (MUTCD), 2003 ed, FHWA*

When considering a change to the speed limit of a roadway, physical improvements may be needed to help adjust driving behavior. Such improvements can include centerline removal, edge line installation, intersection reconfiguration, sidewalks, and modifying signal operation.

*A prerequisite to development of any effective speed management program is establishment of realistic speed limits to match roadway design and area characteristics. The goal is to design streets that communicate the appropriate speed for the facility. The selected speed limits should be consistent with driver expectations and commensurate with the functions of the roadway. A complementary relationship must exist among desired speed, actual operating speed, and posted speed limits. If the majority of road users view speed limits as unrealistic for prevailing conditions, the posted speed will be violated unless strictly enforced.*

*Source: Traffic Engineering Handbook, 5<sup>th</sup> Edition, Institute of Traffic Engineers (ITE)*

Of the current 5700 regulatory and warning signs in Shoreline, 700 are speed limit signs. These speed limit signs are located on most roadways because it is not readily apparent to drivers what the correct speed limit on each roadway is. Setting consistent speed limits can reduce sign clutter by creating opportunities to remove redundant speed limit signs.

Posting signs at the city limits stating "Arterial Speed 30MPH unless otherwise posted" allows a jurisdiction to remove redundant signs, unless the sign is needed for some other existing condition, such as marking the end of a school zone. "Arterial Speed Limit" signs can be seen on all arterials entering Seattle, and their use is described as a standard in the Manual on Uniform Traffic Control Devices (MUTCD).



*Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and at jurisdictional boundaries of metropolitan areas.*

*Source: Manual on Uniform Traffic Control Devices (MUTCD), 2003 ed, FHWA*

Installing such signs would need to be coordinated with evaluation and removal of centerline markings on non-arterial streets.

#### Methodology for evaluation of current conditions

Using the current list of arterials and neighborhood collectors adopted through the TMP, staff collected data on the average weekday traffic volumes and the 85% traffic speeds for the roadways. This data is shown in table 2 in Appendix C.

Comparing the current speed and volume data to the roadway classification, staff developed a list of roadways to consider for further review of changes to the posted speed limit. These roadways were initially assigned into four groups. The groups are defined as follows:

- Group 1 – Low difficulty of implementation, high benefit
- Group 2 – Medium difficulty – moderate benefits
- Group 3 – Higher difficulty – few benefits
- Group 4 – No changes recommended at this time.

These roadways are sorted by groupings, and also shown in Appendix C.

#### Benefits of appropriately assigned speed limits

- Greater consistency in setting appropriate speed limits may help reduce driver confusion, and increase driver compliance.
- Statutory speed limits on roadways would be consistent with current roadway classification.
- Clearly defining arterial routes helps preserve neighborhood integrity.
- Appropriately set speed limits can free up police resources to focus their attention on problem areas.
- Drivers tend to respect and comply with speed limits when appropriately set.
- Brings more drivers into compliance with the law.

#### Disadvantages of raising the posted speed limits

- Negative public perception
- Perception is that raising speed limit makes cars go faster and decreases safety.
- Increased resources to help defend speeding citations, and greater chance of dismissal.
- Capital improvement projects may be needed to maintain or improve driver compliance and the level of safety on each roadway

#### Further Evaluation Methodology Process

- Generate a list of roadways with the 85% speeds out of compliance of the posted or classification range policy by 5 or more MPH
- Evaluate the collision history, roadway geometrics, pedestrian facilities, and land use (schools, etc)

- Compare the CIP needs vs the costs of enforcement to achieve compliance with the appropriate speed for the street classification.
- Work with police department in development of final list of roadways for suggested changes to posted speed limit.
- Recommend an action plan and ordinance changes for specific arterial links

## **Funding Source Discussion**

When considering a change to the speed limit of a roadway, physical improvements may be needed to help adjust driving behavior. Such improvements can include centerline removal, edge line installation, intersection reconfiguration, sidewalks, curb and gutter, drainage facilities, and modifying signal operations. Funding for such improvements could come from a combination of sources, including CIP projects, annual programs, and grants.

## **Conclusions**

Many of Shoreline's roadways are functioning as intended. However, there are some that can and should be changed to meet the needs of users of the transportation system, be in compliance with our roadway classification system, and still maintain the necessary level of safety. Adjusting some of the speed limits on Shoreline's arterials to make them consistent with the roadway classification can have several benefits. These include helping improve driver compliance with the posted speed, and reduce delay and cut-through traffic in some neighborhoods.

Such changes could also require some capital improvements to maintain or improve the safety for all users of the roadways. Such improvements can reduce the need for extra police enforcement, freeing up those resources to be used at other problem areas.

An implementation plan needs to be developed prior to changing the speed limit signs on a roadway. Through the development of the table 2 in Appendix C, we can see some of the areas with the worst speeding problems. The police department is using this table to target speed enforcement. However, enforcement is not likely to completely achieve a change in driver behavior in the long term.

Staff will continue to work with neighborhoods to insure understanding of the process and the effects resulting from any speed limit change recommendations.

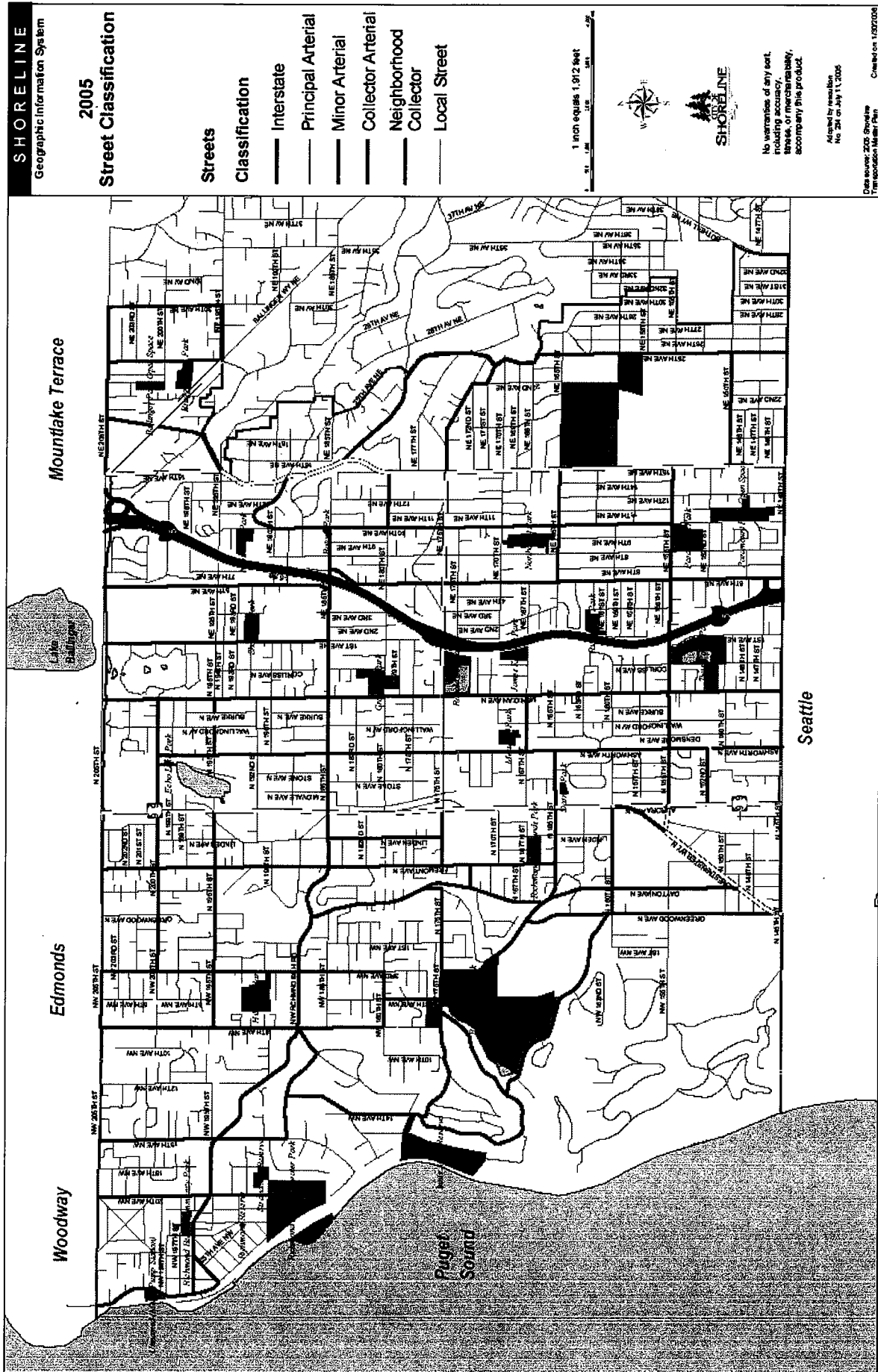
## **Recommendations**

**Staff recommends that Council adopt Appendix D, a section of the proposed Arterial Speed study that would reduce speeds in certain segments of the city and rectify speed limits posting in two streets. Staff will then draft an ordinance implementing the authorized changes for Council adoption. Additionally, staff will continue to bring back to Council additional corridors that may require changed speed limits**

## **ATTACHMENTS**

Appendix A: Arterial Map of Shoreline-Street Classification  
Appendix B: Characteristics of Roadways chart from TMP  
Appendix C: Arterial Roadway Data Matrix  
Appendix D: List of Group1 street segment evaluations  
Appendix E: Map of Group 1 street segments  
Appendix F - Current Posted Arterial Speed Limits

