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CITY OF SHORELINE

SHORELINE CITY COUNCIL SUMMARY MINUTES OF WORKSHOP MEETING

Tuesday, September 5, 2000
6:30 p.m.

Shoreline Conference Center
Mt. Rainier Room

PRESENT: Mayor Jepsen, Deputy Mayor Hansen, Councilmembers Grossman, Lee, Montgomery and Ransom

ABSENT: Councilmember Gustafson

1. **CALL TO ORDER**

The meeting was called to order at 6:30 p.m. by Mayor Jepsen, who presided.

2. **FLAG SALUTE/ROLL CALL**

Mayor Jepsen led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present with the exception of Councilmember Gustafson.

Councilmember Lee moved to excuse Councilmember Gustafson. Councilmember Montgomery seconded the motion, which carried unanimously.

3. **CITY MANAGER'S REPORT AND FUTURE AGENDAS**

City Manager Robert Deis distributed a memorandum from Tim Stewart, Director, Planning and Development Services, in response to public comments at the August 28th Council meeting regarding a proposal to mount antennae on the water tower at N 145th Street and Dayton Avenue N. He noted that the federal government preempts the City from denying an application to install antennae because of alleged health effects.

Mr. Deis reviewed agenda items scheduled for upcoming Council meetings.

4. **COUNCIL REPORTS**

Councilmember Ransom said he attended an Association of Washington Cities workshop in Leavenworth, Washington on budget and fiscal analysis. He discussed software that the City of Everett uses to provide and revise financial projections during policy discussions.

Councilmember Ransom reported that King County staff presented more proposals at the recent meeting of the King County Jail Advisory Committee. He noted that County staff continue to project a six to eight percent increase in jail costs.

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Councilmember Ransom said Public Works Director Bill Conner met with representatives of the Aurora Improvement Council (AIC), an association of 80 Aurora Avenue businesses, at his request. He explained that AIC businesses oppose the 12-foot sidewalks and median barriers of the Aurora Corridor Project. He said Mr. Conner advised the AIC representatives that these project elements "are by Council direction." He mentioned that the AIC is considering three methods of opposition: 1) legal action; 2) media publicity; or 3) an initiative or petition. He said business owners believe that median barriers will impede delivery truck access to their buildings. He asserted that "time is running out" for Council to indicate flexibility on these issues.

Mayor Jepsen disagreed. He said the City is just beginning the design process for the Aurora Corridor Project. He noted that Council adopted policies to provide flexibility regarding the width of sidewalks. He suggested that the City continue the design process to identify where problems exist.

Mr. Deis said the City adjusted the pre-design policy statements to reflect business concerns and to provide greater flexibility. He asserted that the City will measure the appropriateness of proposed designs against the policies that Council adopted.

Deputy Mayor Hansen agreed that Council intended the implementation of the Aurora Corridor Project to be flexible.

Councilmember Montgomery mentioned an article in Open Spaces magazine regarding transportation in greater Seattle. She said Sound Transit Chair Dave Earling will issue a response to the article. She expressed concern about whether public investment in Link Light Rail will yield appropriate benefits. She stressed the difficulty of deciphering competing facts and figures regarding mass transit.

Councilmember Lee said she will host a meeting of the National League of Cities (NLC) Information, Technology and Communication Steering Committee, which will begin September 7 and continue through September 9.

Mayor Jepsen noted the need to appoint a voting delegate and an alternate delegate to the NLC Conference on December 9. He mentioned that King County Siting Manager Michael Popiwny phoned to advise that County staff has revised six of the Draft Siting Criteria for Wastewater Facilities to read "shall select" instead of "shall seek." Finally, he said King County is seeking a Shoreline citizen to participate on its Solid Waste Advisory Committee. Mr. Deis said staff will advertise the opportunity on the City web site and in the Shoreline Enterprise. In addition, he mentioned that the Office of Neighborhoods will notify the Meridian Park Neighborhood Association.

5. PUBLIC COMMENT: None
6. WORKSHOP ITEMS

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(a) Shoreline Park and Ride Transit Oriented Development Master Plan
Process Briefing

Kirk McKinley, Planning Manager, introduced Jan Briggs, Senior Planner, King County Metro, and Rich Thorsten, Urban Policy Director, 1,000 Friends of Washington.

Mr. Thorsten provided a presentation on transit-oriented development (TOD). He discussed three principles of TOD:

- Develop a mix of services and housing near the transit center;
- Make transit stations in the surrounding neighborhood attractive places to walk; and
- Manage the needs of automobiles with those of transit riders, pedestrians and bicyclists.

Mr. Thorsten asserted the following short- and long-term benefits of TOD: easy and safe walking and bicycling access; a mix of land uses to provide more convenience for residents; reducing traffic and air pollution; enhancing public amenities; providing a range of housing; increasing local economic activity and welfare; stopping urban sprawl and, thereby, protecting open spaces and natural resources; and creating a sense of place in the community.

Ms. Briggs discussed the Overlake TOD in Redmond, Washington on which she worked as project manager.

Mr. McKinley discussed the proposed master plan development and environmental review process for the Shoreline Park and Ride at 192nd Street and Aurora Avenue.

Mayor Jepsen invited public comment.

(1) Ken Howe, 745 N 184th Street, asserted that the Shoreline Park and Ride does not make sense as a TOD site. He noted the proximity of another park and ride facility. He suggested the area of Richmond Beach Road and 15th Avenue NW as a more logical vicinity for a TOD site.

(2) Walt Hagen, 711 N 193rd Street, asked if the proposed project is "a done deal." He questioned the proposal to develop one of the well-landscaped properties on Aurora Avenue. He questioned whether the project will decrease or increase vehicle trips in the area. He asked if neighborhood input will be weighted in comparison to that of the developer.

In response to Councilmember Montgomery, Ms. Briggs said the six-month timeline for the master plan development and environmental review process is realistic.

Councilmember Lee noted that the preliminary market analysis identified the importance of an anchor tenant to office development at the Shoreline Park and Ride. She questioned the role of an anchor tenant in the development process. Ms. Briggs acknowledged the

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difficulty of defining the anchor tenant's role. She said the marketing analyst who participates in the second workshop will provide advice on this issue. Mr. McKinley asserted the importance of involving all stakeholders, including potential anchor tenants, in the master planning process.

In response to Councilmember Lee, Mr. McKinley said staff plans to include representatives of Hillwood and Echo Lake neighborhoods in each of the three proposed workshops. Councilmember Lee noted that the design charrette for the North City Sub-area Plan was open to everyone in the neighborhood. She advocated that the design charrette for the Shoreline Park and Ride be open to all Hillwood and Echo Lake residents.

