

**MINUTES RECAP
MARYSVILLE CITY COUNCIL - REGULAR MEETING
JUNE 25, 2001**

Original
000 27

I. Call to Order	7:00 p.m.
II. Pledge of Allegiance	
III. Roll Call	All present
IV. Public input on items not on the agenda	
Patrick Davis, Lakewood area, regarding joining existing annexation petition. William Whitesell, regarding a water main on his property.	
V. Approval of Minutes	
1. City Council regular meeting, June 11, 2001	Approved as presented.
2. City Council work session, June 18, 2001	Approved as presented.
VI. Confirmation of Finance Director	
Confirmation of Sandy Langdon as Finance Director	Approved
VII. Consent agenda	
A. Approve June 25, 2001 claims in the amount of \$770,009.93; paid by check Nos. 59589 through 59865 with check No. 59569 void.	Approved
B. Approve new liquor license for First Stop Food Mart.	Approved
C. Approve liquor license renewals for Captain Dizzy Exxon, DMS Gas, Jim's Texaco Grocery, and Smokey's Cascadia.	Approved
D. Authorize Mayor to sign contracts for deferred construction of curbs, gutters, & sidewalks; Suzette Nielson.	Approved
E. Authorize Mayor to sign Jennings Park Caretaker Lease Agreement.	Approved
F. Authorize Mayor to sign renewal agreement with Snohomish County Center for Battered Women.	Approved
G. Approve Final Plat for Valley View Estates; PA 981001.	Approved
H. Authorize Mayor to sign the Addendum to Professional Services Contract for Crime Prevention.	Approved
I. Professional Services Agreement; Hammond, Collier, Wade-Livingstone Associates, Inc.; as-built drawings Edward Springs Collector System.	Approved
J. Signal re-Lamping.	Approved
VIII. Public Hearings	
Proposed fireworks ban	Ban not approved.
B. I-5 West annexation - 60% petition	Hearing set for 7/23/01
IX. Action Items	
A. Current Business	
1. State Avenue road improvements; Value Engineering implementation recommendations; R9405	Tabled to 7/3/01
XI. Adjourn	12:05 a.m. on 6/26/01

MINUTES
MARYSVILLE CITY COUNCIL - REGULAR MEETING
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000 28

I. Call to Order

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

Mayor Weiser announced that members of the audience needed to fill out a sign-up sheet in order to testify at the public hearings later on the agenda.

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:	Administrative Staff present:
Dave Weiser, Mayor	Mary Swenson, Chief Administrative Officer
Mike Leighan, Mayor Pro Tem	Ralph Krusey, Police Commander
Shirley Bartholomew	Gloria Hirashima, City Planner
Jim Brennack	Grant Weed, City Attorney
Donna Pedersen	Ken Winckler, Public Works Director
Suzanne Smith	
John Soriano	

IV. Public input on items not on the agenda

Patrick Davis, 17114 19th Drive NE, Arlington, a business owner in the Lakewood area, requested that his area be allowed to be a part of either the 60% petition or 10% petition which were on tonight's agenda, rather than having to run a whole separate annexation action. Ms. Hirashima responded that staff was looking at the potential for boundary expansion. She clarified that the action before council this evening was only to set the date for the public hearing.

William Whitesell, 7207 63rd PL NE, stated the city had installed a water main on his prop without an easement. The city was aware of it but had chosen to ignore the rights of property owners, the Fifth Amendment to the U.S. Constitution, and the Washington State constitution. Mr. Weed advised that this matter had been the subject of litigation and counsel had represented Mr. Whitesell. All issues relating to the highway improvement problems had been resolved, Mr. Whitesell had been issued a check, and the case was settled. Mr. Whitesell and his legal counsel could contact Mr. Weed for further discussion but it was not an appropriate topic for discussion in this forum. Mayor Weiser stated he would all and set up a meeting.

V. Approval of Minutes

1. June 11, 2001 City Council Meeting

MOTION by Leighan, second by Pedersen, to approve the minutes of the June 11, 2001 city council meeting as presented. Motion carried (7-0).