# Appendix A - Arterial Map of Shoreline



**Table 6-3: General Description of Classified Streets**

	Arterial			Local Street	
	Principal Arterial	Minor Arterial	Collector Arterial	Neighborhood Collector	Local Street
<b>Function</b>	<ul style="list-style-type: none"> <li>- To connect cities and urban centers with minimum delay</li> <li>- To channel traffic to Interstate system</li> <li>- To accommodate long and through trips</li> </ul>	<ul style="list-style-type: none"> <li>- To connect activity centers within the City</li> <li>- To channel traffic to Principal Arterials/Interstate</li> <li>- Accommodate some long trips</li> </ul>	<ul style="list-style-type: none"> <li>- To serve community centers and businesses</li> <li>- To channel traffic from Neighborhood Access streets to Minor or Principal Arterials</li> <li>- Accommodate medium length trips</li> </ul>	<ul style="list-style-type: none"> <li>- To serve residential areas</li> <li>- To channel traffic from local streets to Collector Arterials</li> <li>- Accommodate short trips such as shopping trips</li> </ul>	<ul style="list-style-type: none"> <li>- To provide local accesses</li> <li>- To serve residential areas</li> </ul>
<b>Land Access</b>	<ul style="list-style-type: none"> <li>- Limited local access – refer to the "Access Management Plan"</li> <li>- 30 – 45 mph</li> </ul>	<ul style="list-style-type: none"> <li>- Limited local access to abutting properties</li> <li>- 30 – 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>- Local access with some control</li> <li>- 30- 35 mph</li> </ul>	<ul style="list-style-type: none"> <li>- Local access with minimum restrictions</li> <li>- 25 –30 mph</li> </ul>	<ul style="list-style-type: none"> <li>- Local access with minimum restrictions</li> <li>- 25 mph</li> </ul>
<b>Speed Limits</b>	<ul style="list-style-type: none"> <li>- More than 15,000 vpd</li> </ul>	<ul style="list-style-type: none"> <li>- 8,000 – 25,000 vpd</li> </ul>	<ul style="list-style-type: none"> <li>- 3,000 – 9,000 vpd</li> </ul>	<ul style="list-style-type: none"> <li>- less than 4,000 vpd</li> </ul>	<ul style="list-style-type: none"> <li>- Less than 4,000 vpd</li> </ul>
<b>Daily Volumes (vpd)</b>	<ul style="list-style-type: none"> <li>- Three or more lanes</li> </ul>	<ul style="list-style-type: none"> <li>- Three or more lanes</li> </ul>	<ul style="list-style-type: none"> <li>- Two or more lanes</li> </ul>	<ul style="list-style-type: none"> <li>- One or Two lanes</li> </ul>	<ul style="list-style-type: none"> <li>- One or Two lanes</li> </ul>
<b>Number of Lanes</b>	<ul style="list-style-type: none"> <li>- Travel lanes delineated with stripes</li> </ul>	<ul style="list-style-type: none"> <li>- Travel lanes delineated with stripes</li> </ul>	<ul style="list-style-type: none"> <li>- Travel lanes delineated with stripes</li> </ul>	<ul style="list-style-type: none"> <li>- No travel lane striping</li> </ul>	<ul style="list-style-type: none"> <li>- No travel lane striping</li> </ul>
<b>Lane striping</b>	<ul style="list-style-type: none"> <li>- Landscaped medians or two-way center left turn lanes</li> </ul>	<ul style="list-style-type: none"> <li>- Landscaped medians or two-way center left turn lanes</li> </ul>	<ul style="list-style-type: none"> <li>- Landscaped medians allowed</li> </ul>	<ul style="list-style-type: none"> <li>- Medians are not needed unless provided as traffic calming devices</li> </ul>	<ul style="list-style-type: none"> <li>- Medians may be provided as traffic calming devices</li> </ul>
<b>Median</b>	<ul style="list-style-type: none"> <li>- Buses/transit stops allowed</li> </ul>	<ul style="list-style-type: none"> <li>- Buses/transit stops allowed</li> </ul>	<ul style="list-style-type: none"> <li>- Buses/transit stops allowed</li> </ul>	<ul style="list-style-type: none"> <li>- Buses/transit stops not generally allowed except for short segments</li> </ul>	<ul style="list-style-type: none"> <li>- Buses/transit stops not allowed</li> </ul>
<b>Transit</b>	<ul style="list-style-type: none"> <li>- Bike lanes or shared lanes desired</li> </ul>	<ul style="list-style-type: none"> <li>- Bike lanes or shared lanes desired</li> </ul>	<ul style="list-style-type: none"> <li>- Bike lanes or shared lanes desired</li> </ul>	<ul style="list-style-type: none"> <li>- Shared lanes can be provided</li> </ul>	<ul style="list-style-type: none"> <li>- Bike facilities not specifically provided; may include signed bike routes</li> </ul>
<b>Bicycle Facilities</b>	<ul style="list-style-type: none"> <li>- Sidewalks on both sides</li> <li>- Landscaped/amenity strips</li> </ul>	<ul style="list-style-type: none"> <li>- Sidewalks on both sides</li> <li>- Landscaped/amenity strips</li> </ul>	<ul style="list-style-type: none"> <li>- Sidewalks on both sides</li> <li>- Landscaped/amenity strips</li> </ul>	<ul style="list-style-type: none"> <li>- Sidewalks on both sides</li> <li>- Landscaped/amenity strips</li> </ul>	<ul style="list-style-type: none"> <li>- Safe pedestrian access through the use of sidewalks, trails, or other means.</li> </ul>
<b>Pedestrian Facilities*</b>					

Source: City of Shoreline Transportation Master Plan – June, 2006

**Arterial Roadway Data**  
Traffic Services, June 2006

**Table 2-Appendix C**

Street Segment	Old Class	New Class	Current Posted			# of lanes	Speed Diff	Typical Posted		Suggested Speed Limit	Comments
			Limit	Speed	85% speed			Speed based on 85% or Volume	Change		
10th Ave NE - NE 155th St to NE 165th St	RS	NC	30	36.1	2,500	2	6.1	30-40	25-30	Lower	NC => 25 mph (min); New sidewalk and traffic circle being installed
10th Ave NE - NE 165th St to NE 175th St	RS	NC	30	36.3	2,500	2	6.3	30-40	25-30	Lower	NC => 25 mph (min); New sidewalk and traffic circle being installed
10th Ave NE - NE 175th St to NE 185th St	RS	NC	30	35.2	5,200	2	5.2	30-40	30-40		
10th Ave NE - NE 185th St to NE Perkins Wy	MA	CA	30	34.8	5,400	2	4.8	30-40	30-40		
10th Ave NW - NW Innis Arden W to NW 175th St	CA	CA	25	33.8	650	2	8.8	30-35	25-30	Raise	CA => 30 mph (min)
14th Ave NW - NW 175th St to NW Springdale Pl	CA	CA	25	33.9	1,024	2	8.9	30-35	25-30	Raise	CA => 30 mph (min)
15th Ave NE - NE 145th St to NE 175th St	PA	PA	35	38.6	17,000	3	3.6	30-40	30-35		
15th Ave NE - NE 175th St to 15th Pl NE	PA	PA	25	34.7	17,600	4	9.7	30-40	30-35	Raise	PA => 30 mph (min)
15th Ave NE - 15th Pl NE to NE 195th St	PA	PA	35	38.8	17,600	4	3.8	30-40	30-35		
15th Ave NE - NE 195th St to NE 205th St	PA	PA	35	39.4	9,000	2	4.4	30-45	30-35		
15th Ave NW - NW 167th St to NW 175th St	CA	CA	25	34.6	1,130	2	9.6	30-40	25-30	Raise	CA => 30 mph (min)
15th Ave NW - NW 188th St to NW Richmond Bch Rd	CA	CA	25	33.1	1,424	2	8.1	30-35	25-30	Raise	CA => 30 mph (min)
15th Ave NW - NW Richmond Bch Rd to NW 205th St	RS	CA	25	31.7	1,400	2	6.7	30-35	25-30	Raise	CA => 30 mph (min)
19th Ave NE - 15th Ave NE to Ballinger Way NE	MA	MA	25	33.3	6,000	2	8.3	30-35	30-40	Raise	MA => 30 mph (min)
19th Ave NE - Ballinger Way NE to NE 205th St	MA	MA	25	33.5	8,000	2	8.5	30-35	30-35	Raise	MA => 30 mph (min)
1st Ave NE - NE 145th St to NE 155th St	RS	CA	30	37.4	3,200	2	7.4	30-40	30-40	Raise	CA => 30 mph (min)
1st Ave NE - NE 185th St to NE 194th St	RS	CA	25	34.2	3,600	2	9.2	30-40	30-40		
1st Ave NE - NE 194th St to NE 205th St	RS	CA	35	41.3	3,100	2	6.3	30-45	30-40		
20th Ave NW - NW 190th St to NW 205th St	CA	CA	25	31.5	2,200	2	6.5	30-35	25-30	Raise	CA => 30 mph (min)
22nd Ave NE - NE 171st St to NE 175th St	CA	CA	25	30.1	1,200	2	5.1	30-35	25-30	Raise	CA => 30 mph (min)
24th Ave NE - NE 178th St to 15th Ave NE	MA	MA	35	28.5	3,800	2	(6.5)	25-30	30-40	Lower	CA => 30 mph (min)
25th Ave NE - NE 145th St to NE 175th St	CA	CA	30	32.7	5,000	2	2.7	30-35	30-40		
25th Ave NE - NE 175th St to NE 178th St	CA	CA	30	38.9	4,000	2	8.9	30-40	30-40		
25th Ave NE - NE 178th St to NE Perkins Way	RS	NC	25	33.0	860	2	8.0	30-35	25-30		
25th Ave NE - Ballinger Way NE to NE 205th St	RS	NC	25	34.1	1,700	2	9.1	30-40	25-30	Raise	CA => 30 mph (min)
3rd Ave NW - Carlyle Hal Rd NW to NW 175th St	CA	CA	25	38.2	3,500	2	13.2	30-40	30-40	Raise	CA => 30 mph (min)
3rd Ave NW - NW 180th St to NW Richmond Bch Rd	RS	NC	25	30.1	1,500	2	5.1	30-35	25-30		
3rd Ave NW - NW Richmond Bch Rd to NW 205th St	CA	CA	35	28.4	4,200	2	(6.6)	25-30	30-40	Lower	CA => 30 mph (min)
5th Ave NE - NE 145th St to NE 175th St	MA	MA	30	37.4	7,200	2	7.4	30-40	30-40		
5th Ave NE - NE 175th St to NE 185th St	MA	MA	30	38.3	4,000	2	8.3	30-40	30-40		
5th Ave NE - NE 185th St to NE 205th St	CA	NC	30	37.6	2,000	2	7.6	30-40	25-30		
6th Ave NW - NW 175th St to NW 180th St	CA	CA	25	34.8	2,700	2	4.8	30-40	25-30	Raise	CA => 30 mph (min)
8th Ave NW - NW 180th St to NW Richmond Bch Rd	CA	CA	30	35.0	3,700	2	5.0	30-40	30-40		
8th Ave NW - NW Richmond Bch Rd to NW 205th St	MA	MA	35	34.9	6,800	2	(0.1)	30-40	30-40	Lower	MA => 30 mph (min)
Ashworth Ave N - N 145th St to N 150th St	RS	NC	25	32.8	350	2	7.8	30-35	25-30		
Ashworth Ave N - N 152nd St to N 155th St	RS	NC	25	28.5	1,370	2	3.5	25-30	25-30		
Ashworth Ave N - N 155th St to N 175th St	RS	NC	30	32.3	1,500	2	2.3	30-35	25-30		
Ashworth Ave N - N 175th St to N 200th St	RS	NC	30	34.4	1,300	2	4.4	30-40	25-30		
Aurora Ave N - N 145th St to N 205th St	SR	PA	40	42.6	45,000	5	2.6	30-45	30-35		State Route