Councilmember Grossman agreed. He asserted that open forums provide opportunities for a broader range of public input to staff and consultants and for broader public education.

Councilmember Grossman questioned the likely ratio of public and private involvement in TOD at the Shoreline Park and Ride. Ms. Briggs said market analysis will provide more information about the amount of necessary public financial involvement. She mentioned, for example, that the City has legal authority under the Growth Management Act to sponsor the preliminary environmental review and that this would help reduce the cost of construction.

Councilmember Grossman noted that the Washington State Department of Transportation (WSDOT) owns the Shoreline Park and Ride site. He acknowledged Ms. Briggs's suggestion of a "land swap" between King County Metro and WSDOT as a means of minimizing the complexity of the project by reducing the number of governmental entities involved. He went on to question the cooperation among governmental entities. He expressed discomfort that "communication is not as broad reaching as it ought to be."

Councilmember Grossman supported the general layout of the master plan development and environmental review process.

Councilmember Ransom questioned the height of the proposed project and the amount of parking it is likely to include. Ms. Briggs said the project must include the same number of park and ride spaces as the site currently provides (approximately 400), and the Puget Sound Learning Center (PSLC) would require an additional 200 parking spaces. She noted that the Overlake TOD included one parking space for each housing unit. She said she could not otherwise say at this point how the proposed project might look.

In response to Councilmember Ransom, Ms. Briggs said the "buffer zone" between the Shoreline Park and Ride and the homes to the west is in private ownership.

Councilmember Ransom concurred with previous comments in support of open forums.

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Councilmember Ransom expressed concern about identifying an anchor tenant. He asserted that the PSLC seems "less and less likely to happen." He did not want the City to be required to serve as the anchor tenant. Ms. Briggs noted the challenge of determining the appropriate amount of planning and investment necessary to prepare the site for economic development. Mr. McKinley said staff will be better able to address questions about the site as the master plan development process progresses.

Councilmember Montgomery supported the master plan development and environmental review process. She expressed enthusiasm about the charrette process. She stressed the need for affordable housing in Shoreline. She asserted that the master planning for the Shoreline Park and Ride site fits well with the Aurora Corridor Project.

Mayor Jepsen supported the proposed community participation process. He noted previous comments of Councilmembers in favor of opening the design charrette to the public. He stressed the value of market and financing analysis before the design charrette to clarify the feasibility of the program. He asserted that Council favors some form of mixed-use at the site.

(b) Review of Provider Responses and Recommendation for City
Solid Waste Collection Services

Kristoff Bauer, Assistant to the City Manager, presented an overview of the responses to the Request for Proposal (RFP), the recommended solid waste collection services, the preferred service provider and next steps.

Referring to the "Summary Rate Proposal Comparison" (pages 21-24 of the Council packet), Mr. Bauer noted that Waste Management bid lowest on most collection rates. While these rates represent a reduction from most similar current rates, Mr. Bauer pointed out that the savings include changes in service (e.g., Waste Management would collect recycling and yard waste on an alternating, biweekly schedule instead of every week).

Mr. Bauer mentioned the motion for summary judgment that the City filed in King County Superior Court to clarify its authority to replace existing continuation franchises with a service contract awarded to one provider after a competitive selection process. He said the hearing will take place in early October. Staff plans to return to Council October 23 to summarize information on solid waste collection services for Council action.

Mayor Jepsen invited public comment.

(1) Bob Schuling (sp?), 13225 NE 126th Place, Kirkland, Washington represented Waste Management.

In response to Mayor Jepsen, Mr. Bauer confirmed that Waste Management has proposed a rate of \$15.38 to collect one 96-gallon container of yard waste every other week and

that Waste Management currently charges \$19.27 to collect the same amount of yard waste every week.

Deputy Mayor Hansen and Councilmember Montgomery expressed support for the Waste Management proposal.

In response to Councilmember Lee, Mr. Bauer said the provision of a bulky item collection service does not preclude residents' option to dispose of such items themselves.

In response to Councilmember Lee, Mr. Bauer said the biggest benefit of alternating, biweekly collection of recycling and yard waste is the reduction of the number of collection trucks—and the related impacts to the community—by one third. He said the City has received few complaints about alternating, biweekly collection on the east side of Shoreline since it began a couple of years ago. Mr. Deis explained that decreasing the collection of recycling and yard waste to an alternating, biweekly schedule on the west side of Shoreline seemed preferable to increasing the collection to a weekly schedule, with consequently higher rates, on the east side of Shoreline.

In response to Councilmember Lee, Mr. Bauer said the selection of a single provider for solid waste collection services throughout Shoreline will not prevent residents from self-hauling solid waste.

In response to Councilmember Ransom, Mr. Bauer confirmed that the Waste Management proposal allows customers to use a smaller yard waste container at a lower rate.

In response to Councilmember Lee, Mr. Bauer said the contract provides for potential annual rate increases related to increases in the Consumer Price Index, taxes and fees.

Councilmember Ransom expressed concern about the viability of the \$5.12 rate that Waste Management bid for biweekly collection of a 32-gallon can of yard waste given that the company currently charges \$19.27 for weekly collection of the same amount. Mr. Bauer explained that Waste Management recalculated its cost for yard waste collection to exclude the costs it incurs collecting yard waste in less densely populated areas outside of Shoreline. He noted that Waste Management has completed a certification regarding its proposed rates as part of the RFP process.

In response to Deputy Mayor Hansen, Mr. Bauer confirmed that Waste Management rates are currently subject to Washington Transportation and Utilities Commission (WUTC) regulation and that its proposed rates derive strictly from contract negotiation with the City.

Mayor Jepsen asserted that the \$5.12 rate that Waste Management bid for biweekly collection of yard waste reflects the reduction to 32 gallons from the current collection amount of 96 gallons and that the lower rate it bid for "Garbage/Recycling" collection reflects the reduction from weekly to biweekly recycling collection.

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Mayor Jepsen confirmed Council consensus in support of the recommended preferred solid waste collection services provider.

7. CONTINUED PUBLIC COMMENT: None

8. ADJOURNMENT

At 8:46 p.m., Mayor Jepsen declared the meeting adjourned.

Sharon Mattioli, CMC
City Clerk

September 11, 2000

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CITY OF SHORELINE

SHORELINE CITY COUNCIL

SUMMARY MINUTES OF DINNER MEETING

Monday, September 11, 2000
6:00 p.m.

