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**MINUTES
MARYSVILLE CITY COUNCIL
REGULAR MEETING - WORK SESSION
JUNE 18, 2001**

I. Call to Order

The work session was convened by Mayor Weiser at 7:00 p.m. in the Council Chambers.

II. Pledge of Allegiance

The assemblage joined in the flag salute.

III. Roll Call

A voice roll call of councilmembers was conducted. Attendance was as follows:

Councilmembers Present:

Dave Weiser, Mayor
Mike Leighan, Mayor Pro Tem
Shirley Bartholomew
Jim Brennick
NormaJean Dierck
Donna Pedersen
Suzanne Smith
John Soriano

Administrative Staff present:

Mary Swenson, Chief Administrative Officer
Robert Carden, Chief of Police
Gloria Hirashima, City Planner
Grant Weed, City Attorney
Ken Winckler, Public Works Director

IV. Discussion Items

A. State Avenue road improvements

Value Engineering implementation recommendations, R9405

Mayor Weiser noted the council would accept public input on this topic.

Robin Nelson, City Engineer, introduced the members of the design team: Larry Wade of Hammond Collier Wade Livingstone, responsible for project engineering; Mike Pawlak of Bucher, Willis Ratliffe, transportation; Collie Hobeck of Hobeck and Baird, landscape design. Mr. Nelson noted that Value Engineering was required for projects exceeding \$2.5 Million and utilizing state Transportation Improvement Board (TIB) funds. The purpose was to revisit the functions and intentions of the original design and offer alternatives. He reviewed the phases of the analysis, stating tonight's meeting would discuss the implementation of the recommendations.

Mr. Wade referred to the extensive public involvement, which began mid-1998 to address the State Avenue corridor. The street carried up to 23,000 vehicles per day on its five 10 ft. lanes. Many poles were located too close to the travel lanes, there was no interconnection of traffic signals, signs were uncontrolled, illumination from street lights was not uniform, there was roadway flooding in the north part of the project, driveway cuts abounded, and some areas had no

curbs or gutters. The application for TIB funding listed the following project goals: encourage redevelopment of downtown, provide 7 ft. sidewalks, underground utilities, provide uniform illumination, consolidate driveway cuts, install drainage to eliminate flooding, implement landscaping to tie into Comford Park and the waterfront park, interconnect traffic signals, eliminate the lane shift at 4th Street.

The engineering agreement was signed with the design team in October, 1998, with the understanding that this would be more than a road project. It was anticipated that the project would address revitalization of the downtown core with signature streets or gateways that would portray "welcome home" or "welcome to Marysville." It was intended that the corridor would be pedestrian and shopper friendly. Extensive public meetings continued throughout the process and resulted in the "30% plan." This is the plan, which was evaluated in the Value Engineering study.

Mr. Wade then reviewed each Value Engineering recommendation and said whether the design committee accepted or rejected the recommendation. He then noted that the total project cost was estimated at \$5,406,766. Project funding from all sources would be \$5,406,800.

He then reviewed the drawings in detail and explained the modifications, which had been made to the project. In his presentation he addressed various questions, which had been raised by the downtown merchants at the May 14 council meeting.

Mr. Pawlak then addressed the transportation design element, noting the south end of State was a principle arterial with the portion north of 4th being a minor arterial. The average daily traffic count was 23,000. He emphasized that the purpose of an arterial was the movement of people and goods with the minor function of providing access to properties. The bulb outs addressed pedestrian safety and served to channelize traffic and slow it down as it entered the intersections. The signal at 5th would be relocated to 6th and all signals would be interconnected to optimize their function through the corridor.

Collie Hobeck reviewed street lighting, street trees and special paving.

Mr. Nelson addressed the matter of utilities. Members of the design team met with representatives of the PUD and were advised that utility service to downtown businesses could remain as overhead with access coming from poles located in the alleys and side streets.

Councilmember questions and comments included the following:

- Did this plan take into consideration increased traffic that would come from a new off-ramp from I-5 to the Ebey Slough bridge? No.
- Would project delays jeopardize TIB funding? The TIB was concerned about project delays, but funding was secure now.
- What was the ADA requirement for sidewalks? 5 ft. minimum.