PA = Principal Arterial MA = Minor Arterial CA = Collector Arterial  
NC = Neighborhood Collector LS = Local Street

**Arterial Roadway Data**  
Traffic Services, June 2006

**Table 2-Appendix C**

Street Segment	Old Class	New Class	Current Posted			# of lanes	Speed Diff	Typical Posted		Suggested Speed Limit Change	Comments
			Class	Speed Limit	85% speed			Speed based on 85% speed	or Volume (AWDT)		
Ballinger Way NE - NE 195th St to NE 205th St	SR	PA	CA	40	39.7	22,400	5	(0.3)	30-35		State Route
Carlyle Hall Rd NW - 3rd Ave NW to Dayton Ave N	CA	CA	CA	25	35.0	2,200	2	10.0	25-30	Raise	CA => 30 mph (min)
Dayton Ave N - Westminster Way N to N 185th St	MA	MA	MA	35	38.5	8,600	2	3.5	30-40		
Fremont Ave N - N 165th St to N 205th St	RS	CA	CA	30	33.9	9,000	2	3.9	30-35		
Greenwood Ave N - NE 145th St to N Innis Arden Wy	CA	CA	CA	35	39.8	7,000	2	4.8	30-45		
Greenwood Ave N - Innis Arden Wy to Carlyle Hall Rd	RS	CA	CA	30	36.6	3,400	2	6.6	30-40		
Linden Ave N - N 175th St to N 185th St	RS	NC	NC	25	33.5	2,900	2	8.5	25-30		
Meridian Ave N - N 145th St to N 205th St	MA	MA	MA	35	37.0	12,000	2	2.0	30-40		
Midvale Ave N - N 175th St to N 185th St	RS	CA	CA	25	31.3	1,200	2	6.3	30-35		
N 152nd St - Aurora Ave N to Ashworth Ave N	RS	NC	NC	25	27.0	2,250	2	2.0	25-30		
N 155th St - Westminster Way N to Aurora Ave N	PA	PA	CA	35	34.4	13,800	5	(0.6)	30-40		
N 155th St - Aurora Ave N to 5th Ave NE	MA	MA	MA	35	37.0	12,500	3	2.0	30-40		
N 160th St - Greenwood Ave N to Dayton Ave N	CA	CA	CA	25	28.4	5,200	2	3.4	25-30	Raise	CA => 30 mph (min)
N 160th St - Dayton Ave N to Aurora Ave N	MA	MA	MA	35	38.7	8,500	4	3.7	30-40		
N 165th St - Carlyle Hall Rd N to Aurora Ave N	RS	CA	CA	25	33.3	1,900	2	8.3	25-30	Raise	CA => 30 mph (min)
N 165th St - Aurora Ave N to Ashworth Ave N	RS	NC	NC	25	31.0	600	2	6.0	25-30		
N 167th St - Ashworth Ave N to Meridian Ave N	RS	NC	NC	25	33.7	1,900	2	8.7	30-35		
N 172nd St - Dayton Ave N to Fremont Ave N	RS	CA	CA	25	30.8	5,000	2	5.8	25-40	Raise	CA => 30 mph (min)
N 175th St - Fremont Ave N to Aurora Ave N	CA	CA	CA	30	34.9	10,000	4	4.9	30-40		
N 175th St - Aurora Ave N to 15th Ave NE	PA	PA	CA	35	41.6	33,000	4	6.6	30-45		
N 185th St - Fremont Ave N to Midvale Ave N	MA	MA	MA	35	31.9	13,300	4	(3.1)	30-35	Lower	MA => 30 mph (min)
N 185th St - Midvale Ave N to 1st Ave NE	MA	MA	MA	35	37.0	12,000	3	2.0	30-40	Lower	MA => 30 mph (min)
N 195th St - Fremont Ave N to Aurora Ave N	RS	CA	CA	25	18.8	1,140	2	(6.2)	25-30	Raise	CA => 30 mph (min); data collected between Firlands and Aurora
N 195th St - Ashworth Ave N to Meridian Ave N	RS	NC	NC	25	27.7	900	2	2.7	25-30		
N 200th St - 3rd Ave NW to Meridian Ave N	CA	CA	CA	25	34.9	6,000	2	9.9	30-40	Raise	CA => 30 mph (min)
N 205th St - 3rd Ave NW to Aurora Ave N	MA	MA	MA	35	39.9	15,000	3	4.9	25-30		
N 205th St - Aurora Ave N to Wallingford Ave N	SR	PA	PA	35	37.2	20,100	4	2.2	30-40		
NE 150th St - 15th Ave NE to 25th Ave NE	CA	CA	CA	30	33.2	3,200	2	3.2	30-35		
NE 155th St - 5th Ave NE to 15th Ave NE	MA	MA	MA	35	37.3	9,000	3	2.3	30-40		
NE 165th St - 5th Ave NE to 15th Ave NE	RS	CA	CA	25	33.4	2,050	2	8.4	30-35	Raise	CA => 30 mph (min)
NE 168th St - 15th Ave NE to 25th Ave NE	RS	LS	LS	30	37.4	2,500	2	7.4	30-40		
NE 171st St - 22nd Ave NE to 25th Ave NE	CA	CA	CA	25	29.9	325	2	4.9	25-30	Raise	CA => 30 mph (min)
NE 175th St - 15th Ave NE to NE 172nd St	CA	CA	CA	30	34.9	3,500	2	4.9	30-40		
NE 178th St - 24th Ave NE to 25th Ave NE	MA	MA	MA	35	38.5	3,700	2	3.5	30-40		
NE 180th St - 10th Ave NE to 15th Ave NE	RS	NC	NC	25	34.0	2,800	2	9.0	30-35	Raise	CA => 30 mph (min)
NE 185th St - 1st Ave NE to 10th Ave NE	MA	MA	MA	35	36.9	8,400	3	1.9	30-40	Lower	MA => 30 mph (min)
NE 205th St - Ballinger Way NE to 30th Ave NE	RS	MA	MA	40	35.4	10,800	2	(4.6)	25-30		
NE Perkins Way - 10th Ave NE to 15th Ave NE	MA	CA	CA	25	32.2	4,000	2	7.2	30-40	Raise	CA => 30 mph (min)
NE Perkins Way - 15th Ave NE to 25th Ave NE	MA	CA	CA	25	33.3	3,000	2	8.3	30-35	Raise	CA => 30 mph (min)
NW 167th St - 10th Ave NW to 15th Ave NW	CA	CA	CA	25	29.2	1,100	2	4.2	25-30	Raise	CA => 30 mph (min)

PA = Principal Arterial MA = Minor Arterial CA = Collector Arterial  
NC = Neighborhood Collector LS = Local Street