Shoreline Conference Center
Highlander Room

PRESENT: Mayor Jepsen, Deputy Mayor Hansen, Councilmembers Grossman, Gustafson, Montgomery and Ransom

ABSENT: Councilmember Lee

STAFF: Robert Deis, City Manager; Larry Bauman, Assistant City Manager; Kristoff Bauer, Assistant to the City Manager; Wendy Barry, Parks, Recreation and Cultural Services Director; Joyce Nichols, Community and Government Relations Manager; and Chris Martenson, Project Manager, ORB Organization

The meeting convened at 6:10 p.m.

City Manager Robert Deis introduced Parks, Recreation and Cultural Services Director Wendy Barry, who discussed two display boards depicting two color scheme options for the Shoreline Pool remodel.

Ms. Barry described the process for selecting the color schemes, and she introduced Chris Martenson, Project Manager, ORB Organization. Mr. Martenson explained how the color schemes would appear in the interior remodeling at the Shoreline Pool.

Councilmember Ransom arrived at 6:25 p.m.

Council discussed the two color scheme options. Several Councilmembers commented that either color scheme would be acceptable. There was Council consensus to defer to staff and the consultant to make the final color choices.

Mayor Jepsen reviewed issues regarding the Shoreline Wastewater District and the letter the District sent to the City regarding a name change. He proposed to send a letter opposing the name change. Council supported the proposal.

Mr. Deis explained the proposed scope of work for the consultant study of water services.

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Councilmembers discussed the potential scope of the consultant study. Council reached consensus to proceed with the study, which will ultimately yield analyses of both franchising with the Shoreline Water District and assuming the District.

Mr. Deis distributed copies of a survey from the Suburban Cities Association (SCA). In response to Mr. Deis, Joyce Nichols, Community and Government Relations Manager, discussed why the SCA is requesting members' responses on the survey. She reviewed and provided background about some of the key questions in the survey.

Councilmembers discussed issues related to the survey questions and potential responses.

The meeting adjourned at 7:25 p.m.

Larry Bauman, Assistant City Manager

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CITY OF SHORELINE SHORELINE CITY COUNCIL SUMMARY MINUTES OF REGULAR MEETING

Monday, September 11, 2000
7:30 p.m.

Shoreline Conference Center
Mt. Rainier Room

PRESENT: Mayor Jepsen, Deputy Mayor Hansen, Councilmembers Grossman, Gustafson, Montgomery and Ransom

ABSENT: Councilmember Lee

1. **CALL TO ORDER**

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

2. **FLAG SALUTE/ROLL CALL**

Mayor Jepsen led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present with the exception of Councilmember Lee.

Deputy Mayor Hansen moved to excuse Councilmember Lee. Councilmember Gustafson seconded the motion, which carried 6-0.

3. **REPORT OF CITY MANAGER**

City Manager Robert Deis asked Council to add an executive session at the end of the meeting agenda. He distributed information on "Super Clean Sweep Day 2000," September 16. He mentioned the Hamlin Park Clean-Up September 23 and presentation of the Community Beautification Awards at the September 25 Council meeting.

4. **REPORTS OF BOARDS AND COMMISSIONS:** None

5. **PUBLIC COMMENT**

(a) Ken Howe, 745 N 184th Street, presented "Pacific Highway History: A Legacy for Shoreline," a display which will be touring Shoreline. He advocated that Council declare Ronald Place and Richmond Highlands Recreation Center as historic landmarks.

(b) Janet Way, 940 NE 147th Street, mentioned a letter she received from Planner Paul MacCready in response to a letter she sent to Mayor Jepsen and Councilmember Lee regarding the Aegis Assisted Living project. Displaying a photograph of a sign at the site of the proposed project, she asserted that the site is park property.

(c) Suzanne Dally, 14741 Aurora Avenue N, objected to the landscaped, 16-foot-wide center median and 12-foot-wide sidewalks, with four-foot-wide landscaped strip, of the Aurora Corridor Project as extravagant and unnecessary.

(d) Veronica Loistl, 1153 N 165th Street, expressed concerns about the Aurora Corridor Project. She commented that the median is unnecessary and that it will cause problems to those attempting to access businesses and neighborhoods. She asserted that 12-foot-wide sidewalks are unnecessary. She requested a thorough review of the drainage along the Aurora Corridor.

Mayor Jepsen thanked Mr. Howe for the touring display.

City Attorney Ian Sievers explained that staff approved an administrative variance for the Aegis Assisted Living project and that the variance has been appealed to the Shoreline Hearing Examiner. He said staff is unaware of any public ownership of the subject property.

Mayor Jepsen clarified that the Aurora Corridor Project includes eight-foot wide sidewalks with four-foot-wide planting strips. He explained that the policies Council adopted for the project allow flexibility regarding sidewalk width. He stressed that the project, including the medians, is still under design.

Mr. Deis said the Citizen Advisory Task Force to the Aurora Corridor Multi-Modal Pre-Design Study recommended the sidewalks and medians to address concerns about safety on Aurora Avenue.

In response to Councilmember Ransom, Mr. Deis agreed to research and report back to Council regarding the 16-foot width of the medians. Councilmember Ransom said representatives of Aurora Avenue businesses have recently expressed concern that the width of the medians could complicate delivery truck access. He asserted the need for additional Council discussion of the medians. Mr. Deis said staff addressed the issue of delivery truck access previously. He asserted that discussion of the locations of breaks in the median is premature given that design work is ongoing.

Councilmember Ransom said consultants to the City have advised Aurora Avenue businesses that the time frame for implementing the sidewalk and planting strip width standards is negotiable but that the standards are not negotiable. Mr. Deis said this concurs with what staff presented to Council.

6. APPROVAL OF THE AGENDA

Councilmember Montgomery moved to approve the agenda, adding an executive session at the end of the meeting. Deputy Mayor Hansen seconded the motion, which carried unanimously.

7. CONSENT CALENDAR

Councilmember Montgomery moved approval of the consent calendar. Councilmember Ransom seconded the motion, which carried unanimously, and the following items were approved:

**Minutes of 2001 Annual Planning and Budget Retreat
Minutes of Workshop of August 21, 2000
Minutes of Dinner Meeting of August 28, 2000
Minutes of Regular Meeting of August 28, 2000**

Approval of expenses and payroll as of August 24, 2000 in the amount of \$1,096,914.98

Motion to accept the lowest bid for the 2000 Curb Ramp and Sidewalk Repair Program and to authorize the City Manager to execute a contract with West Coast Construction in the amount of \$185,766.00 and to execute change orders up to 10% of the original contract amount

8. ACTION ITEMS: PUBLIC HEARINGS

- (a) Public hearing to consider citizens' comments on the proposed allocations for the 2001-2002 Health and Human Services Funding Plan

Rob Beem, Health and Human Services Manager, reviewed the staff report on the allocations proposed by the Human Services Allocations Advisory Committee.