2. June 18, 2001 city council work session

Councilmembers noted the following corrections.

MOTION by Bartholomew, second by Dierck, to approve the June 18, 2001 work session minutes as presented. Motion carried (7-0).

Mayor Weiser added the following item to the agenda.

VI. Confirmation of Finance Director

Regarding the position of Finance Director, Mayor Weiser advised that 27 applications had been received and four had been interviewed. He placed the name of Sandy Langdon before the council for confirmation as Finance Director.

MOTION by Pedersen, second by Bartholomew, to accept the recommendation of Sandy Langdon for the position of Finance Director. Motion carried (7-0).

Councilmember Dierck left the meeting at this point.

Ms. Swenson introduced Sandy Langdon to councilmembers amid applause. She recounted Ms. Langdon's qualifications and strong municipal budgeting background. Ms. Swenson then recognized Bob Noack and thanked him for his service as Interim Finance Director. Mr. Noack called on council to support its excellent staff.

VII. Consent agenda

- A. Approve June 25, 2001 claims in the amount of \$770,009.93; paid by check Nos. 59589 through 59865 with check No. 59569 void.
- B. Approve new liquor license for First Stop Food Mart.
- C. Approve liquor license renewals for Captain Dizzy Exxon, DMS Gas, Jim's Texaco Grocery, and Smokey's Cascadia.
- D. Authorize Mayor to sign contracts for deferred construction of curbs, gutters, & sidewalks; Suzette Nielson.
- E. Authorize Mayor to sign Jennings Park Caretaker Lease Agreement.
- F. Authorize Mayor to sign renewal agreement with Snohomish County Center for Battered Women.
- G. Approve Final Plat for Valley View Estates; PA 981001.

- H. Authorize Mayor to sign the Addendum to Professional Services Contract for Crime Prevention.
- I. Professional Services Agreement; Hammond, Collier, Wade-Livingstone Associates, Inc.; as-built drawings Edward Springs Collector System.
- J. Signal re-Lamping.

Regarding item C, Councilmember Bartholomew disclosed that she had managed an estate wherein Captain Dizzy Exxon was a renter, and regarding item G, she had been contacted by Mr. Royal but advised him she could not discuss the matter. She did not believe that her ability to render a fair and impartial decision had been impaired in either case. Mr. Weed advised that item C was a recommendation to the Liquor Control Board, only, and since the estate was fully closed there was no conflict. Since she had declined to discuss item G, there was no conflict and she could participate.

MOTION by Bartholomew, second by Leighan, to approve consent agenda items all but A through H and J. Motion carried (6-0).

Councilmember Dierck returned to the meeting at this point (7:25 p.m.).

Regarding item I, Councilmember Smith asked if the city intended to use chemicals to avoid filtration. Mr. Winckler clarified that filtration was required only where the watershed could not be controlled. This site could be controlled by restricting access. As-built plans were needed so a watershed plan could be completed.

MOTION by Bartholomew, second by Smith, to approve consent agenda item I. Motion carried (7-0).

VIII. Public Hearings

A. Proposed fireworks ban

Mayor Weiser gave the background on the establishment of the committee and its work. The committee had voted to send the matter to council without a recommendation because it was split: one for, one against and one abstaining. He opened the topic for public testimony.

Tony Laduce 6815 60th PL NE, supported the ban.

Dan Husby, 9033 57th Ave NE, opposed the proposed fireworks ban.

John Nicholl 6306 83rd PL NE, opposed the ban.

Elizabeth Lisicich, 1006 N. Laurel Lane, Tacoma, representing a wholesaler that supplies fireworks to many organizations in the state, spoke in opposition.

Jerald Farley, 16526 Shore Drive NE, Lake Forest Park, a lobbyist for the fireworks industry in the state, spoke in opposition.

Terry Muriekas, 6912 54th PL NE, opposed the ban.