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- Who would be responsible for cleaning up the leaves from the street trees? Public Works would clean streets and gutters; sidewalks had not been discussed.
- When would construction begin? Early 2003.
- Would the team speak with property owners or business owners? Both.
- Street trees should not block visibility to the businesses.
- Bulb outs would negatively affect traffic flow by eliminating right turns without regard to the center lane of traffic.
- Shorten planters to allow left turn pockets at 2nd.
- Disliked limiting access at 5th and 7th.
- Street trees should be spaced wide apart.
- Would lane width increase? Yes.
- Would the speed limit increase? No.
- Had U-turns been considered. No, but could be looked at.
- What property would be purchased? For several intersections, small amounts of square footage would be needed in order to make the proper turns.
- How could the intersection at 4th and State be addressed without purchasing the building? No building acquisition was anticipated in the project budget. The turning radius at that corner would have to remain the same.
- How would buses access the junior high school without left turn lanes? This would be looked into.
- Two sites for downtown parking were under consideration.

The Mayor called for a short recess, then reconvened the meeting.

The Mayor called for public comments.

Marie Nelson Olson, 4130 71st Ave. NE, Marysville, opposed the project because of the reduction in parking along State.

Ken Baxter, 1895 Liberty Lane, supported undergrounding of utilities, repaving, and retention of left turns, but opposed plantings.

Tony Bundy, 7519 Eagle Field Dr., Arlington, opposed elimination of parking, bulb outs.

George Pepelnjak, 22104 McMurray Shore Dr., Mt. Vernon, opposed the project.

Gordon Wilson, 3816 Federal Ave. Everett, spoke in opposition, especially as to bulb outs, restricted access, and restricted sight lines.

MOTION by Brennick, second by Dierck, to continue the meeting beyond 9:30, to 11:00 p.m., if needed. Leighan and Pedersen voted nay; all others voted aye; motion carried (5-2).

Mike Howard, 1326 Fifth Street, Suite A1, Marysville Tulalip Chamber of Commerce, spoke in support of wholesale revitalization of the downtown core.

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Deborah Knutson, Economic Development Council of Snohomish County, 728 134th Street SW #219, Everett, spoke in support of the plan.

Marilyn Hanan-Hoover, 9923 21st Ave. SE, Everett, Branch Manager of Frontier Bank, Marysville, spoke against the State Avenue project.

Mike Kossak, 6629 67th Dr. NE, opposed the project.

Eric Wagner, 15122 111th Ave NE, Arlington, opposed the project.

Jeff Seibert, 5004 80th, spoke against the bulb outs.

Mike Pappa, 8127 54th DR. NE, spoke in support of the streetscape.

Mary Ferguson, 7517 45th Dr. NW, opposed the project particularly as to removal of parking on State.

Earl Spitzer, A&I Auto, opposed the project.

Jim Rowley, 1950 E. Blaine St., Seattle, spoke against elimination of parking and bulb outs.

Art Hoffman, 16829 71st Dr. NE, Arlington, opposed the project.

There being no one else wishing to speak, the Mayor closed the public comment portion of the topic.

Council input to the design team included reduction of trees in the median, reconsideration of bulb outs, parking availability for downtown businesses. Mayor Weiser advised that a public meeting on this issue was schedule for the June 25 meeting.

A. Proposed fireworks ban

Mayor Weiser introduced the topic and reviewed the work of the committee. Chief Carden discussed enforcement and emphasized the importance of consistent enforcement by both the county and the city. After an extensive public education process, the enforcement teams would be citing and confiscating illegal fireworks beginning June 27.

B. Clarification of the prohibition of combustible and flammable liquids storage pursuant to MMC 9.04

Marysville Fire District Chief, Greg Corn, clarified that the Fire District supported limited storage of combustibles within the city.

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MOTION by Bartholomew, second by Soriano, to continue the meeting to 11:07 p.m. Leighan voted nay; all others voted aye; motion carried (6-1).

C. Council process/procedures – Resolution No. 2035.

(Continued to July 2, 2001 Work Session).

D. Department of Ecology grant to Tulalip Tribes

Ms. Hirashima advised that the Department of Ecology had made some funds available to the Tulalip Tribes for the purchase of additional property near the Poortinga farm area. The funds needed to be funneled through a municipality. Councilmembers requested further information.

V. Adjourn

Council adjourned at 11:10 p.m.

Accepted this 25th day of June, 2001.

Dave Weaver
Mayor

Lillie Lein
Deputy City Clerk

Ann Maurer
Recording Secretary