Mayor Jepsen opened the public hearing.

(1) Carrie Koelle, 15555 11th Avenue NE, represented the King County Sexual Assault Resource Center. She discussed the services that the agency provides. She expressed appreciation of the funding recommendation for the agency.

(2) Rebecca Waller, represented Senior Services, 1601 Second Avenue, Seattle. She discussed the services that the agency provides. Noting a recent increase in costs, she asserted the importance of the funding recommended for the agency.

(3) Win Hogben, 907 170th Place SE, Bellevue, spoke as Director of Emergency Services for Hopelink. She expressed appreciation of the funding recommended for the agency. She noted that Hopelink is moving its emergency services into Shoreline.

Deputy Mayor Hansen moved to close the public hearing. Councilmember Gustafson seconded the motion, which carried unanimously.

Motion to approve the recommendations of the Human Services Allocations Advisory Committee for the 2001-2001 Health and Human Services Funding Plan (including General Fund and Community Development Block Grant) and to authorize the City Manager to sign the contracts implementing the approved recommendations

Deputy Mayor Hansen moved to adopt the Human Services Allocations Advisory Committee's recommended 2001-2002 Health and Human Services Funding Plan and the recommended allocations for CDBG Planning/Administration and the King County Housing Repair Fund, as well as the contingency plan, and to authorize the City Manager to enter into agreements for implementing these projects. Councilmember Ransom seconded the motion.

Mayor Jepsen commended the work of the Human Services Allocations Advisory Committee. He supported the biannual human services funding cycle.

Councilmember Grossman noted that he serves on the board of directors of the Center for Human Services. He endorsed the human services funding process and the recommendations of the Human Services Allocations Advisory Committee.

Deputy Mayor Hansen expressed support of the Housing Repair Fund.

In response to Deputy Mayor Hansen, Mr. Beem confirmed that loan repayments to the Housing Repair Fund become program income available for reallocation.

Mayor Jepsen noted the improved use of the Housing Repair Fund in Shoreline.

Councilmember Gustafson commended the human services funding process and the work of the Human Services Allocations Advisory Committee. He expressed support of the committee recommendations.

In response to Councilmember Gustafson, Mr. Beem explained that the City seeks completion within two years of the capital projects to which it contributes Community Development Block Grant (CDBG) funds. He said staff is still considering the process the City will use to review capital project funding applications during the second year of each two-year human services funding cycle.

Mr. Deis said staff is researching the designation of such second-year capital funding, together with City funds, toward capital projects to promote economic development.

Councilmember Montgomery noted a letter from Terry Pollard, Director, Shoreline YMCA, in which he declined a capital grant because of encumbrances that would have attached to the property. Mr. Beem asserted that was an unusual situation. He acknowledged the cumbersomeness of using CDBG funds on small capital projects.

Councilmember Gustafson explained that acceptance of the capital grant would have limited the flexibility of the Shoreline YMCA with regard to future development.

A vote was taken on the motion to adopt the Human Services Allocations Committee's recommended 2001-2002 Health and Human Services Funding Plan and the recommended allocations for CDBG Planning/Administration (\$49,990) and the King County Housing Repair Fund (\$150,612), as well as the contingency plan, and to authorize the City Manager to enter into agreements for implementing these projects, contingent on the passage of the City of Shoreline budget and the Federal budget. The motion carried 6-0, and the following recommendations were adopted:

Human Services Projects Funded, 2001 and 2002

Senior Services of Seattle/King County:

Shoreline-Lake Forest Park Senior Center	\$ 67,329
Center for Human Services	\$ 83,925
TeenHope	\$ 15,000
Crisis Clinic—telephone services	\$ 5,000
King County Sexual Assault Center	\$ 4,000
Senior Services of Seattle/KC	
Shoreline—congregate meals	\$ 2,500
East/North Healthy Start	\$ 9,000
Hopelink—emergency services	\$ 18,000
Harborview Children's Response Center	\$ 5,000
Hopelink—Kenmore Shelter	\$ 8,000
The Homelessness Project of the Church Council of Greater Seattle	\$ 5,000
Food Lifeline	\$ 5,000
Emergency Feeding Program/Shoreline	\$ 6,500
Crisis Clinic—Teen Link	\$ 3,020
TOTAL	\$237,274

Capital Projects Funded, 2001

Center for Human Services	\$ 45,000
Shoreline Public Works Dept.	\$ 71,000
Inland Empire Residential Resources	\$ 10,000
TOTAL	\$126,000

9. **ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS AND MOTIONS**

- (a) Motion to adopt the Budget and Capital Improvement Program (CIP) Plan Policies

Finance Director Debbie Tarry reviewed the staff report.

Mayor Jepsen invited public comment.

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(1) Don Brown, 8727 N 193rd Street, asked if the City is budgeting money to refund the utility taxes it has collected in the event that voters pass Initiative 722 in November.

Councilmember Gustafson moved to adopt the Budget and Capital Improvement Program (CIP) Plan Policies. Councilmember Montgomery seconded the motion.

Mr. Deis said he does not plan to include an amount in the proposed 2001 City budget to cover the cost of refunding Shoreline utility taxes. He questioned whether I-722 would withstand a court challenge. He discussed steps the City would take to identify funds should it become necessary to refund utility taxes.

Noting that Council will not adopt the final 2001 City budget until after the November election, Deputy Mayor Hansen said it is unnecessary to include an amount in the proposed budget to cover the cost of refunding utility taxes.

Councilmember Ransom agreed that the courts are not likely, should voters approve I-722, to require the City to refund utility taxes. However, he advocated that staff identify the amount the City would have to refund should it be required to do so. Mr. Deis said he will identify that amount in the transmittal memorandum he includes with the proposed 2001 City budget.

Councilmember Gustafson noted that staff developed two scenarios for the 2000 City budget contingent upon passage of Initiative 695. He asked if it would be prudent to develop two scenarios for the 2001 City budget contingent upon passage of I-722. Mr. Deis said his budget message will address the magnitude of budget cuts necessary to respond if implementation of I-722 were required. He asserted that it would be counter-productive to develop two scenarios again.

