

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF STUDY SESSION

Monday, August 1, 2011
7:30 p.m.

Shoreline City Hall – Council Chamber
17500 Midvale Avenue North

PRESENT : Mayor McGlashan, Deputy Mayor Hall, Councilmember Eggen, Councilmember McConnell, Councilmember Roberts, and Councilmember Winstead

ABSENT: Councilmember Scott

1. CALL TO ORDER

At 7:00 p.m., the meeting was called to order by Mayor McGlashan, who presided.

2. FLAG SALUTE/ROLL CALL

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

Upon motion by Councilmember Eggen, seconded by Councilmember McConnell and carried 6-0, Councilmember Scott was excused.

(a) Proclamation of Celebrate Shoreline

Mayor McGlashan read the proclamation declaring August 16-21, 2011, as a time to "Celebrate Shoreline." Rich Gustafson, former Councilmember and 2011 Celebrate Shoreline Parade Grand Marshall, accepted the proclamation and thanked the City for the recognition.

3. CITY MANAGER'S REPORT AND FUTURE AGENDAS

Julie Underwood, City Manager, provided reports and updates on various City meetings, projects, and events. Debbie Tarry, Assistant City Manager addressed the Shoreline City Light (SCL) tree removal project along the Interurban Trail.

4. COUNCIL REPORTS: none

5. PUBLIC COMMENT

There was no one wishing to provide public comment.

6. APPROVAL OF THE AGENDA

Upon motion by Councilmember Winstead, seconded by Councilmember Eggen and unanimously carried, the agenda was approved.

7. STUDY ITEMS

(a) Transportation Master Plan - Concurrency, Projects and Funding

Kirk McKinley, Transportation Planning Manager, introduced Alicia McIntyre, Senior Transportation Planner, Mark Yank, DKS Associates, and Randy Young, Henderson & Young Company. Ms. McIntyre discussed transportation concurrency, projects, and funding. She discussed three traffic models: 1) Aurora-centric; 2) transit-oriented; and 3) dispersed. She explained that the transportation assumptions included 5,000 new jobs, 5,000 new households, light rail stops on I-5 at 145th Street and NE 185th with a 500-stall parking garage.

Mr. Young discussed concurrency, noting that the policy statements in the Transportation Master Plan (TMP) guide the concurrency. He added that the level of service (LOS) benchmark is the centerpiece of tonight's discussion. Mr. Young displayed the LOS characterization chart which measures LOS from grade A to F. He added that a "D" grade is acceptable and means it is an efficient use of capacity. He noted that the draft policy language recommends the Council adopt a LOS level of "D" for all signalized intersections in arterials.

Ms. McIntyre discussed the recommended projects and noted that seven of them are growth projects. She specifically highlighted the I-5 & 175th Street Interchange project.

Councilmember Eggen confirmed that the 175th lane addition would require property acquisition. Ms. McIntyre noted that it would cost about \$5.5 million for widening from Stone Avenue to Meridian Avenue. She added that the project at 185th is a rechannelization project. Mayor McGlashan inquired about ramp metering and SPUI. Mr. Yank replied that the SPUI would not eliminate the ramp metering, but it allows the City to manage traffic. Mr. McKinley stated that the City hopes to plant a seed with WSDOT on this to get the discussion started. Deputy Mayor Hall noted that Snohomish County commuters drive through Shoreline to avoid the meter at 205th. He suggested WSDOT add a lane on southbound I-5 from 205th to 145th.

Ms. McIntyre discussed funding and noted that sources are the general fund, the real estate excise tax, and the Transportation Benefit District. She added that sidewalks funding is extremely limited. She discussed local financing options and the impact mitigation fee. She then outlined other funding options the Council may consider in the future, including a motor vehicle excise tax (MVET), a vote on general obligation bonds, a levy lid lift, a sales tax increase, and a revenue-generating business license fee.

Councilmember Eggen said he has seen several proposals for an MVET of more than \$20 defeated. He noted that impacts fees affect business and economic development, so would like to see an analysis before the Council considers such a measure.

Mayor McGlashan clarified that the LOS standard only applies to arterials and signalized intersections.

Responding to Councilmember Roberts, Mr. McKinley pointed out that the impact fee involves forecasting all trips -- those that create impacts that take the City out of concurrency. Those impacts pay for a part of the project. However, there are existing deficiencies that are not covered. Mr. Young added that it is important that the major arterials be subject to a citywide impact fee system.

(b) Discussion of King County Redistricting Proposals

Scott MacColl, Intergovernmental Program Manager, provided the staff report. He explained that King County is going through the process of redistricting their boundaries and is proposing four options for redrawing the boundaries. City staff is looking for policy direction about whether the City wants to remain in one district or split in two. He noted that there are advantages and disadvantages for either option.

Councilmember Winstead commented that she attended the meeting in late June and all of the proposals keep Shoreline with the northend cities. She communicated that she is leaning toward the two-district proposal. Councilmember Eggen confirmed with Mr. MacColl that the King County redistricting is separate from the state legislative redistricting. Councilmember Eggen said that he is undecided on which proposal is better.

Mr. MacColl said he felt there is no downside with either proposal. He said that dividing the City lessens the City's voice in each of the districts. Councilmember Roberts recommended Shoreline stay in one district.

Deputy Mayor Hall expressed concerns that there has been an east-west paradigm in Shoreline. He said the City should try to avoid any further divisions. Mayor McGlashan asked about challenges of working with two offices. He agreed with Deputy Mayor Hall about the east-west paradigm, but felt that a second voice could also be a benefit.

Mr. MacColl noted that two districts might improve our chance of getting a representative on the Sound Transit Board.

Councilmember McConnell felt it is better to have two districts, unless there is a significant disadvantage to splitting the City.

Mr. MacColl concluded the discussion by noting that Seattle still makes up most of District 1 under either scenario and King County will provide a draft proposal by September.

8. ADJOURNMENT

At 8:43 p.m., Mayor McGlashan declared the meeting adjourned.

Scott Passey, City Clerk

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