Adam McCurdy, 4105 125th St NE, opposed the ban.

Donna Wright, 5533 Parkside Drive, opposed the ban.

Alex Baumann, 13026 46th Drive NE, opposed the ban.

Ray Harding, 4609 113th PL NE, Chairman of Marysville Kiwanis, spoke in opposition to the ban.

Larry Banks 7817 56th DR NE, opposed the ban.

Will Reed, 5710 66th Ave NE, opposed the ban.

Rod Wolf, 9222 SR 9, Arlington, opposed the ban.

Shawn Wolf, son, opposed the ban also.

Glenda Lynch, 401 First St., Snohomish, supported the ban.

Barbara Parson, 12635 NE 154 St., Woodinville, supported the ban.

Craig Mudge, 6537 Armar Rd, opposed the ban.

Cecil Rose, 5626 61st St. NE, opposed the ban.

Cassandra Davis, 1212 2nd St., Snohomish, opposed the ban.

Debbie Rounds, 923 Quinn Avenue, opposed the ban.

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

Councilmember Dierck stated she had sworn to protect the people of the city; she cited various literature and a letter of support from Sheriff Rick Bart.

MOTION by Dierck, second by Pedersen, to impose a ban on fireworks.

DISCUSSION ON MOTION:

Councilmember Leighan noted that the Fireworks Committee had been divided, the survey comments had not focused on safe and sane fireworks but on the dangerous (illegal) fireworks, the preponderance of testimony at this meeting opposed the ban, and the illegal fireworks would still be readily available regardless of what the city did. He opposed the ban.

Councilmember Brennick supported the ban for public safety reasons, noting the majority of citizens who complained about the noise and debris had not attended and testified.

Councilmember Bartholomew opposed the ban suggesting citizens' great American heritage was being niggled away.

Councilmember Soriano spoke in opposition to the ban but in support of strict enforcement against illegal fireworks and intense public education.

Councilmember Smith opposed the ban but suggested it be brought to the public for an advisory vote.

Councilmember Pedersen supported the ban, suggesting the use of fireworks infringed on the rights of others who did not want the noise and mess.

VOTE ON MOTION: On roll call vote, Dierck, Brennick and Pedersen voted aye; all others voted nay; motion failed (3-4).

MOTION by Smith, second by Dierck, to direct staff to research putting the matter on the ballot this fall for an advisory vote. On roll call vote, Dierck and Smith voted aye; all others voted nay; motion failed (2-5).

The Mayor adjourned the meeting for a short break then reconvened.

B. I-5 West annexation – 60% petition

Councilmember Bartholomew asked about Burlington Northern's plans for its mile of property that goes to 140th. Mr. Hirashima responded that the current proposal was to close 156th and extend the double track south of there. The railroad was on record with that proposal and the city had been participating in meetings regarding this.

The Mayor called for public comments

Ralph Krutsinger, 409 148th St. NE Arlington, supported the annexation petition and setting the public hearing.

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

MOTION by Leighan, second by Bartholomew, to set the public hearing on the I-5 West Annexation – 60% Petition – for July 23, 2001.

DISCUSSION ON MOTION:

Councilmember Smith voiced opposition, preferring to delay until the pre-zone was determined and the sub-area plan and the Police Department's manpower allocation study were completed. Ms. Hirashima noted that the Planning Commission had spoken to the pre-zone in anticipation of changing the recommended land uses so the area would come in with zoning consistent with the land use plan.

Councilmember Dierck supported delaying until the sub-area plan and manpower studies were completed.

Councilmember Bartholomew noted that the county was encouraging cities to go forward with annexations.

Ms. Swenson noted that the signatures on the petition were only valid for 180 days; to delay until the end of December would mean requiring a new petition.

CALL FOR QUESTION: Motion by Pedersen to cut off debate. Motion carried (7-0).

VOTE ON MOTION: Smith and Dierck voted nay; all others voted aye; motion carried (5-2).