Mayor Jepsen highlighted the concurrence between the ten-percent "reserve fund" that Council established and the General Fund Unreserved Fund Balance recommended by the Government Finance Officers Association and the National Advisory Council of State and Local Budgeting. He supported the unreserved fund balance and the General Fund budgeted operating contingency. He questioned the amount proposed for the contingency account within each of the capital funds—he noted that \$200,000 represents 6.3 percent of budgeted expenditures in the Surface Water Capital Fund but only 1.3 percent of budgeted expenditures in the Roads Capital Fund. Mr. Deis explained that the contingency accounts will allow staff, with his approval, to spend extra funds on unexpected non-construction related costs to complete a capital project without stopping to obtain Council approval. He offered to report back to Council on the use of contingency account funds.

In response to Councilmember Gustafson, Ms. Tarry said the staff positions participating in the CIP Coordination Team (referenced on page 81 of the Council packet) will remain the same over the development of the CIP.

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A vote was taken on the motion to adopt the Budget and Capital Improvement Program (CIP) Plan Policies. The motion carried 6-0.

10. CONTINUED PUBLIC COMMENT: None

11. EXECUTIVE SESSION

At 8:45 p.m., Mayor Jepsen announced that Council would recess into executive session for ten minutes to address one item of current litigation.

At 9:06 p.m., the executive session concluded, and the regular meeting reconvened.

12. ADJOURNMENT

At 9:07 p.m., Mayor Jepsen declared the meeting adjourned.

Sharon Mattioli, CMC
City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Approval of Expenses and Payroll as of August 31, 2000 DEPARTMENT: Finance PRESENTED BY: Al Juarez, Financial Operations Supervisor
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EXECUTIVE / COUNCIL SUMMARY

It is necessary for the Council to approve expenses formally at the meeting. The following claims expenses have been reviewed by C. Robert Morseburg, Auditor on contract to review all payment vouchers.

RECOMMENDATION

Motion: I move to approve Claims in the amount of \$155,098.68 specified in the following detail:

the following claims examined by C. Robert Morseburg paid on August 31, 2000:

Expenses in the amount of \$6,457.68 paid on Expense Register dated 8/29/00 with the following claim check: 5691

Expenses in the amount of \$15,044.26 paid on Expense Register dated 8/30/00 with the following claim checks: 5692-5715 and

Expenses in the amount of \$86,782.42 paid on Expense Register dated 8/30/00 with the following claim checks: 5716-5736 and

Expenses in the amount of \$45,623.39 paid on Expense Register dated 8/30/00 with the following claim checks: 5737-5756 and


Expenses in the amount of \$402.00 paid on Expense Register dated 8/30/00 with the following claim check: 5757 and

Expenses in the amount of \$546.43 paid on Expense Register dated 8/31/00 with the following claim checks: 5775-5786 and

Expenses in the amount of \$242.50 paid on Expense Register dated 8/31/00 with the following claim checks: 5787-5791

Approved By: City Manager _____ City Attorney _____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	City Council Beautification Awards Presentation and Clean Sweep Recap
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Eric C. Swansen, Senior Management Analyst 

EXECUTIVE / COUNCIL SUMMARY

The City Council Beautification Award Program is part of the overall Clean Sweep initiative. It is designed to recognize development projects that enhance the quality of life in Shoreline. In the process, it also serves to foster community pride, develop a better sense of community and create an incentive for urban renewal and economic development. As its name suggests, awards will be presented by the City Council to recognize specific development projects. This is the third year the projects have been awarded, and we are beginning to see the signs of the "pride of ownership" these awards bestow upon the recipients. Commercial awards are prominently displayed at Chuck Olson Chevrolet and the Seattle Restaurant Store, which were the two previous award winners for this category.

The awards are based on three categories of eligible projects: Commercial (including institutional and multi-family) projects, Residential projects and an Open Category. Eligible projects can include new construction, additions or remodels. The Open Category award seeks to recognize significant improvements that are otherwise not eligible for an award. Such projects can include landscaping, water features (fountains, waterfalls, ponds) and other quality of life features (gazebos, walkways, outdoor art, etc.).

Nominations for awards were solicited from a variety of sources, including an advertisement in the Shoreline Enterprise, an item on the City's web site and a display on the City's cable TV channel. The awards committee nominated ten separate projects from the community for review. Each project was researched to ensure that it met the criteria of being lawfully constructed in the timeframe mentioned before being considered for an award. All the nominated projects met these criteria.

The awards committee was composed of representatives from the business community, a Shoreline resident and the City's Planning and Development Services department. Jeff Lewis, president of the Shoreline Bank, represented the local business community.

Shoreline resident DeeAnn Burman, a resident and long-time community supporter, brought the perspective of a Shoreline resident to this group. Anna Kolousek, a regional expert in urban design, represented the City's Planning and Development Services department.

A series of guidelines was developed by staff to help the awards committees make their decisions using an objective series of measures. These guidelines are attached for Council review as Attachment A.

The award committee is recommending three award winners and one honorable mention for this year's Community Beautification Awards. Because not all the award winners have been contacted at the time this report is being written, the winners will be announced during the presentation.

The presentation will consist of a brief slide presentation followed by a ceremonial presentation of award plaques to the winners by the Mayor.

RECOMMENDATION

No action is required of the Council.

Approved By: City Manager  City Attorney 

ATTACHMENTS

Attachment A - Award Guidelines for City Council Beautification Awards

Award Guidelines for City Council Beautification Awards

Nomination Requirements:

- Projects lawfully constructed within City between July 1st, 1999 and June 30th, 2000

Award Categories

- Commercial Projects (including new, remodel, multi-family, institutional projects)
- Residential (including new, remodel projects)
- Open Category (features that don't otherwise fit an award category, such as water features, landscaping, art, signs, etc.)