**Arterial Roadway Data**  
Traffic Services, June 2006

**Table 2-Appendix C**

Street Segment	Old Class	New Class	Current Posted			# of lanes	Speed Diff	Typical Posted		Suggested Speed	
			Limit	85% speed	Volume			Speed based on 85% speed	or Volume (AWDT)	Limit Change	Comments
NW 175th St - Greenwood Pl N to 10th Ave NW	RS	CA	25	32.4	4,200	2	7.4	30-35	30-40	Raise	CA => 30 mph (min)
NW 175th St - 10th Ave NW to 15th Ave NW	RS	NC	25	27.1	500	2	2.1	25-30	25-30		
NW 180th St - 3rd Ave NW to 6th Ave NW	RS	NC	25	29.7	450	2	4.7	30-35	25-30		
NW 180th St - 6th Ave NW to 8th Ave NW	CA	CA	25	29.2	2,100	2	4.2	30-35	25-30		
NW 188th St - Springdale Ct NW to 15th Ave NW	CA	CA	25	32.2	1,850	2	7.2	30-35	25-30	Raise	CA => 30 mph (min)
NW 195th Pl - 24th Ave NW to NW Richmond Beach	CA	NC	25	32.6	950	2	7.6	30-35	25-30	Raise	CA => 30 mph (min)
NW 195th St - Fremont Ave N to 8th Ave NW	RS	NC	25	34.7	2,550	2	9.7	30-40	25-30	Raise	CA => 30 mph (min)
NW 195th St - 15th Ave NW to 20th Ave NW	MA	MA	30	38.6	9,100	4	8.6	30-40	30-35		
NW 196th St - 20th Ave NW to 24th Ave NW	CA	CA	30	35.8	2,100	4	5.8	30-40	25-30		
NW 196th St - 24th Ave NW to NW Richmond Bch Rd	CA	CA	25	33.3	900	2	8.3	30-35	25-30	Raise	CA => 30 mph (min)
NW 205th St - 3rd Ave NW to 8th Ave NW	RS	CA	25	25.1	2,000	2	0.1	25-30	25-30	Raise	CA => 30 mph (min)-speed humps
NW Innis Arden Way - Greenwood Av N to 10th Av NW	CA	CA	35	41.1	2,100	2	6.1	30-45	25-30	Lower	CA => 30 mph (min)
NW Richmond Bch Rd - Fremont Ave N to 8th Ave NW	MA	MA	35	38.7	19,000	4	3.7	30-40	30-35		
NW Richmond Bch Rd - 8th Ave NW to 15th Ave NW	MA	MA	30	36.8	12,000	4	6.8	30-40	30-35		
Richmond Bch Dr NW - NW 195th Pl to NW 196th St	CA	NC	25	27.7	500	2	2.2	25-30	25-30		
Richmond Bch Dr NW - NW 196th St to NW 205th St	CA	CA	25	31.5	525	2	6.5	30-35	25-30	Raise	CA => 30 mph (min)
Ridgefield Rd NW - Innis Arden Rd to Springdale Ct NW	RS	NC	25	31.9	925	2	6.9	30-35	25-30		
Springdale Ct NW - 14th Ave NW to NW 188th St	CA	CA	25	28.9	1,300	2	3.9	25-30	25-30	Raise	CA => 30 mph (min)
St Luke Pl N - N 175th St to Dayton Ave N	RS	CA	25	27.6	2,300	2	2.6	25-30	25-30		
Westminster Way N - Greenwood Ave N to N 155th St	PA	PA	35	43.2	22,000	4	8.2	30-45	30-35		
Westminster Way N - N 155th St to Aurora Ave N	PA	PA	35	44.1	6,800	2	9.1	30-45	30-40		One Way SB

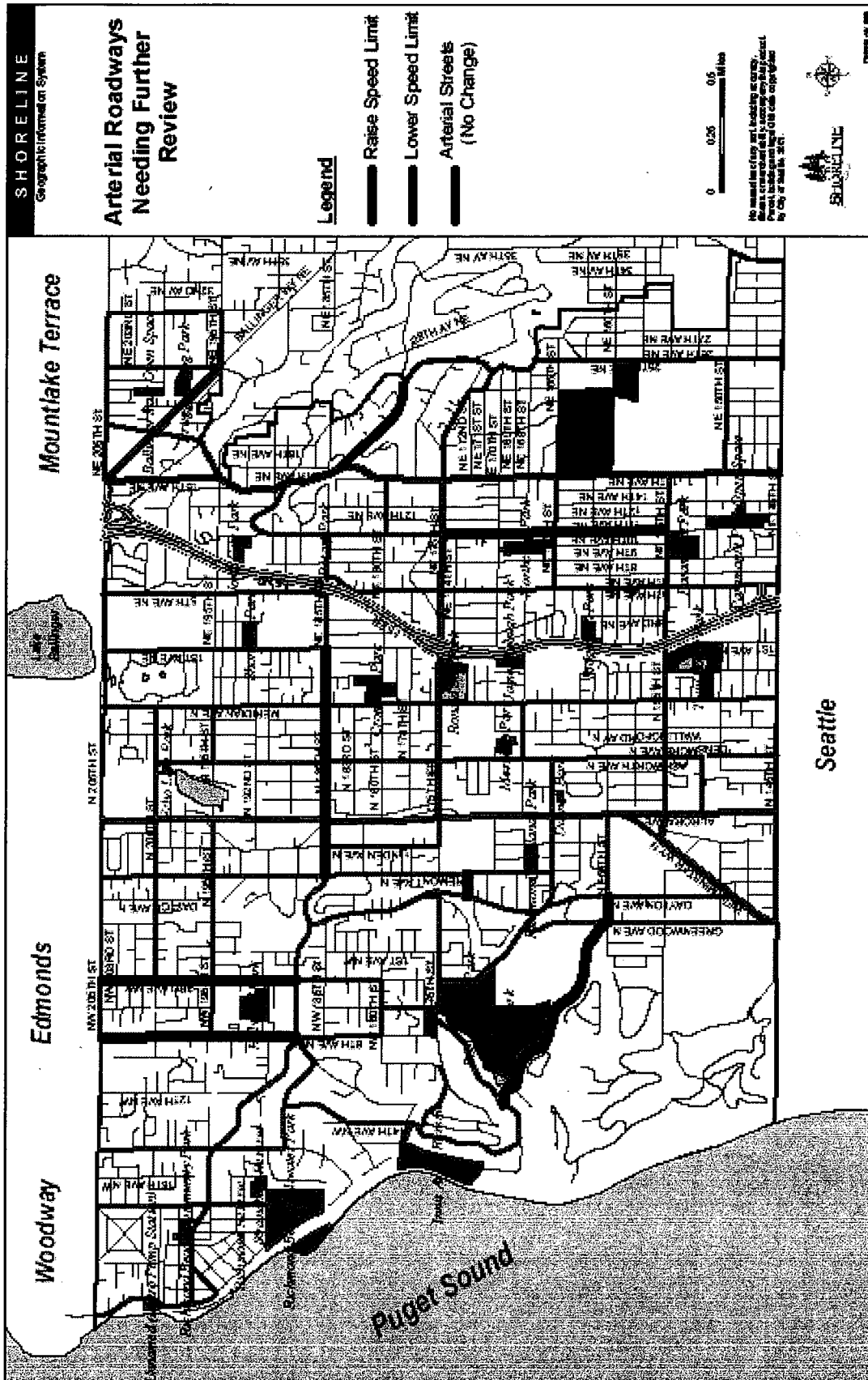
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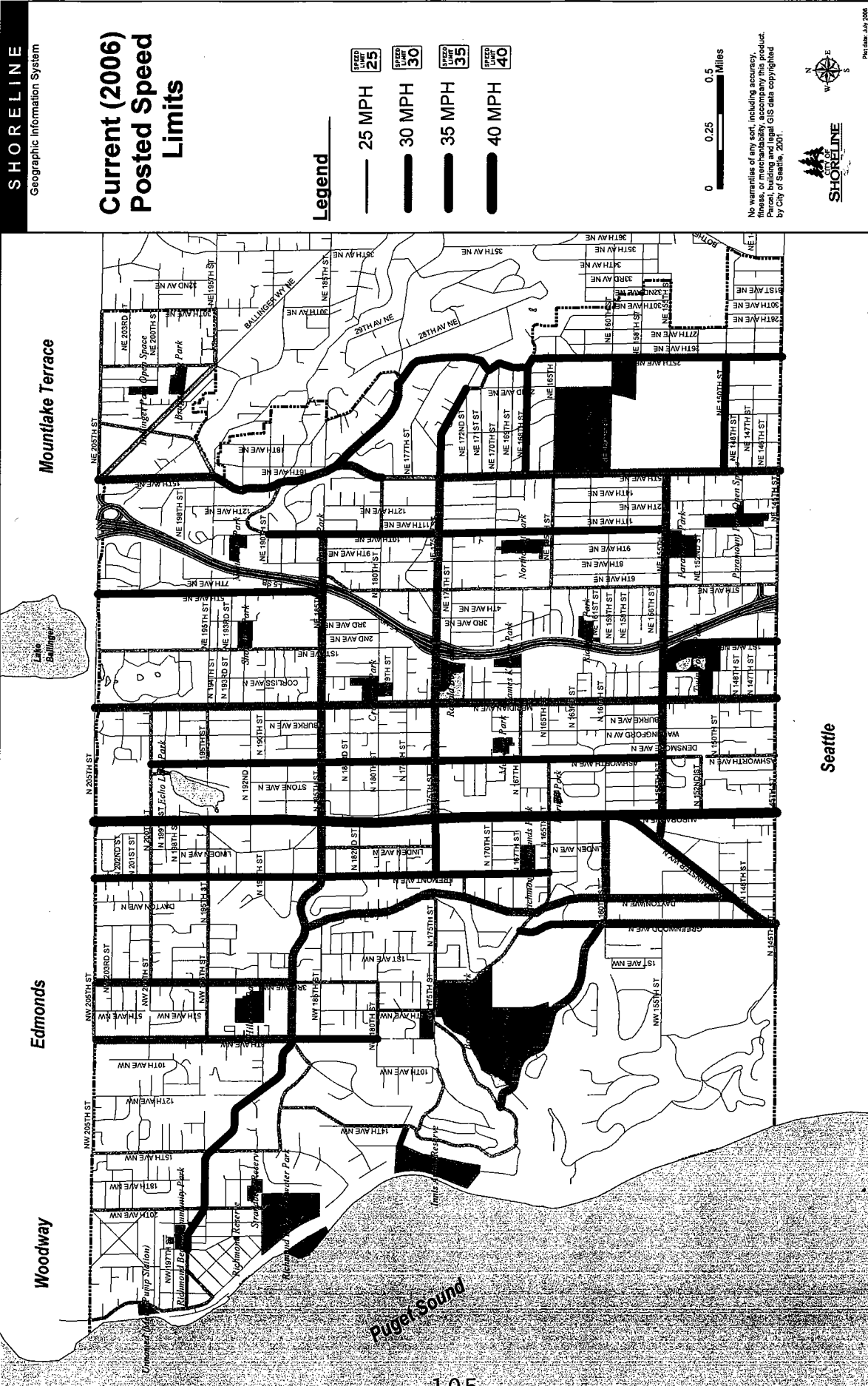
# Appendix D - List of Group1 street segment evaluations