IX. Action Items

A. Current Business

1. State Avenue road improvements; Value Engineering implementation recommendations; R9405

Mayor Weiser noted that 10 people had given up their time to the Chamber, so it would be allowed 15 minutes to testify.

Mr. Winckler gave a brief background, noting staff sought specific council direction on several items: bulb outs, landscaped medians, retention of left turns along State Avenue, and retention of parking on State. Mr. Nelson added that staff had not completed the warrants for a signal at 10th but anticipated it would meet them within the next 20 years so would plan the necessary infrastructure for a signal at that location. The issue of bus routes had been researched and the School District advised that it did not foresee the need to make left turns onto 7th or off of State. The alternative parking analysis was not complete but areas had been identified which could accommodate approximately 50 vehicles.

Councilmember Pedersen clarified that her suggestion had been to move the signal from 5th to 10th and to remove the bulb outs. She had asked what the savings would be from making those changes. Mr. Nelson said the savings had not been calculated.

Councilmember Bartholomew asked about the turning radius for large trucks. Mr. Nelson noted that a 35' turning radius was city standard and did allow that movement.

Councilmember Bartholomew asked about the advisability of using brickwork on the sidewalks. Mr. Nelson responded that the material was colored concrete stamped to look like brick and the only actual brick pavers were near the landscaping.

Councilmember Smith supported enhancing the area and suggested the bulb might be appropriate near Comeford Park. She opposed removing parking and questioned the how power would be supplied. Mr. Nelson responded that overhead power along State would be removed and service provided via existing facilities from alleys or side streets. The only undergrounding would be from Grove to 10th. Councilmember Smith asked to see estimates of what it would cost a business owner to underground utilities if he or she desired to do that. Mr. Nelson stated that would be between the business and the PUD and the PUD would not disclose that information to the city. Councilmember Smith noted the roadway was only five lanes wide so taking part of that for center medians only served to remove possibilities for the future. The only way to add actual width was to condemn some buildings from 1st through 5th or make the road one way.

Councilmember Dierck suggested the business owners had been ignored during the planning process, noting the Downtown Business Committee had recommended that the project not proceed. She opposed bulb outs and planted median strips.

Councilmember Leighan's suggestions included elimination of the island north of 5th, moving the light from 5th to 6th, reviewing bulb outs on a case-by-case basis considering the impact to each business owner, minimizing median plantings north of 8th, reducing or removing center islands in order to retain left turns. Mr. Winckler responded that the project was at the 30% stage and there had not yet been a field review to determine the placement

of each bulb out. If council determined to retain the bulb outs that review would be done.

Councilmember Pedersen supported beautification of the downtown area but felt this plan incorporated too many trees. She supported keeping the center lanes clear. The need of some businesses to receive deliveries from large trucks needed to be addressed.

Councilmember Soriano asked about note 1-4 in the Value Engineering study about DOT's interest in having a signal at 4th and State. Mr. Nelson responded that interconnection among traffic signals was needed to move traffic through the corridor.

Councilmember Bartholomew asked Chief Corn if the fire department's apparatus could negotiate bulb-outs. Chief Corn responded that his input had been that the intersections should be compatible with emergency vehicles, both the ones in use now and larger ones, which might be used in the future, such as a ladder truck. He had some concerns about emergency access to businesses. He noted they used Cedar more than State to respond to calls because it was a wider roadway and had less traffic.

The Mayor then opened the topic to public comments.

Mike Howard, Greater Marysville Tulalip Chamber of Commerce, distributed copies of his comments and conveyed the Chamber's support for full-scale revitalization of the downtown core. Gayl Spilman, chair of the Chamber's Downtown Revitalization Task Force continued the Chamber's testimony in support removal of parking spaces from State, eliminating the bulb outs, shortening the medians, using low median plantings. Ms. Spilman stated they had talked to merchants in the affected area. Ms. Spilman submitted her testimony in writing to be included in the record as follows:

My name is Gayl Spilman, 505 Cedar Ave., Suite B-1. Tonight I am here as a Board member of The Greater Marysville Tulalip Chamber of Commerce and more specifically as the chamber's Downtown Revitalization Task Force Chairman.