Guidelines for Reviewing Nominations

Commercial Category

- Building and site design, which incorporate special design features, such as lighting, signage, landscaping, to create visually interesting design character.
- Parking facilities designed to be appropriately screened and located to enhance pedestrian movement.
 - Parking located away from street corners that face intersections
 - Parking located that minimizes the effort required for pedestrians to enter the building from the street.
- Accessory structures with suitable screening and appropriate location.
- Scale which shows proper proportions between facade and structure for that location
 - Corner buildings designed to retain a prominent proportion and identity as viewed from public streets and corners.
 - Facades which demonstrate architectural relief as opposed to mass
- Signs which are distinctive, integrated with the architecture of the associated building(s)
- Use of architectural details to create a visually interesting character

Residential Category

- Architectural design which incorporates special design features, such as lighting, landscaping, and art to create an inviting and livable character.
- Accessory structures consistent with the character of the main structure
- Use of architectural details to create visually interesting character
- Emphasizes building entrances focused on people rather than vehicles (entrance doorways instead of garages)

Open Category

- Amenities that add to the quality of life for Shoreline residents
- Features which enhance public areas (kiosks, fountains, waiting areas, seating areas)
- Maintenance of existing buildings
 - Landscaping with depth, color, varied intensity
 - Painting which emphasizes architectural features, while complementing the structure
 - Screening which successfully obstructs unsightly elements
- Art
 - Integrated with street improvements
 - Located for prominent public enjoyment and/or viewing

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Motion to Authorize the City Manager to Transfer Grant Funds from the City of Shoreline to The Washington Traffic Safety Committee Pedestrian Safety Program
DEPARTMENT:	Public Works
PRESENTED BY:	William L. Conner, Public Works Director <i>WLC</i>

EXECUTIVE / COUNCIL SUMMARY

The purpose of this report is to request your Council's approval to transfer grant funds received by the City of Shoreline to the Washington Traffic Safety Committee Pedestrian Safety Program. These funds will be utilized for crossing improvements at North 165th Street and Aurora Avenue.

On May 1, 2000, staff briefed your Council on the Washington State Department of Transportation (WSDOT) Pedestrian Safety Program. Aurora Avenue has been selected by WSDOT for a demonstration project as it has one of the highest pedestrian accident rates on any State route, and the City of Shoreline is actively supporting pedestrian improvements and pedestrian access in its community.

The key objectives of the demonstration project are:

- 1) Target "high pedestrian collision" locations
- 2) Mobilize technical, political, and public support to address education, enforcement and engineering solutions
- 3) Implement safety solutions based on current collision data

This project is fully funded by WSDOT at a cost of \$400,000 for crosswalks at two Aurora locations, 165th Street and 170th Street. However, the Aurora Corridor CIP project has \$90,000 of Hazard Elimination System (HES) grant funding also earmarked for crosswalk construction at 165th. City staff is recommending that the City add this money to the WSDOT project, increasing the project funding to \$490,000. The City's contribution will provide for before and after studies of pedestrian movements across and along Aurora, the use of upgraded high-tech warning signs (see Attachments A & B), and a broader education outreach program. These items are beyond the improvements originally planned for the 165th Street crossing in the CIP. In addition to the City receiving two new crosswalks instead of one, the pedestrian and motorist information gathered will provide insight into behaviors of the users of Aurora Avenue and will be beneficial in the final design of the Aurora Corridor Project.

The state proposal (Attachment C) recommends adding a sign mounted electronic display on Aurora at both crosswalk sites which will prompt motorists to look for pedestrians. Each display will use flashing LED lights to catch the motorists' attention. The displays are activated by microwave sensors that will identify pedestrians moving toward and entering the crosswalk. When all pedestrians have cleared the crosswalk the sensors will instruct the displays to shut off. This technology has been found to be reliable in a Federal Highway Administration study conducted in St. Petersburg, Florida. If the displays are equally successful in Shoreline, WSDOT will request this system be added to the federal Manual of Uniform Traffic Code Devices (MUTCD).

WSDOT estimates this project will go to construction in the winter of 2000. Any construction work performed by WSDOT on Aurora will be coordinated with the Aurora Corridor and the Interurban Trail CIP projects as well as adjacent properties, schools and businesses.

RECOMMENDATION

Staff recommends that your Council authorize the City Manager to transfer \$90,000 of HES grant funds from the City of Shoreline to the Washington Traffic Safety Committee Pedestrian Safety Program.

Approved By:

City Manager



City Attorney



ATTACHMENTS

Attachment A: Shoreline Pedestrian Safety Demonstration Project (Aurora Avenue North and North 165th Street site plan)

Attachment B: Shoreline Pedestrian Safety Demonstration Project (Aurora Avenue North and North 170th Street site plan)

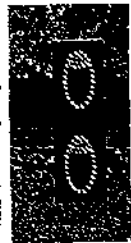
Attachment C: Research Proposal, Shoreline Pedestrian Safety Demonstration Project