Street Segment	New Class	Current Speed Limit	Prop Speed Limit	# of lanes	Recommended Posted Speed based on				Speed Limit Change	Comments	3 year collisions			Geometrics	School zone	Existing facilities
					85% speed	Volume	Diff	Volume			# coll	# in	Length			
10th Ave NE - NE 155th St to NE 165th St	NC	30	25	2	35.2	2,500	5.2	30-40	Lower	NC => 25 mph (min)	1	1	2533	straight and level	yes	All way stop at NE 165th St, school on NE corner
Evaluation: Lower speed limit meets the intent of the street classification, fits character of neighborhood, and supports neighborhood traffic action plan. Will need extra enforcement to reduce current 85% speeds.																
10th Ave NE - NE 165th St to NE 175th St	NC	30	25	2	33.5	2,500	3.5	30-35	Lower	NC => 25 mph (min)	6	2	2722	straight and level	yes	Sidewalk on east side, traffic circle at NE 170 St, all way stop at NE 165th St.
Evaluation: Lower speed limit meets the intent of the street classification, fits character of neighborhood, and supports neighborhood traffic action plan. The 85% speeds are dropping with construction of a new sidewalk on the east side of 10th Ave NE, and a traffic circle at NE 170th St. Will need extra enforcement to reduce current 85% speeds.																
24th Ave NE - NE 178th St to 15th Ave NE	MA	35	30	2	28.6	3,800	(6.4)	25-30	Lower	CA => 30 mph (min), 85% speeds are low	1	0	2001	winding roadway	no	
Evaluation: The geometrics of this two-lane winding roadway contributes to the slower speeds for the majority of drivers. Since the 85% speeds are already lower than the posted speed limit, lowering the speed limit can be done with just a changing of signs.																
3rd Ave NW - NW Richmond Bch Rd to NW 205th St	CA	35	30	2	28.8	4,200	(6.2)	25-30	Lower	CA => 30 mph (min), 85% speeds are low	19	10	4515	straight and level	yes	Sidewalk on one side between NW Richmond Beach Rd and NW 195th St
Evaluation: Existing school zones and the all way stop at NW 195th St contribute to slower speeds. Since the 85% speeds are already lower than the posted speed limit, lowering the speed limit can be done with just a changing of signs.																
8th Ave NW - NW Richmond Bch Rd to NW 205th St	MA	35	30	2	36.8	6,800	1.8	30-40	Lower	MA => 30 mph (min)	7	1	4583	straight and level	no	Sidewalk on one side between NW 190th St and NW 200th St, 3 marked pedestrian crossings.
Evaluation: Lower speed limit meets the intent of the street classification, fits character of neighborhood, and supports three marked pedestrian crossings. It also ties in with the lower speed limits north of NW 205th St. Will need extra enforcement to reduce current 85% speeds.																
N 160th St - Greenwood Ave N to Dayton Ave N	CA	25	30	2	28.4	5,200	3.4	25-30	Raise	CA => 30 mph (min)	1	0	560	straight with vertical curve	no	Sidewalk on south side of the street
Evaluation: Higher speed limit meets the intent of the street classification and consistency of arterial speed limit postings. This segment is only one block. A speed limit of 30 MPH would be consistent with speed limits to the east, Greenwood Ave N, and Dayton Ave N. Since the 85% speeds are only 28.4 MPH, changing the speed limit can be done by just replacing signs. No significant change in driver behavior is expected																
N 172nd St - Dayton Ave N to Fremont Ave N	CA	25	30	2	30.8	5,000	5.8	30-35	Raise	CA => 30 mph (min)	2	0	528	straight and level	no	sidewalk on south side, all-way stops at Dayton Ave N and at Fremont Ave N
Evaluation: Higher speed limit meets the intent of the street classification and consistency of arterial speed limit postings. This segment is only one block, with all-way stops at each end. Since the 85% speeds are already at 30.8 MPH, changing the speed limit can be done by just replacing signs.																
N 185th St - Fremont Ave N to Midvale Ave N	MA	35	30	4	31.9	13,300	(3.1)	30-35	Lower	MA => 30 mph (min)			2693	straight and level	no	Sidewalks on both sides of street except for 200 ft west of Aurora Ave N.
Evaluation: Lower speed limit meets the intent of the street classification, fits character of neighborhood, and can improve safety as drivers enter a congested, commercial area. Since the 85% speeds are already lower than the posted speed limit, lowering the speed limit can be done with just a changing of signs.																
N 185th St - Midvale Ave N to 1st Ave NE	MA	35	30	3	37	12,000	2.0	30-40	Lower	MA => 30 mph (min)			3938	straight and level	no	Sidewalks on both sides of street. Center turn lane, bike lanes.
Evaluation: Lower speed limit meets the intent of the street classification, fits character of neighborhood, and could help support use of the bicycle lanes. Will need extra enforcement to reduce current 85% speeds.																
NE 185th St - 1st Ave NE to 10th Ave NE	MA	35	30	3	36.9	8,400	1.9	30-40	Lower	MA => 30 mph (min)	93	60	2382	straight and level		Sidewalks on both sides of street.
Evaluation: Lower speed limit meets the intent of the street classification, and fits character of neighborhood. Will need extra enforcement to reduce current 85% speeds.																
NW Innis Arden Way - Greenwood Av N to 10th Av NW	CA	35	30	2	41.1	2,100	6.1	30-45	Lower	CA => 30 mph (min)	13	3	4749	winding roadway	no	
Evaluation: Lower speed limit meets the intent of the street classification, fits character of neighborhood, and can improve safety on this winding two-lane roadway. Will need extra enforcement to reduce current 85% speeds.																
																sidewalk on one side of the roadway, establish on-street parallel parking in vicinity of college

# Appendix E - Map of Group 1 street segments



# Appendix F – Current Posted Arterial Speed Limits



[illegible]

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Update on the 2006/2007 Sidewalk Priority Routes
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Jesus Sanchez, Operations Manager and Acting Public Works Director Jon Jordan, Capital Projects Manager

**BACKGROUND**

The City Council continues to emphasize the importance of sidewalks for safety, enhanced mobility, convenience, and recreation in Shoreline. This City's Capital Improvement Program (CIP) project serves to enhance pedestrian safety in Shoreline with an emphasis near schools, parks, and bus lines, and advance our goal to provide safe and affordable transportation options to support land use plans including walking, bicycling, transit and vehicular options (Council Goal #7).

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility and provides the guidance and prioritization for this and other projects in the CIP. The TMP project team together with City staff and a subcommittee from the Planning Commission identified potential sidewalk candidate projects and developed an evaluation process to prioritize these projects. This was presented to Council on April 25, 2005 in a staff report entitled "Pedestrian Facility Comprehensive Study Interim Report".

In 2005, City Council authorized funding for the newly formed Sidewalk Program to construct pedestrian facilities in priority areas identified in the Transportation Master Plan (TMP) and other areas identified through public process (see Attachment A – Priority Routes Map, and Attachment B – Existing Sidewalks Map). Staff pursued a strategy to meet the aggressive timeline and successfully completed construction of the 2006 priority routes this past summer.

The selection strategy for the 2006 routes was presented to Council on April 3, 2006 in a staff report entitled "Sidewalks - 2006 Priority Routes, Scope, and Process". As with the 2006 route selection process, the 2007 routes were selected with the TMP goal and policies in mind and with the intent to:

- Build improvements on one side of the street to increase geographic coverage
- Seek routes that have minimal utility conflicts and other construction conflicts
- Focus improvements around schools, parks and community centers, transit, and existing and future trail systems with special emphasis on schools
- Utilize a mix of pedestrian facility types to increase coverage and save cost
- Focus on improvements that have a history of community interest and/or previous drainage improvements
- Focus on improvements where currently none exist or that are marginal

#### **PROBLEM/ISSUE STATEMENT:**

This is an update for information only. No action is requested at this time.

Surveyors are currently mapping the proposed 2007 routes. The public works traffic and engineering sections will develop design plans and specifications for bid in March. Staff will work with the public and property owners to address special design needs and minimize impacts. Staff will seek Council authorization to award the construction contract in April and work will begin in May with the goal of completing construction by September 1, 2007.

#### 2006 Projects

The routes and associated improvements constructed in 2006 were near Einstein Middle School and Ridgecrest Elementary School (see Attachment C – 2006 Project Photos.

<b>Road</b>	<b>Segment</b>	<b>Walkway Improvements</b>
10th Ave NE	NE 175th St – NE 170 <sup>th</sup> St	Concrete curb adjacent a 5' to 8' wide asphalt walkway
	NE 170 <sup>th</sup> St – NE 167th St	Concrete curb, 4' green strip, and 5' to 6' wide asphalt walkway
3rd Ave NW	NW Richmond Bch Road - N 193rd St	Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt walkway
8th Ave NW	NW Richmond Bch Road - N 195th St	5' to 6' wide separated asphalt walkway

<b>Cost Summary</b>	<b>Total</b>	<b>10th Ave NE</b>	<b>3rd Ave NW</b>	<b>8th Ave NW</b>
Construction	\$494,186	\$229,147	\$156,110	\$108,931
Design & Const.*	\$630,000	\$292,122	\$199,013	\$138,868
Feet of Walkway	5030	1800	1580	1650
Cost/Lineal Foot**	\$125	\$162	\$125	\$84

\* Weighted average of design cost plus construction cost

\*\* The estimated average cost of standard concrete curb, gutter, 6' sidewalk, 4' amenity zone in 2006 was \$350 per lineal foot

### 2007 Projects

The table below lists the proposed candidate projects for 2007 (see Attachment D – 2007 Proposed Routes Map). These include walkways near Echo Lake Elementary School, Shorewood High School, Shorecrest High School, Kellogg Middle School, Briarcrest Elementary School, and Shoreline Christian School. The walkways to be constructed will depend on the outcome of the construction bids and available budget. All totaled, there are 11,880 lineal feet of proposed walkways.