My comments will address the issues surrounding Avenue Parking, Left turn lanes, State Avenue Access, Trees and Landscape Medians, Sidewalks, Lighting, Bulb Outs and Electrical Reconnections in that order.

State Avenue Parking: We all recognize that the long-term deterioration of State Avenue road conditions combined with its dramatically increasing traffic counts and peak hour gridlock needs to be addressed if we are to grow and sustain a vibrant downtown.

What seems NOT to be as universally recognized is that in effecting these repairs and improvements, we WILL BE REQUIRED to bring that portion of State Avenue belonging to the state into compliance. The current 10'

lane width of this segment falls short of the broader state lane width requirements that promote safe and efficient traffic flow. That portion includes 1st through 4th Street encompassing 21 parking spaces.

To meet state standards, the State Avenue project requires the removal of 21 parking spaces currently located along these four blocks.

Typically the cost of this kind of city road improvement project falls on the backs of business and residents in the form of LID assessments and/or increased taxes. Thanks to a \$1.5 million state TIB grant this will not be the case for the citizens, business owners and property owners of Marysville.

It has been suggested, however, that current road widths remain in place to preserve these 21 parking spaces; to do so will eliminate TIB funding granted solely for the relief of State Avenue's growing traffic congestion.

It has been suggested that the city walk away from TIB funding and ignore the building traffic congestion problems, simply to preserve these 21 parking spaces, but to do so will place a \$1.5 million tax burden on our downtown merchants as well as all Marysville residents. ... Dividing \$1.5 million into 21 parking spaces equals an expensive \$71,428 price tag per parking space.

Given the above, it has been suggested that Marysville is just fine as it is and needs no improvements.

But none of those suggestions are viable because the bottom line is - one way or another State Avenue needs to be reconstructed and when it is, it will be required to come into state compliance. With the TIB grant, we can do it today at no cost. Without the TIB grant, we can do it tomorrow at our cost, BUT WE WILL DO IT, it's now just a matter of when and at whose cost.

Is there a solution to the issue of these 21 parking spaces? CERTAINLY! So how DO we protect our downtown merchants' ability to maintain current customer parking levels?

WE WORK TOGETHER! In working with our city staff, approximately 30 alternative parking spaces have been identified within a ½ block radius of current parking locations. An additional 5 parking spaces will be gained if the 3rd Street merchants will reconsider accepting the city's recent center aisle-parking proposal for Third Street. The implementation of these two parking proposals would provide downtown merchants with an overall gain in parking spaces.

But this in itself will not meet the all needs of a successfully revitalized downtown bringing hundreds of new businesses and thousands of new shoppers. The solution lies in a full scale parking facility.

Good news City Council has committed to developing just such a facility and has already begun the search process.

We have only addressed the few blocks from 1st to 5th streets...there's more to downtown. This project is from 1st to Grove and needs to be done to improve traffic and access conditions for all of the downtown core. If nothing is done, TRAFFIC and with it; SHOPPERS will find alternate routes and venues to meet their needs.

Left Turn Lanes: For the safe and efficient flow of traffic, the State Avenue Project calls for the reduction of the number of intersections allowing left turn lanes.

With an eye on increased commerce for our downtown merchants, as well as safety and efficiency, we support this concept. Our support is based on the newest trends coming out of national Main Street and Retail studies bringing a commercial sensibility unlike anything possessed by the urban planners and architects who usually design downtown-renewal efforts. These new urbanists suggest that past neglect of commerce by downtown planners and architects was compounded by an inability to cope with the automobile. Cities traditionally rerouted traffic away from downtowns to enhance their pedestrian shopping but this spelled disastrous results for downtown commerce. The new goal, virtually unheard of in late-twentieth-century America, is to pump more cars into the downtown core allowing merchants to market to automotive traffic as well as to pedestrian traffic. Incorporating a strong tenant mix, this successful marketing approach relies on streamlined traffic flows so that drivers and passengers alike cannot help but gaze at the wares offered in store windows.

