



AGENDA

[CLICK HERE TO COMMENT ON AGENDA ITEMS](#)

[STAFF PRESENTATIONS](#)

[PUBLIC COMMENT](#)

SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, October 28, 2019
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

TOPIC/GUESTS: Joint-Meeting with City Councils of Kenmore and Lake Forest Park

SHORELINE CITY COUNCIL REGULAR MEETING

Monday, October 28, 2019
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. FLAG SALUTE/ROLL CALL		
(a) Proclaiming America Recycles Day	<u>2a-1</u>	
3. REPORT OF THE CITY MANAGER		
4. COUNCIL REPORTS		
5. PUBLIC COMMENT		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. Speakers are asked to sign up prior to the start of the Public Comment period. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. If time remains, the Presiding Officer will call individuals wishing to speak to topics not listed on the agenda generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i>		
6. APPROVAL OF THE AGENDA		7:20
7. CONSENT CALENDAR		7:20
(a) Approving Minutes of Regular Meeting of October 7, 2019	<u>7a-1</u>	
(b) Approving Expenses and Payroll as of October 11, 2019 in the Amount of \$1,801,351.32	<u>7b-1</u>	
(c) Authorizing the City Manager to Execute a Service Contract with Carol Worthen in the Amount of \$70,000 for Business Pollution Prevention Inspection Services	<u>7c-1</u>	
8. ACTION ITEMS		
(a) Adopting Resolution No. 448 - Declaring the Intent to Adopt Legislation to Authorize a Sales and Use Tax for Affordable and Supportive Housing in Accordance with Substitute House Bill 1406	<u>8a-1</u>	7:20

- | | | | |
|-----|---|-------------|------|
| (b) | Adopting Ordinance No. 869 – Authorizing the Maximum Capacity of a Local Sales and Use Tax to Fund Investments in Affordable and Supportive Housing | <u>8b-1</u> | 7:30 |
| (c) | Adopting the Preferred Option for the 185 th Street Multimodal Corridor Strategy | <u>8c-1</u> | 7:40 |

9. STUDY ITEMS

- | | | | |
|-----|---|-------------|------|
| (a) | Discussing the Light Rail Station Subarea Parking Study | <u>9a-1</u> | 8:25 |
|-----|---|-------------|------|

10. ADJOURNMENT

9:10

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at www.shorelinewa.gov. Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Proclamation of America Recycles Day		
DEPARTMENT:	Community Services		
PRESENTED BY:	Autumn Salamack, Environmental Services Coordinator		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	<input checked="" type="checkbox"/> Proclamation

PROBLEM/ISSUE STATEMENT:

This proclamation recognizes November 15, 2019, as America Recycles Day in the City of Shoreline. Throughout the month of November, it calls upon residents and businesses to learn more about waste reduction and recycling options and commit to recycle more materials every day of the year.

America Recycles Day encourages everyone in our community to conserve resources and protect our environment by reducing waste; recycling and reusing materials; and purchasing items made from recycled materials.

Ronald United Methodist Church is one example of how local organizations can provide leadership in waste reduction. They recently established the Shoreline Flatware Lending Library in an effort to reduce the use of single-use plastic utensils and promote an ethic of sustainability. The lending library makes reusable supplies available for free to anyone in the community, with an associated Facebook page and Google Form for submitting requests.

Tonight, Stephanie Henry from Ronald United Methodist Church will attend the Council meeting to accept this proclamation.

RECOMMENDATION

It is requested that Mayor Hall read the America Recycles Day Proclamation.

ATTACHMENT:

Attachment A – America Recycles Day 2019 Proclamation

Approved By: City Manager **DT** City Attorney **MK**



PROCLAMATION

WHEREAS, a healthy natural environment is the foundation of a vigorous society and a robust economy; and

WHEREAS, the City encourages the protection of our natural resources and the adoption of habits that promote a sustainable environment; and

WHEREAS, King County residents and businesses recycle 54 percent of all solid waste generated, yet 70 percent of what is still landfilled could have been reused, recycled or composted, we must continue to focus on initiatives such as waste reduction, composting, the reuse of product and materials, and purchasing recycled products; and

WHEREAS, community members and organizations can be leaders in waste reduction and recycling; and

WHEREAS, America Recycles Day offers every individual an opportunity to actively reduce waste, recycle and protect our natural resources;

NOW, THEREFORE, I, Will Hall, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim November 15, 2019, as

AMERICA RECYCLES DAY

in the City of Shoreline and call upon all citizens to celebrate this special occasion by thanking our residents and businesses for their hard work and significant contribution in protecting our environment.

Will Hall, Mayor

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, October 7, 2019
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Hall, Deputy Mayor McConnell, Councilmembers McGlashan, Scully, Chang, Robertson, and Roberts

ABSENT: None.

1. CALL TO ORDER

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

2. FLAG SALUTE/ROLL CALL

Mayor Hall led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present.

3. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided reports and updates on various City meetings, projects and events.