Road	Segment	Length	Improvements
Ashworth Ave N	N 185th to N 192nd	1660	Side of street TBD. Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt walkway.
Dayton Ave N	Carlyle Hall Rd to N 172nd St (to St Luke's School part of Dayton Wall CIP)	1760	East side of street. Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt walkway.
8th Ave NW	NW Richmond Beach Road to NW 180th St	1950	5' to 6' wide asphalt walkway if on west side. To include concrete curb and green strip if on east side.
25th Ave NE	NE 150th St to NE 168th St	4500	East side of street. 5' to 6' wide asphalt walkway adjacent to existing curb.
Fremont Ave N	N 165th St to N 170th St	1320	East side of street. Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt walkway
N 192 <sup>nd</sup> *	Interurban Trail to Ashworth Ave N	700	North side of street. Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt walkway.

\* Not a priority route but creates a connection to the Interurban Trail and to Aurora via future frontage improvements by Echo Lake development.

### **FINANCIAL IMPACT:**

The adjusted 2006 budget is \$900,000 from the Roads Capital Fund. Each year's budget is intended for construction in that year plus part of the planning and design for the following year. In 2006 staff allotted \$60,000 (the difference between \$900,000 and \$840,000) for route survey and preliminary design for the 2007 routes. The 2006 improvements, estimated to cost \$840,000, were completed at a cost of \$630,000, for an estimated carryover to 2007 of \$210,000.

The 2007 CIP budget is \$785,000 from the Roads Capital Fund. The 2007 CIP budget for design is \$175,000 and for construction is \$610,000. With a carry over of \$210,000 from 2006, the total is \$995,000. The carry over amount can increase the construction budget to \$840,000. At an estimated average cost of \$180 per lineal foot, the 2007 proposed projects equals approximately \$2.2 million of work. The 2007 budget could cover about half of this work.

## SCHEDULE:

2007 Schedule	
November / December 2006	September 2007
<ul style="list-style-type: none"><li>• Survey for 2007 Projects</li><li>• Public outreach for 2007 Projects</li></ul>	<ul style="list-style-type: none"><li>• Complete Construction</li><li>• Process to select 2008 Projects</li></ul>
January 2007	October 2007
<ul style="list-style-type: none"><li>• Design for 2007</li><li>• Public outreach for 2007 Projects</li></ul>	<ul style="list-style-type: none"><li>• Survey for 2008 Projects</li></ul>
February 2007	November / December 2007
<ul style="list-style-type: none"><li>• Develop plans and bid documents</li></ul>	<ul style="list-style-type: none"><li>• Design for 2008</li><li>• Public outreach for 2008 Projects</li></ul>
March 2007	January 2008
<ul style="list-style-type: none"><li>• Advertise for 2007 Projects</li></ul>	<ul style="list-style-type: none"><li>• Design for 2008</li><li>• Public outreach for 2008 Projects</li></ul>
April / May 2007	February 2008
<ul style="list-style-type: none"><li>• Award Recommendation to Council</li><li>• Begin construction</li></ul>	<ul style="list-style-type: none"><li>• Develop plans and bid documents</li><li>• Advertise for 2008 Projects</li></ul>
June / July / August 2007	March 2008
<ul style="list-style-type: none"><li>• Construction</li></ul>	<ul style="list-style-type: none"><li>• Award Recommendation to Council</li></ul>

### Public Outreach


Staff will again utilize a public outreach program for the citizens of Shoreline potentially affected by these pedestrian improvements to facilitate information exchange and successfully implement this project.

Outreach will include the production and distribution of newsletters, door hangers, and other publications to potentially affected interests as well as face-to-face open house exhibits in nearby schools and libraries.

Project information including the project mission or overview, the problem solving/decision making process, a matrix of the potentially affected interests, maps and drawings of the planned improvements, and a responsiveness summary/listening log will be available here at City Hall and on the project webpage at [www.cityofshoreline.com/cityhall/projects/sidewalks/index.cfm](http://www.cityofshoreline.com/cityhall/projects/sidewalks/index.cfm)

## RECOMMENDATION

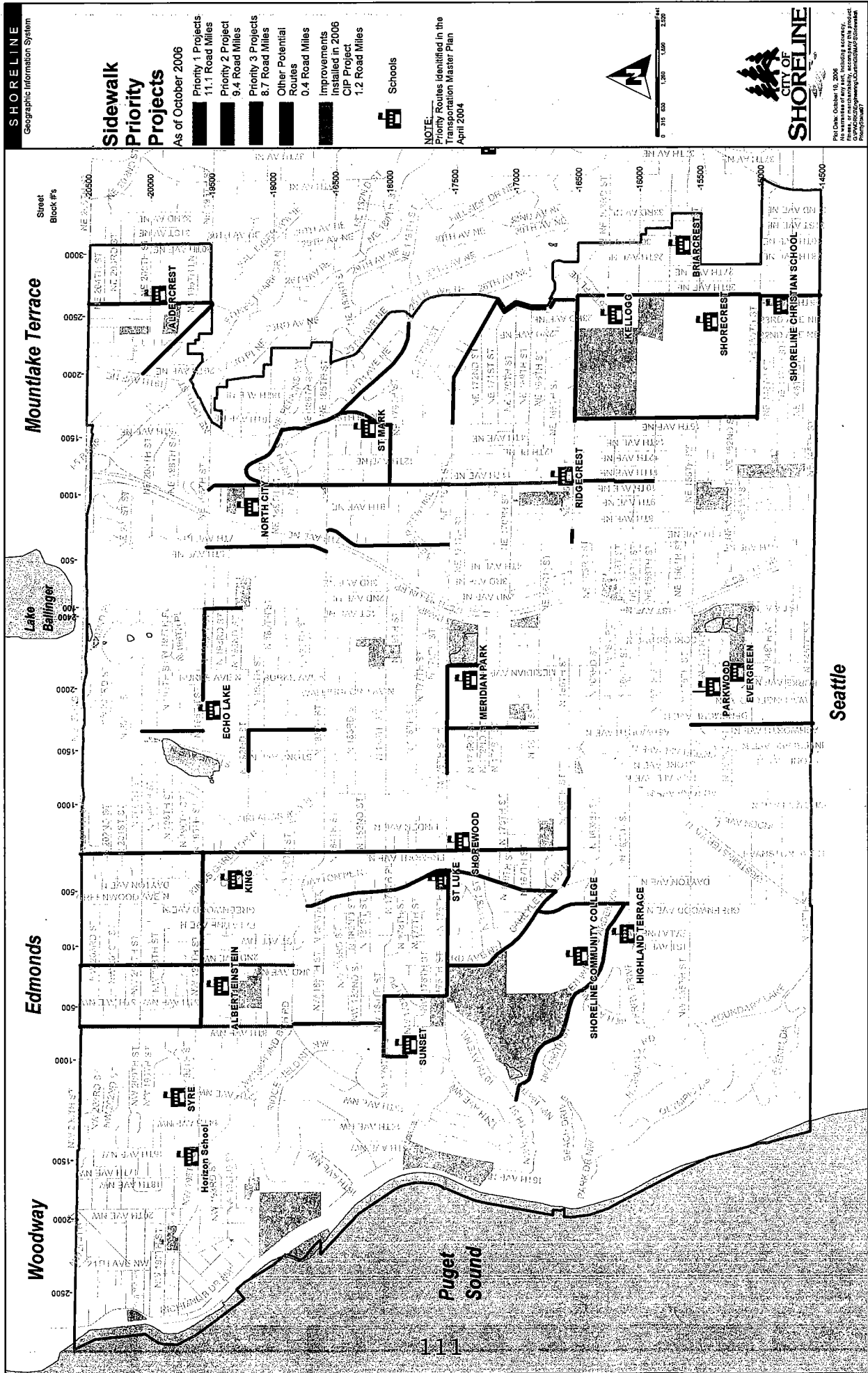
No action is required; this update is for information only.