We are concerned over many of the left turn lane eliminations. For example, at the intersections of both 2nd and 10th Street.

The current proposal eliminates 2nd Street access into the mall moving all traffic access to Third Street. We believe this will create a traffic backup because the access road and left turn holding lanes into the mall are too short to accommodate this amount of traffic.

10th Street merchants have presented valid concerns regarding the elimination of that left turn lane. Recognizing the significant amount of traffic utilizing this intersection and working together, city staff now assures us that signal lighting will be incorporated into that intersection and activated as soon as traffic counts warrant it.

As with any first draft, there are many plan adjustments awaiting us. But these specific determinations ARE NOT tonight's decisions. Those will be addressed in phase two when each and every left turn determination will be studied, addressed and opened to the public hearing process.

State Avenue Access: Our merchants have expressed understandable fear over the possibility of losing their State Avenue access. Recognizing that fear often impairs our ability to hear, we cannot repeat loudly enough that the city WILL NOT take away State Avenue access. Rather, where current access points create safety issues running counter to our city's Access Management Plan these access points will be modified while remaining on State Avenue. Again, NO business will lose State Ave access.

Trees & Landscaped Medians: A potent and favorable factor in current downtown revitalization efforts is what the new urbanists are calling mall fatigue. A reaction is setting in against the monotony and homogeneity of the shopping mall. Focus groups across America report that tired of the malls, people want to shop in picturesque downtowns. Even major discount retailers like K-Mart and Nordstroms are feeling the lure of downtown markets. Responding to this new urban trend, cities and towns are successfully going back to two-way avenues and installing new tree lined sidewalks, and lights.

New urbanists note however, that there is a fine line between landscaping that enhances vs. landscaping that detracts causing shoppers to stare at the landscape rather than the storefronts. These busy landscapes can block shoppers' view of shop windows and signs and place undue maintenance burdens on both city and business owner budgets. Some of the world's most opulent shopping streets now reveal a pleasant but simplified street. They are lined with a row of trees, broad sidewalks and simple light poles. We encourage the incorporation of this simplified concept.

In keeping with the simplicity of these new urbanism trends, we propose that the city replace the series of median plantings with small landscape islands located behind the left turn lanes at each intersection where block lengths allow. These landscape islands, which may or may not have trees, would not take away from our storefronts, would provide a guide through traffic rather than hinder or confuse drivers, and would compliment the simple tree lined streets.

Sidewalks: The implicit credo of the new urbanist is "Nourish commerce and the people will come." They see the street first as a commercial space. A dirty street, a spotted sidewalk with old chewing gum and grime, is a turnoff for shoppers. And if people won't come downtown to shop, there simply won't be a civic realm. Continuing this retail focus, we encourage broadened sidewalks. Broadened sidewalks appear safe and inviting rather than as a difficult place to walk. Narrow sidewalks are like a sign saying DON'T ENTER and tend to play to the public's fear of crime ... the same public fear that is driving them away from the malls.

Lighting: Adequate street lighting also attracts shoppers by adding to their sense of safety and well being. For these reasons, the national norm for illumination of a foot-candle or less just a few years ago is now closer to three foot-candles. We encourage this full illumination.

Bulb outs: Bulb outs are useful in slowing and channeling traffic to better ensure the safety of pedestrians and for that reason they were incorporated into the first draft. But given both the strong public objections to these and the fact that they do not play an integral role in our overall plan, we support their removal. We would, however, encourage future consideration be given to including this safety feature when we move into residential and school neighborhood planning.