4. COUNCIL REPORTS

Deputy Mayor McConnell said at the recent SeaShore Transportation Forum Meeting Metro reported on the efforts toward the expansion of routes, reduction of overcrowding, and increasing reliability. She shared information on the current Pioneer Square Platform construction project. She added that there was a presentation on Initiative 976, and she described the ways in which Shoreline would be impacted if it passes.

Councilmember Scully shared updates on the Regional Homelessness Authority planning work. He said it was originally designed with a governing board and an advisory committee that would provide guidance, but now a panel of experts has been added to make most of the operational decisions. He said he is concerned with this approach because it decreases the responsibility of the governing board and turns over government money and policies to a panel of experts who are not accountable to the voters.

Councilmember Chang said she met with Katya Fels Smyth, Founder and CEO of The Full Frame Initiative. Councilmember Chang said the organization looks at how complete support is

provided to individuals experiencing homelessness and suggested using some of their expertise in planning Shoreline's Community Court.

Mayor Hall said he attended the final Orca Task Force meeting of the year and said draft recommendations had been unanimously adopted for next year's work and would be available for public review and comment soon.

Mayor Hall said the dinner meeting with the Shoreline School Board and staff this evening was a welcome opportunity to talk about items of mutual interest.

5. PUBLIC COMMENT

Janet Way, Shoreline resident, said she is glad to see that Shoreline is taking advantage of SEPA on the Point Wells issue and said it is important that the City is working with Woodway and Snohomish County.

Joseph Irons, Shoreline resident and co-owner of Irons Brothers Construction, agreed that SEPA is very important on the Point Wells issue. Separately, he said the Public Hearing Notice for the 2019 Comprehensive Plan Amendments was issued late and he asked that his business not be penalized because the City made an error. He said he appreciates that the City has worked with him to coordinate rescheduling the Public Hearing. He asked the Council to support small business and allow them to operate at their current location.

Ally Johnson, Shoreline youth resident, said that Joseph and Melissa Irons spoke to her middle school last year about pursuing dreams. She described them as determined and passionate and said that as a member of a family with a small business she supports the proposed Comprehensive Plan Amendments 1 and 3.

Venetia Irons, Shoreline youth resident and daughter of Joseph and Melissa Irons, said that she is in support of the proposed Comprehensive Plan Amendments 1 and 3 because her family is not harming the community. She recognized the supporters of the Amendments in attendance at the Council meeting.

Neil Kappen, Edmonds resident and Seattle business owner, said he is a long-time friend of Joseph Irons. He spoke about the importance of family-owned businesses and described Irons Brothers Construction as impressive and community-centered. He said if Irons Brothers is driven out of Shoreline, the City will lose an important part of the community.

Jack Malek, Shoreline resident and Planning Commissioner, said that tonight he is speaking personally regarding proposed Comprehensive Plan Amendments 1 and 3. He shared a printout of the 2001 North City Subarea Plan and said he supports economic development. Mr. Malek said that the Irons Brothers have a stellar reputation and while he is not a proponent of spot zoning, it may be worth reviewing the section south of 175th and 15th Avenue NE on a broader scale.

Cheryl Anderson, Shoreline resident, said proposed Comprehensive Plan Amendments 1 and 3 are examples of how many Shoreline residents feel that development is happening that they have no control over. She said she is glad to see the turnout today and people listening to the Irons' and their situation. She said she has witnessed evidence of the community contributions of the Irons Brothers.

Melissa Irons, Shoreline resident and co-owner of Irons Brothers Construction, said she believes the support for Comprehensive Plan Amendments 1 and 3 has been overshadowed by emotions and objections by a few people. She urged the Council to review the packet of information she emailed them, which includes endorsements from many stakeholders. She said the Planning Commission and Council should create a solution that meet the best interests of all parties involved. She listed the contributions the business makes to the Shoreline economy and community and asked Council to allow due process of their application for rezoning.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Councilmember Robertson and seconded by Deputy Mayor McConnell and unanimously carried, 7-0, the following Consent Calendar items were approved:

(a) Approving Minutes of Workshop Dinner Meeting of September 23, 2019

(b) Adopting Ordinance No. 867 - Amending Section 8.12.395 SMC Prohibiting the Use of E-cigarettes (Vaping) in City Parks

(c) Adopting Resolution No. 447- Repealing Resolution No. 182, Hearing Examiner Rules of Procedures

8. ACTION ITEMS

(a) Public Hearing and Adopting Ordinance No 868 – Establishing a Citywide Moratorium on the Filing, Acceptance, Processing, and/or Approval of Applications for Master Plan Development Permits and Applications for Essential Public Facility Special Use Permits

Rachael Markle, Planning and Community Development Director, delivered the staff presentation. She stated that the purpose of the moratorium is to review applicable zoning regulations and the Master Development Plan and Special Use Permit processes to ensure consistent implementation of the City's vision, goals, and policies. She said that land use laws are the strongest tools available to the City to maintain local control over current and future development. She listed the reasons staff recommends the City Council hold a public hearing and establish a six-month moratorium.