Approved By: City Manager  City Attorney \_\_\_\_\_

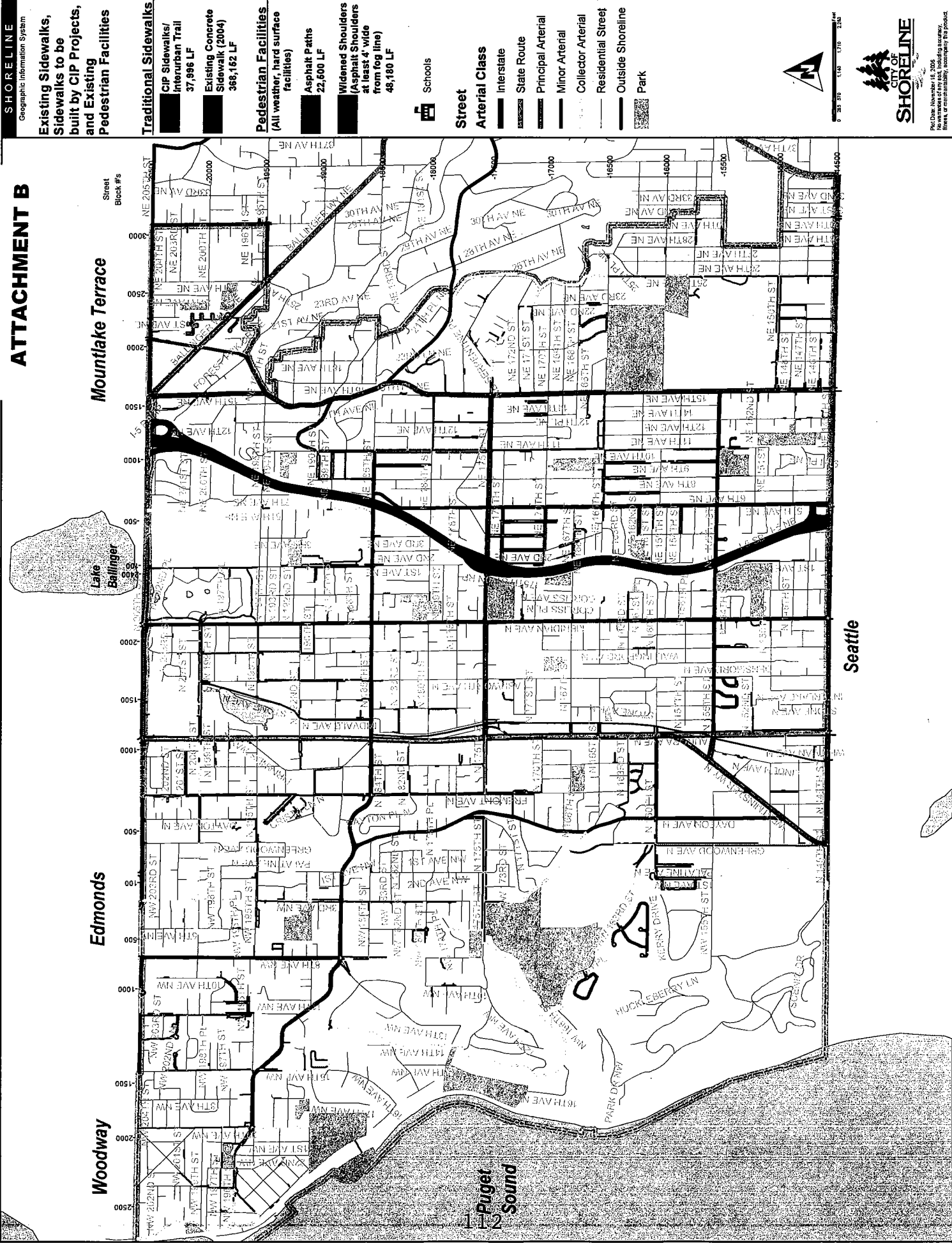
Attachments: A Priority Routes Map  
B Existing Sidewalks Map  
C 2006 Project Photos  
D 2007 Proposed Routes Map



# ATTACHMENT A



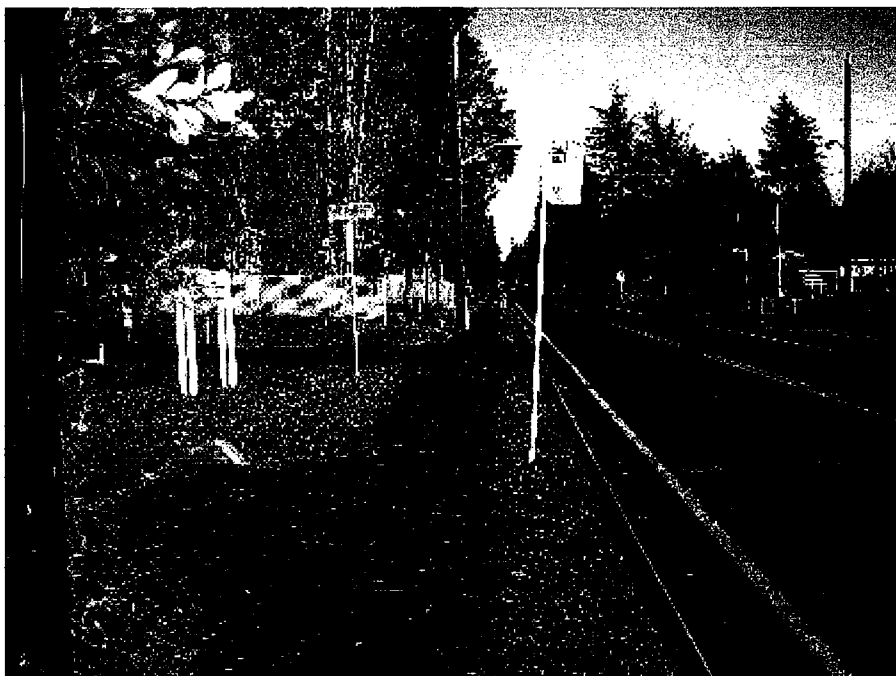
# ATTACHMENT B



**2006 Sidewalk Priority Project Photos – 3<sup>rd</sup> Avenue NW**

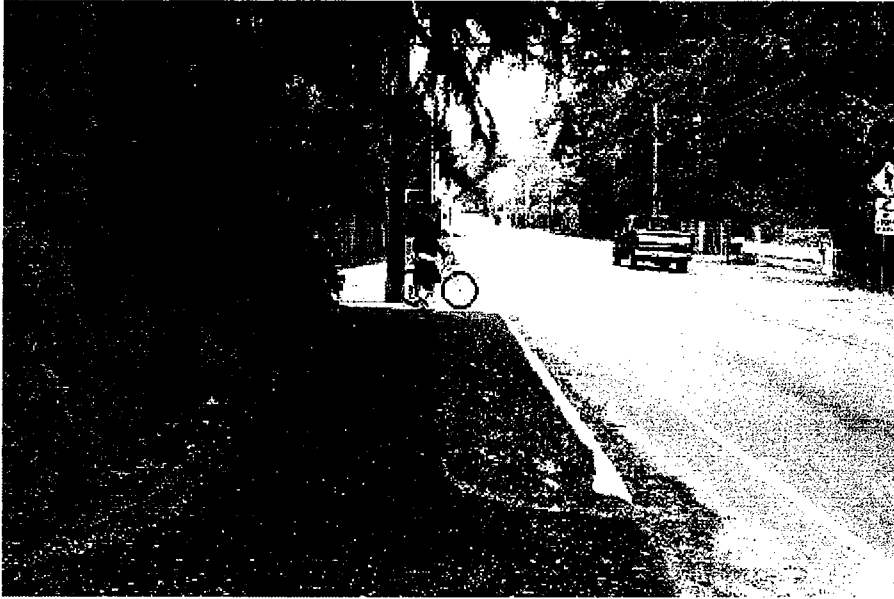


3<sup>rd</sup> Avenue NW looking south from Einstein Middle School



3rd Avenue NW looking north at the entrance to Hillwood Park

**2006 Sidewalk Priority Project Photos – 8<sup>th</sup> Avenue NW**



8th Avenue NW looking north at NW 190th Street



8th Avenue NW looking south at NW 190th Street

**2006 Sidewalk Priority Project Photos – 10<sup>th</sup> Avenue NW**

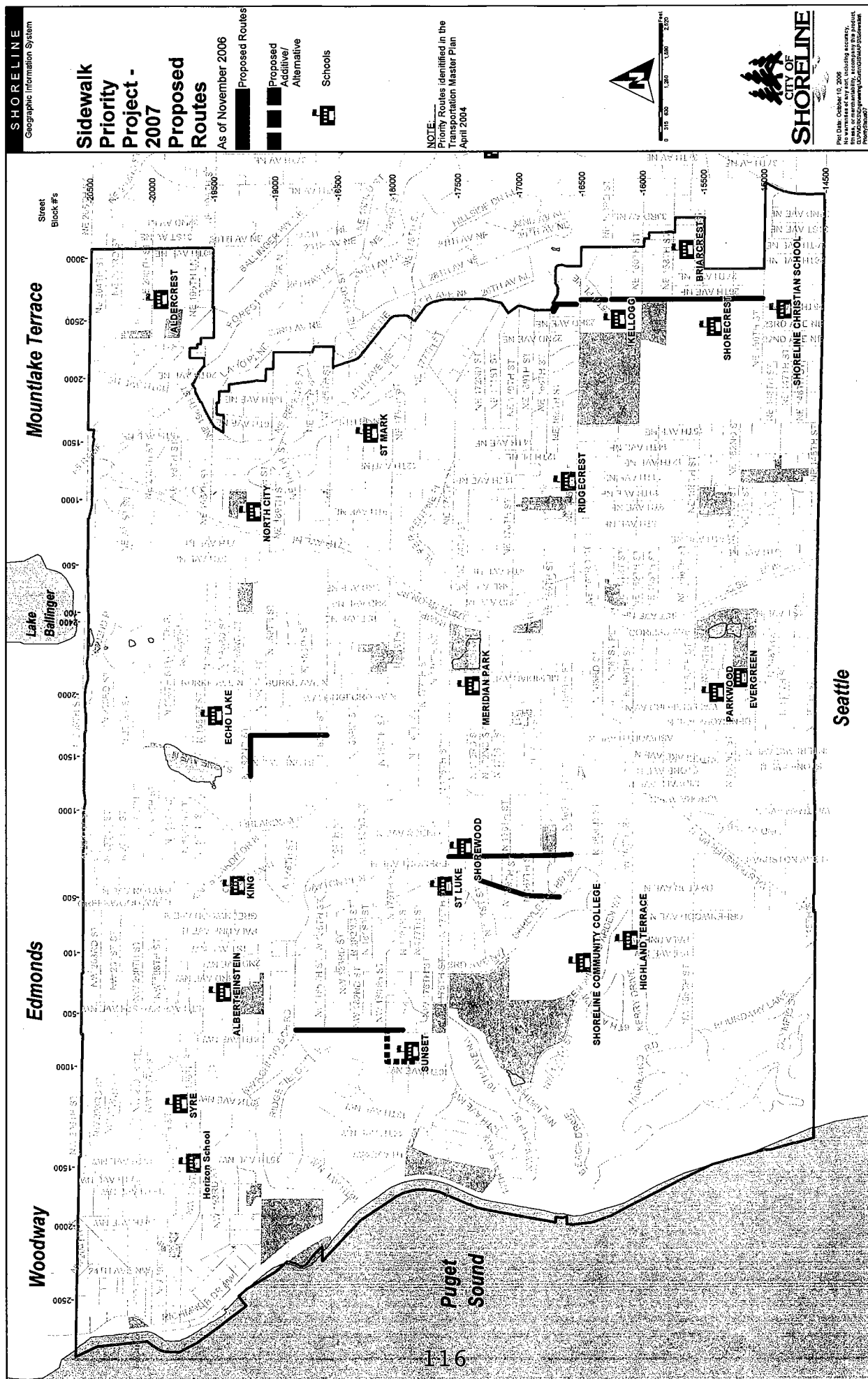


10th Avenue NE looking south from NW 175th Street



10th Avenue NE looking north to NW 170th Street

## Attachment D



**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<p><b>AGENDA TITLE:</b> 2007 Legislative Priorities <b>DEPARTMENT:</b> Communications &amp; Intergovernmental Relations <b>PRESENTED BY:</b> Joyce Nichols, C&amp;IR Director</p>
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**PROBLEM/ISSUE STATEMENT:** The 2007 session of the Washington State Legislature begins January 8, 2007. This is a "long" session, running 105 calendar days. Staff has developed proposed policies for your review. These policies, once adopted by Council, will provide a set of statements and policy direction that staff will use to determine whether the City should support or oppose specific bills during the 2007 session.