Electrical reconnection: Our merchants were informed this would bring a price tag of \$20,000 to \$30,000 per merchant reconnection, a prohibitive cost that would be entirely unacceptable. This information was incorrect. The design calls for the relocation of utilities to be underground. There was a question raised originally by PUD, of whether there would be an additional fee to the business owners for the reconnection from the underground location. PUD has reviewed the project and has confirmed there to be no additional fee incurred to the business owners because PUD will make their connections to the same location as the current overhead connection. In some cases, they PUD may install another pole on the subject property (ie. in the alley) to accomodate the connection.) the process. We encourage this be done.

In Closing: Our City staff, the Downtown Revitalization Committee and the other agencies that have worked on this project are to be commended. WE ask each one of you on the Council to put aside your personal bias, to look past the emotions that this project has aroused and look at the facts. The concerns of the Council and the downtown merchants have not been ignored. Our City staff has worked diligently on the issues and providing workable solutions to these concerns. Lost parking will be replaced, medians in the center roadway can be significantly reduced, bulb outs can be taken out completely, and changes to utilities can be done without cost to the merchants. WE urge you, each one of you to vote YES: Yes to continuing the State Avenue Project, Yes to leadership that embodies strength, vision and courage; and YES to providing the necessary changes that insure a vibrant future for all of the citizens of Marysville.

Marilyn Hanan-hoover, Frontier Bank, 1020 State Avenue, Senior Vice President and Manager submitted the following to be included in the record:

June 25, 2001

To Mayor Weiser and the City Council:

As a representative of Frontier Bank, I want to appeal to each of you to consider the impact of the proposed design of the State street beautification Project, as presented to us at the workshop held last Monday, June 18.

Both on May 14, and June 18, 2001 you heard from many concerned business people. I for one urge that you carefully consider the proposal in front of you. Many of us have previously tried to give you information on how the plan will impact our individual businesses. It all comes down to the fact that the plan, will impede traffic flow into and out of our businesses or take away crucial parking spaces.

I for one, and I suspect there are others who think similarly, am not opposed to improving the surface of State Street and correcting drainage problems thereon, nor of making sidewalks where there are none or broken ones, nor of planting a limited amount of trees or shrubs to soften the asphalt.

However, the center medians and the corner "bulb outs" will constrict traffic, and the proposed amount of trees will cause further drainage problems and safety issues due to impaired vision. Additionally, the widening of State Street will impact parking lots. The ultimate impact will be decreased revenues for businesses, which will in turn mean reduced revenues (taxes) for the city.

Please, I implore you to reject the amended plan presented at the workshop June 18. Instead, save businesses and ultimately the City of Marysville, by requiring the plan be amended to remove the center medians, the bulb outs, and a majority of the trees, and resolve the parking issues first before going forward. Together, through effective communications, we can have a plan that will benefit all concerned.

Marilyn Hanan-hoover
Senior Vice President and
Manager, Marysville Office

Sim Wilson, 312 priest pt Dr NW and 1508 5th St, opposed the current plan. He supported repaving State, elimination of the medians, sidewalk plantings, and eliminating bulb outs.

Eric Wagner, 15122 11th Ave NE, Arlington, opposed the plan.

Julie Langabeer, 200 Priest Point Dr. NW, distributed written comments and spoke in support of trees and landscaping, suggesting going forward while addressing the concerns of the merchants.

Duane Resch, 5425 132 St. NE, distributed copies of his comments and spoke in support of moving the power poles off State, adding sidewalk

greenery, and replacing and improving curbs, gutters, sidewalks and drainage. He opposed center medians, bulb outs, and limiting left turn lanes.

Diana Dollar, 728 134th St. SW, Everett, a policy analyst with the Snohomish County Economic Development Council supported downtown revitalization.

Jim Rowley, 1950 E. Blaine St. Seattle, supported sidewalk greenery, retention of access to businesses, and retention of parking.

Gordon Arlin, 4725 87th St. SW, Mukilteo, opposed center medians, center plantings, elimination of left turn lanes, and elimination of parking. He supported repaving and sidewalk plantings for beautification.

MOTION by Dierck, second by Bartholomew, to extend the meeting to 11:40 p.m. Motion carried (7-0).