Attachment A

**Shoreline Pedestrian Safety Demonstration Project
(Aurora Avenue North and North 165th Street Site Plan)**



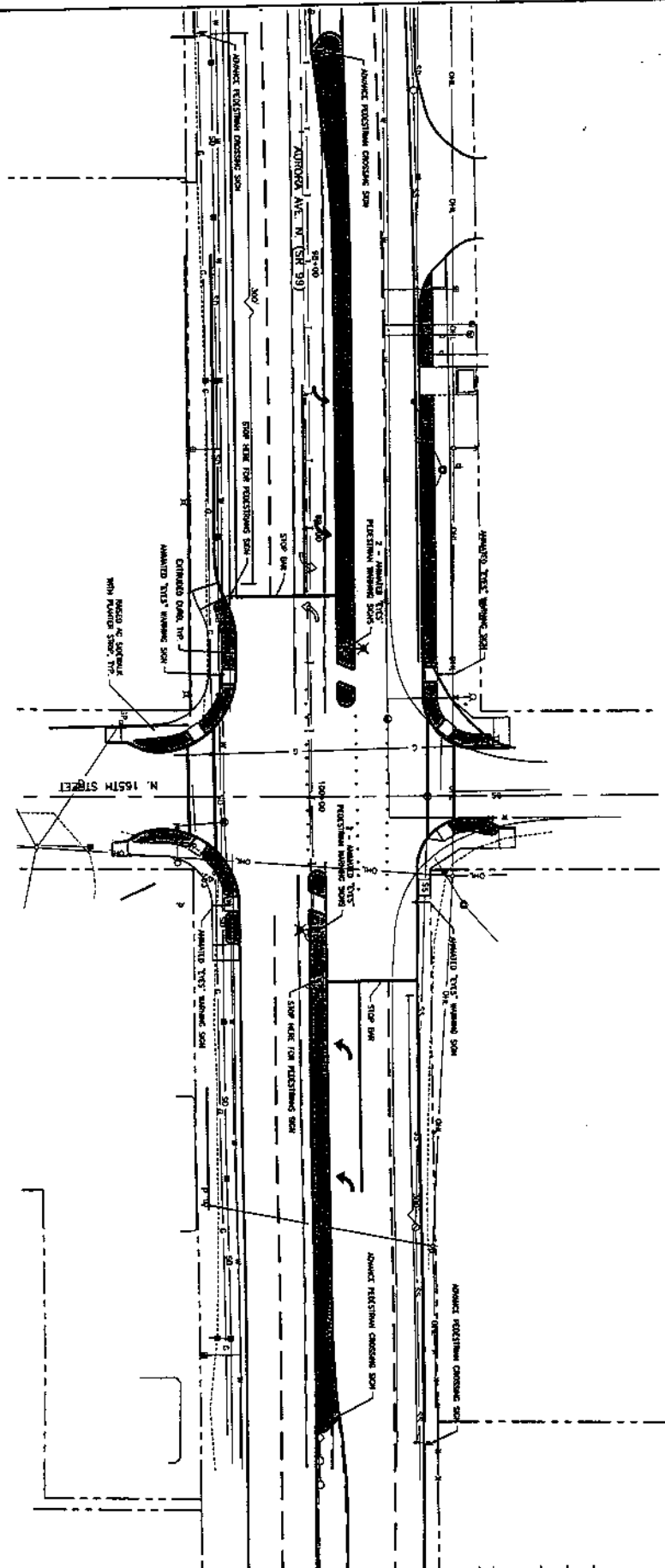
ADVANCE PEDESTRIAN CROSSING SIGN



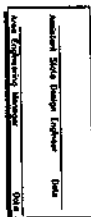
ANIMATED "EYES" WARNING SIGN



ANIMATED "EYES" PEDESTRIAN WARNING SIGN



25



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Not for Construction Preliminary Only

NO.	DATE	BY	APPD.	REVISIONS
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SHORELINE PEDESTRIAN SAFETY DEMONSTRATION PROJECT

ROADWAY PLAN EXHIBIT
AURORA AVE. N. & N. 165TH STREET
SHORELINE, WA



Account No.	
Date	AUGUST 8, 2000
Designated	O.D.KCK
Designated	CAT
Designated	
Original By	Dave

08449.004.004.1503
Project No.
C449X101
Sheet No.
Sheet 3 of 11

Attachment B

**Shoreline Pedestrian Safety Demonstration Project
(Aurora Avenue North and North 170th Street Site Plan)**



NO. _____ DATE _____ BY _____ APPD. _____ REVISIONS _____

ECT _____

MADE IN U.S.A.

DATE _____ AUGUST 8, 2000

Designed by _____ D. J. JOCK

Drawn _____ DMT

Checked By _____

Attachment C

Research Proposal, Shoreline Pedestrian Safety Demonstration Project

ITS ANIMATED LED "EYES" TRAFFIC DISPLAY:
EVALUATION AT AN UNSIGNALIZED CROSSWALK

A REQUEST TO EXPERIMENT

Submitted to:

Federal Highway Administration
Office of Traffic Operations

Submitted by:

Washington State Department of Transportation

NATURE OF THE PROBLEM

A good deal of evidence suggests that driver inattention is a major cause of motor vehicle crashes. When drivers do not attend to critical features of the driving environment they cannot respond in a timely manner to threats. One way to alert drivers to the presence of potential threats is the use of flashing yellow warning beacons. However, this type of signal does not provide specific information about the nature or direction of the threat, nor does it request specific action on the part of the driver. One study that examined the effect of yellow flashing beacons at midblock crosswalks only reported small increases in yielding from a mean of 32% during baseline to 45% after the yellow beacons were introduced (Gallagher, 1999), even though microwave sensors reliably activated the flashing beacons whenever pedestrians were detected in the crosswalk. Another way to prompt motorists to yield to pedestrians is the use of a fiber optic "STOP FOR PEDESTRIANS IN CROSSWALK" sign that was activated by pedestrian push buttons. Huang, Zegeer, and Nassi (in press) evaluated the use of this sign in Tucson, Az. They found this sign was associated with significant *decrease* in the percentage of motorists yielding to pedestrians.

One alternative to a non specific warning beacons and signs is an ITS sign that displays the nature of the threat, the direction of the threat, and instructs the motorist to look in the direction of the threat. Such a sign that consists of an animated eyes display along with directional pedestrian icons to prompt motorists to look for pedestrians crossing the street in a particular direction has been evaluated and compared to a flashing beacon under permission to experiment in St. Petersburg, Florida. This sign has proven effective in increasing motorist yielding to pedestrians and decreasing motor vehicle/pedestrian conflicts. The results of a study also indicated that ITS animated eyes display was significantly superior to the use of an ITS flashing beacon at this site with 15% of motorists yielding to pedestrians during baseline, 36% yielding when the yellow beacon was activated when a pedestrian was crossing, and 65% when the experimental sign was in effect. The experimental unsignalized crosswalk sites have a high crash experience and low levels of yielding behavior and frequent motor vehicle pedestrian conflicts. We request permission to evaluate the LED animated eyes sign that was successfully employed in the City of St. Petersburg in this experiment.

DESCRIPTION OF PROPOSED EXPERIMENTAL DEVICES

The State of Washington Department of Transportation proposes adding a display to prompt motorists to look for pedestrians when pedestrians are present in the crosswalk at two sites as part of the SR 99 Shoreline Pedestrian Safety Demonstration Project. The experimental device used in this research will consist of a pair of white LED animated 'eyes' sandwiched between two yellow LED pedestrian symbols. A yellow LED pedestrian

symbol with the pedestrian approaching from the right will appear on the right side of the eyes, and a mirror image pedestrian symbol approaching from the left will appear on the left side of the eyes. The experimental sign will measure 26 inches high by 50 inches wide, the eyes are each 7.5 inches wide, 4 inches high and 3.25 inches apart, and the pedestrian symbols are each an 18 inch-high outline of a walking person. The 'eyes' are populated with white LEDs and consist of two white eyes with white eyeballs that scan left and right at a rate of one cycle per second. The pedestrian symbol displays is populated with yellow (590 nm) LEDs and consists of the standard pedestrian symbol specified in the MUTCD. The signs will be mounted on mast arms over the lane line in each direction with a downward angle of 5 degrees. An illustration of the rectangular display tested in St. Petersburg is presented in Figure 1.

The device will be used in conjunction with directional microwave sensors. When a pedestrian enters the crosswalk from the drivers right the pedestrian symbol on the drivers right will be illuminated along with the animated eyes display. When a pedestrian enters the crosswalk from the drivers left the pedestrian symbol on the left of the sign will be illuminated along with the animated eyes display. If pedestrians enter from both sides of the crosswalk both pedestrian symbols will be illuminated along with the animated eyes display. The display will continue to operate until the pedestrian(s) have finished crossing. This pedestrian detection technology has been found to be reliable in a recent FHWA study conducted by Hughes, Huang, Zegeer, and Cynecki (in press) and worked reasonably well in the city of St. Petersburg.