The City of Shoreline needs to actively monitor and impact legislative proposals at the state level. Our success in advancing/defending the City's interests in Olympia is generally based on providing information to legislators and their staff to help them understand the impacts of pending legislation on our community. As in past years, we will work with the Association of Washington Cities (AWC), which has a bigger voice and greater presence in Olympia. On federal issues, we will continue to work with the National League of Cities (NLC) in a similar manner as we do with AWC on state issues.

Included for your review and approval is the 2007 Proposed Statement of Legislative Priorities. Most of the statements are relatively broad. Once adopted by Council, staff will use these general policy statements to produce letters and testimony in support or opposition to specific bills, and to respond to changes or amendments to legislation during the session. Key pieces of legislation that do not fit any of the adopted Council priorities will be brought forward during the session for Council review.

**FINANCIAL IMPACT:** At the time this staff report is written, Governor Christine Gregoire has just released her proposed 2007-09 budget. She proposed increasing state spending by more than \$4 billion over the next two years. The nearly \$30 billion budget would add nearly 3,800 state jobs; spend about \$1 billion on pay raises for teachers and state workers; \$343 million for public schools and \$110 million for health care programs; and spend millions more on state parks, higher education and early learning programs.

The last revenue forecast for the state projected a nearly \$2 billion budget surplus and the Governor's plan proposes to place more than \$605 million into reserves, which would include establishing a "rainy day" account. The Legislature will take up the Governor's budget proposal when the session begins. The House and the Senate will draft their own budgets and then hammer out a compromise. The Legislature will be controlled by strengthened Democratic majorities in both the Senate and the House. Early expectations are that the Legislature will be able to finish its business during the 105-day session—barring unforeseen circumstances.

**KEY PRIORITIES FOR 2007:** Staff proposes that the City focus its legislative efforts in the following high priority areas during the 2007 session:

1. Pursue funding for the City's Capital Improvement Projects.
2. Oppose unfunded mandates that would result in the loss of existing revenue or revenue authority.
3. Support City authority to provide municipal court services through inter local agreements with other cities for the provision of court services and support ability to appoint part-time judges.
4. Support implementation of the Streamlined Sales Tax legislation with a mitigation plan to assist cities that are negatively impacted.
5. Work with the State to ensure City participation in the redevelopment or other activities related to future uses of the Fircrest campus.
6. Support legislation that would increase the supply of affordable housing including additional funding for the Housing Trust Fund and Housing Finance Commission; and additional real estate excise tax (REET) authority to assist with affordable housing development.
7. Monitor health/human services legislation to ensure maintenance of the safety net for our most vulnerable residents and oppose legislation that would shift costs and responsibilities for these programs to cities and/or school districts without appropriate funding.
8. Support legislation to increase exploration and use of renewable, sustainable and cleaner alternative energy resources.
9. Support legislation clarifying that local governments have the ability to zone gambling activities.
10. Oppose efforts to increase gambling tax rates to provide revenue for the state.
11. Support local government participation in state actions that impact the regulation of telecommunications. Oppose any state preemption of authorities historically/traditionally vested in local governments including management of local public rights-of-way and taxing authority.
12. Repeal PERS gain-sharing after one additional disbursement. If the Legislature does not repeal gain-sharing, seek alternatives that reduce the financial impact of this pension practice on cities.

### **RECOMMENDATION**

Staff recommends that Council adopt the proposed 2007 Statement of Legislative Priorities.

### **Attachment "A": AWC 2007 Legislative Priorities**

Approved By: City Manager  City Attorney \_\_\_\_



## **AWC Legislative Bulletin - Volume No. 29, Interim No. 8 December 18, 2006 (Plain Text Version)**

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### **AWC 2007 Legislative Priorities**

The AWC Board recently adopted an ambitious legislative agenda for this upcoming session. The 2007 legislative agenda reflects AWC's new policy development process, designed to bring in broader member participation and encourage more awareness of changing conditions.

The legislative agenda focuses on:

- Promoting city fiscal health and flexibility.
- Providing for flexible general government operations; and
- Maintaining and developing quality infrastructure for safety and development.

The 10 top legislative priorities that will be presented to the Legislature by AWC and city officials fall under these three key themes.

### **Promote City Fiscal Health and Flexibility**

Cities need broad discretion in using existing revenue sources to respond to local challenges. It's critical that cities and towns also have the authority to look for new and innovative strategies and resources.

#### **Top Priorities:**

- **Streamlined Sales Tax:** Passage of SST legislation with full mitigation.
- **LEOFF 1 Medical and Long-Term Care Costs:** Assistance from the State Actuary to help local governments determine their individual liability, and financial assistance for cities in paying for the liabilities.
- **Mitigating Medical Costs for Offenders:** Passage of legislation to expand the uses of the extraordinary criminal justice account to include extraordinary medical costs for offenders.
- **Pensions—PERS Gain-Sharing:** Repeal gain-sharing after one additional disbursement; if the Legislature does not repeal gain-sharing, seek alternatives that reduce the fiscal hit on cities of this pension practice.
- **Limiting Liability for Local Government:** Passage of legislation to limit local government liability by codifying the public duty doctrine and addressing other issues, such as offender supervision.
- **Business and Occupation Tax:** Repeal, delay, or modify apportionment (effective January 1, 2008) in order to eliminate or reduce the negative fiscal impact on cities.

### **Provide for Flexible General Government Operations**

It's critical that cities have the flexibility and local decision-making authority to make the right decisions for their citizens. Cities must be able to develop service delivery tools in a way that's cost-effective, efficient and flexible—and free from unwarranted restraint.

**Top Priorities:**

- **Annexation and City/County Governance Transition:** Advocate for changes to annexation statutes that will better facilitate annexations, and advance proposals to encourage cities and counties to better coordinate boundary and governance transition issues.
- **Respond to Failure of I-933:** Advance proposals that provide greater deference to cities to determine how best to balance protection of property rights and local environmental resources, including potential clarification on how to find, consider and apply Best Available Science.

**Maintain and Develop Quality Infrastructure for Safety and Development**

It is in the state's interest to help cities develop and maintain a strong infrastructure system that promotes economic development and provides the state and cities needed revenues. And as public works become more complex, cities need more management flexibility.

**Top Priorities:**

- **Local Infrastructure Finance Tool (LIFT):** Seek passage of LIFT legislation to expand the program, increase eligibility, and make corrections to advance this authority.
- **Infrastructure Funding:** Seek to increase existing state grant and loan infrastructure programs and provide more local flexibility for existing tools, including councilmanic authority for Transportation Benefit District revenue options.

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**Other Priorities for the 2007 Legislative Session**

In addition to the ten top priorities, the AWC Board also adopted fourteen additional legislative priorities for 2007.

**Municipal Phase II Stormwater Permit:**

Oppose new conditions that exceed Federal minimum standards, advocate for funding assistance to help cities implement the permit, and consider legal/legislative remedies.

**Community Economic Revitalization Board (CERB) and Job Development Fund:**

Seek more and permanent funding for the CERB and the Job Development Fund.

**Fiscal Flexibility:**

Seek passage of legislation that supports increased city fiscal flexibility for existing revenue sources, such as the hotel/motel tax and others.

**Initiative 747—Property Tax Caps:**

Seek passage of legislation that establishes a cap tied to the Implicit Price Deflator (IPD).

**Financial Assistance for Cities and Towns with an Insufficient Tax Base:**

Seek means to expand financial assistance to those cities and towns in the greatest need.

**Local Funding Options for Law Enforcement:**

Seek passage of legislation providing additional local funding options for law enforcement purposes.

**Alternative Public Works Legislation:**

Seek expansion of alternative public works legislation to include all cities.

**Public Health Financing:**

Seek passage of legislation that increases funding for local health jurisdictions (LHJs) while working to ensure cities are not mandated to fund LHJs.

**Housing Affordability:**

Seek passage of legislation addressing housing affordability through infrastructure funding and new fiscal incentives; oppose new mandates or pre-emptive zoning legislation; oppose elimination of impact fee authorities unless replaced with something that provides equal or more revenue.

**Puget Sound Clean-Up:**

Advance proposals that help restore and protect the Sound while preserving local land use authority and spending priorities.

**Land Use/Gambling:**

Seek legislation that provides cities the ability to zone or partially ban gambling facilities and defend cities' ability to fully ban gambling.

**Real Estate Excise Tax Reform:**

Pursue passage of legislation to harmonize the first and second quarter REET and allow its use for maintenance purposes.

**Public Disclosure of Parks Department Registration Information:**

Seek passage of legislation to exempt personal information of children participating in city parks and recreation programs from public disclosure.

**Outdoor Burning in Small Cities/Towns:**

Seek relief for cities under 5,000 in population from the January 1, 2007 deadline banning residential burning.