Gordon Wilson, 3816 Federal Avenue, Everett, supported sidewalk plantings, power line improvements, and repaving; he opposed the other plan elements.

Martin Burgess, 19420 76th SE, Snohomish, opposed street changes.

Peter Contoriandis, 7912 80th Ave. NE, opposed elimination of parking, center plantings.

Larry Hanson, 8627 156th PL NW, Stanwood, delivered petitions with 2500 names asking to keep the parking on State. He favored repaving, moving utilities, sidewalk plantings, and opposed the other aspects of the design.

Louise Alexander Way, 1628 2nd St., opposed center medians and supported repaving. She expressed concern about the cost of moving signs.

Daryn Bundy, 6319 96th Pl. NE, opposed bulb outs, median plants, and curtailment of access to businesses.

Laurie D'Alessandro, 917 147th Lane NE, Bellevue, representing Time Oil on 10th and State, opposed center medians. She supported sidewalk plantings and a signal at 10th.

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

Lenny Spilman, 6718 58th Dr. NE, asked to continue the statement from the Chamber. Request denied.

Michael Cade, 728 134th St. SW, Everett, asked to continue the statement from the Chamber. Request denied.

The Mayor closed the topic to public comment.

MOTION by Dierck, second by Brennick, to: retain parking on State; retain the left turn lanes; eliminate bulb outs; repave State including curbs, gutters, sidewalks and drainage; allow sidewalk trees in locations to be determined by each business owner; and schedule a joint meeting with the business owners and the design team to design the rest of the project.

DISCUSSION ON MOTION:

Councilmember Pedersen supported eliminating bulb outs, sidewalk plantings, and elimination of center medians.

Councilmember Smith suggested petitioning the TIB for a variance to allow lane widths of 11' and sidewalks of 5' so parking could be retained.

Ms. Swenson said this had already been investigated and the state would not allow a variance and continue with the TIB funding.

Councilmember Smith stated she would encourage the merchants to petition the TIB directly.

MOTION by Dierck, second by Smith, to extend the meeting to 11:55 p.m. Leighan voted nay; all others voted aye; motion carried (6-1).

Councilmember Soriano asked how long it would take the team to redraw the design based on tonight's testimony; Mr. Nelson responded that it would take approximately two weeks.

MOTION by Dierck, second by Brennick, to extend the meeting to 12:05 a.m. Leighan voted nay; all others voted aye; motion carried (6-1).

CALL FOR QUESTION: Motion by Pedersen to cut off debate. On roll call voted, Dierck voted nay; all others voted aye; motion carried (6-1).

VOTE ON ORIGINAL MOTION: On roll call vote, Dierck, Brennick and Smith voted aye; all others voted nay; motion failed (3-4).

MOTION by Brennick, second by Smith, to table further action on this topic until a special meeting to be held on July 3.

DISCUSSION ON MOTION: Councilmember Pedersen asked for information on the cost savings which would result from eliminating certain elements from the design.

CALL FOR QUESTION: Motion by Bartholomew to cut off debate: Pedersen voted nay; all others voted aye; motion carried (6-1).

VOTE ON MOTION: Leighan voted nay; all others voted aye; motion carried (6-1).

X. Adjourn

The meeting adjourned at 12:05 a.m. on June 26.

Accepted this 9th day of July, 2001.

Daniel J. Jasin

Mayor

Berry Becker

City Clerk

Ann M. Averill

Recording Secretary

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

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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 Comeford 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.

- 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 combustibile 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).

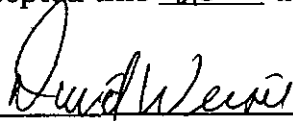
D. Department of Ecology grant to Tulalip Tribes

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.

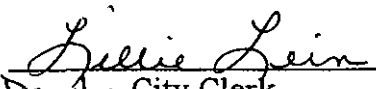
V. Adjourn

Council adjourned at 11:10 p.m.

Accepted this 25th day of June, 2001.



Mayor



Deputy City Clerk



Recording Secretary