RELATED FINDINGS

Data indicate that motorists do not exercise sufficient care watching for pedestrians at unsignalized crosswalks even when the crosswalks are equipped with pedestrian activated yellow flashing beacons. Crash statistics (Snyder, 1972) also indicate that many pedestrians crossing at unsignalized crosswalks on multilane roads have been killed or seriously injured by passing vehicles because the driver did not see the pedestrian because his or her view was obscured by a yielding vehicle that stopped too close to the crosswalk (multiple threat crash). The experimental sign should be effective in reducing this type of crash because the pedestrian icon indicates to the driver the direction the pedestrian is crossing the street, and the searching 'eyes' display provides a specific request of the drivers to look for the pedestrian. This research will determine the efficacy of the animated eyes display.

RESEARCH PLAN

The research plan includes a study of the efficacy of the experimental LED sign. We will measure motorist yielding behavior, and motor vehicle/pedestrian conflicts (Lord, 1996) to determine the efficacy of this sign. Data will be collected by graduate students following the observational research protocol developed by Dr. Van Houten. A time series multiple baseline research design will be employed in this experiment. Following

the collection of baseline data at both sites, the treatment will be introduced at the first site while the second site remains untreated. Once the effect of the intervention has been evaluated at the first site the second site will receive the treatment. Results will undergo appropriate statistical analysis. It is anticipated that the experiment will take three months to complete.

EXPERIMENTAL SITE

We request permission to install the sign at two unsignalized crosswalks on State Road 99 in the city of Shoreline Washington. State Road 99 is a divided roadway with 3 Southbound and 3 Northbound lanes of traffic. The first site is a midblock crosswalk north of North 170th Street and the second site is at the intersection of 165th Street. Both crosswalks are used by pedestrians to get to transit stops and have an uncontrolled approach.

AGREEMENT TO RESTORE TO COMPLIANCE WITH MUTCD

At the end of the project, we will assess the effectiveness of the scanning eyes display at the experimental midblock crosswalks. If the experimental sign is effective at this site, we will request a change in the MUTCD that would allow the use of this symbol at unsignalized crosswalks. If the scanning eyes symbol proves to be ineffective in increasing motorist yielding behavior, and reducing motor vehicle/pedestrian conflicts, we will remove the animated eyes display and return ourselves back into compliance with the MUTCD within three months of the termination of the experiment. Washington State DOT will terminate the experiment if at any time it determines significant safety hazards are directly or indirectly attributable to the experimentation.

AGREEMENT FOR SEMIANNUAL PROGRESS REPORTS

Throughout the project, we will provide to FHWA semiannual reports and intermediate findings on the project's status. At the conclusion of the project, a final report summarizing our findings will be provided to FHWA. This report will be completed within three months of the project end.

References

- Gallagher, B. (1999) Microwave sensors show some success in detecting pedestrians at crosswalks in L.A. *The Urban Transportation Monitor*, (July 1999):2.
- Huang, Zegeer, & Nassi (in press) The effects of innovative pedestrian signs on pedestrian and motorist behavior at unsignalized locations: A tale of three treatments. *Transportation Research Record*.
- Hughes, Huang, Zegeer, & Cynecki (in press). Automated pedestrian detection used in conjunction with standard pedestrian push buttons at signalized intersections. *Transportation Research Record*.
- Lord, D. (1996). Analysis of Pedestrian Conflicts with Left Turning Traffic. *Transportation Research Record*, No. 1538, 61-67.
- Van Houten, R, Retting, R.A., Van Houten, J., Farmer, C.M. & Malenfant, J.E.L. (1999). The use of animation in LED pedestrian signals to improve pedestrian safety. *ITE Journal*.
- Van Houten, R., Van Houten, J., Malenfant, J.E., & Andrus, D. (1999). Use of animated EYES to prompt motorists leaving indoor parking garage to look for pedestrians. *Transportation Research Record*.

**Field Evaluation of the SR 99
Shoreline Pedestrian Safety Demonstration**
Dr. Ron Van Houten
Center for Education and Research in Safety

Submitted to:
Julie Matlick
Washington State
Department of Transportation

June 20, 2000

This research proposal is submitted in response to a request by Julie Matlick, Washington State DOT to conduct a field evaluation of the Shoreline Pedestrian Safety Demonstration Project. The proposed study will evaluate the efficacy of advance yield markings and an ITS crossing system for

improving the safety and level of service for pedestrians crossing SR 99 in crosswalks at North 165th Street and North 170th Street. Specifically this study will address the following questions:

1. Whether advanced yield markings along with signs instructing motorists to stop at least 15 meters in advance of the crosswalks can produce good compliance and reduce motor vehicle-pedestrian conflicts. This intervention has been evaluated in a number of U.S. cities, but the specific markings and signs employed in this study will be those favored by a joint subcommittee of the National Committee on Uniform Traffic Control Devices (NCUTCD) tasked with evaluating these markings for inclusion in the Manual of Uniform Traffic Control Devices (MUTCD).
2. To compare an intelligent transportation system (ITS) sign that automatically detects the pedestrian crossing the street and informs drivers of the direction the pedestrian will be coming from, while prompting them to look for and yield to the pedestrian. An animated eyes display will also be employed to prompt pedestrians to watch for vehicles when crossing.

Measures

Yielding to pedestrians. Yielding will be measured using established research protocols. Data will also be collected on how far back vehicles stop behind the crosswalk.

Conflicts. Data will be collected on motor vehicle/pedestrian conflicts that involve (1) the motorist and/or the pedestrian taking evasive action and (2) rear end conflicts that involve a vehicle following another vehicle that has stopped for a pedestrian making a sudden stop. Data will also be collected on the percentage of pedestrians stranded in the roadway.

Experimental Design

A multiple baseline design will be employed in this study. Following baseline data collection, the advance yield markings will be installed at one site while the other site remains in the baseline or control condition. Once the effect of the treatment has been evaluated at the first site the advance yield markings will be introduced at the second site. The ITS pedestrian signaling devices will be evaluated in the same manner once the effect of the advance yield markings have been determined.

Responsibilities of the *Center for Education and Research in Safety*

It is proposed that the above study be carried out between Oct and December of 2000. The *Center* will: Design the research; employ, train, and supervise students recording data; evaluate the findings; and prepare a report summarizing the results of the project. The *Center* will not be responsible for the cost of equipment or installation.

Budget

It is proposed that the above work be completed for a fixed cost of \$8,500.00.

Budget breakdown**Personnel**

Data Collectors (@\$12.00 per hour)	\$4000.00
Supervision	\$2500.00
Travel	\$2000.00

Total Cost**\$8500.00**