Mayor Hall opened the Public Hearing.

Janet Way, Shoreline resident, said she is a longtime advocate for Fircrest and the residents and feels the property should not be broken up. She said at a recent meeting in Olympia the draft Master Plan for Fircrest was discussed, and she described the proposed development as one that would not interfere with the lives of the residents.

Kristin Ellison-Oslin, Lake Forest Park resident and Pastor at Fircrest Chapel and Shoreline United Methodist Church, said the Fircrest Campus Master Plan has been an ongoing issue for decades. She asked why the City is now determining that the regulations in place are not sufficient. She said she understands that an addition of a behavioral health facility may cause need for some review, but six months is a long time to delay.

Michael Abate, Seattle resident, said he is a representative for Washington Federation of State Employees (WFSE) and the employees who work on the Fircrest grounds. He said WFSE objects to the limitation of land use options for the Master Plan for the State's land, and that they oppose any privatization of Fircrest and the State's land. He said limiting the land use options would be making a statement about the priorities of the North Seattle and Shoreline communities. He asked the Council to think of the people in need that the land was set aside for.

Rod Palmquist, Seattle resident and Organizing Director for WFSE, said WFSE does not support the limitation of options for land use at Fircrest, nor do they believe that the Growth Management Act was intended to limit priorities set by the legislature. He stated that WFSE has not yet endorsed the State's proposals.

Mayor Hall closed the Public Hearing.

Councilmember McGlashan moved adoption of Ordinance No. 868. The motion was seconded by Councilmember Chang.

Deputy Mayor McConnell and Councilmembers McGlashan, Chang, and Scully voiced support for a six-month moratorium.

Councilmember McGlashan said he is not proposing limiting land use, but that he believes the City needs more information on the proposed behavioral health facilities in order to appropriately determine if, and where, a facility should be located in the City. He said there are many questions that need to be answered for an effective partnership with the State. While he is not a fan of moratoria, he said this situation requires time to evaluate possibilities and outcomes.

Councilmember Chang said there are a lot of questions about the plan and what a behavioral health facility would mean for the community. She said it is best practice to put clear development guidelines in place.

Councilmember Scully encouraged community stakeholders to connect with Council to talk about priorities for Fircrest. He said his motivation is to protect and preserve the existing parts of Fircrest and to integrate it more into the surrounding community. He said he does not generally like moratoria but feels it is important to make sure there is a partnership between the City and

the State in decision making. He specified that supporting this moratorium should not be considered a vote against behavioral health facilities.

Deputy Mayor McConnell said that she would support a six-month moratorium, but nothing longer. She recognized the frustration with the interactions with multiple agencies and the influx of doubt the changing plans have created.

Mayor Hall and Councilmember Roberts said they do not support the moratorium.

Councilmember Roberts said the Council should avoid setting a precedent of stopping a project that is legal under current rules. He said that due to the mental health crisis, the City should not say no to a behavioral health facility if that is where the State thinks it should be operated.

Mayor Hall said he is frustrated that the participating State agencies are not on the same page. He reflected that originally the City was approached by the State with an idea to try to use a portion of the property to address the affordable housing crisis in the community. But as recent as a few months ago the State completely changed their Master Planning Map. He said he has spent much of the past nine months asking that all stakeholders meet at the same time to discuss priorities and intentions for the site and find a solution that meets all of the various interests.

Mayor Hall reminded Council that cities have land use authority and a legal right and responsibility to zone the city in a way that locates uses in an appropriate way on behalf of the community. He said that it is embarrassing how behind the State of Washington is in providing beds for those in need of behavioral health support and that he strongly supports being able to provide facilities for those who need them.

The motion passed 5-2, with Councilmember Roberts and Mayor Hall voting no.

- (a) Authorizing the City Manager to execute a Settlement and Interlocal Agreement Between the City of Shoreline and the Town of Woodway Regarding Point Wells

Margaret King, City Attorney, delivered the staff presentation. She reviewed the background of the actions between Shoreline and Woodway relating to Point Wells and the potential redevelopment and annexation of the area. She described the mediation process and outcomes and listed the topics of the Settlement and Interlocal Agreement. She described the requested edits to the Agreement and explained the collaboration with Woodway on the proposed edits and clarifications that resulted in the current version of the Settlement and Interlocal Agreement.

Councilmember Robertson moved to authorize the City Manager to enter into a Settlement and Interlocal Agreement with the Town of Woodway as presented to Council. The motion was seconded by Councilmember McGlashan.

Councilmember Robertson said she is happy to support the Agreement and said she feels there is overwhelming support from the community for it.

Councilmember McGlashan said he supports the Agreement and clarified with Ms. King that there will be a requirement for a second road and Woodway will not be acquiring or condemning property on behalf of BSRE.

Mayor Hall said he supports the motion and thanked all contributors for their collaboration in coming to an Agreement that will work for both cities.

The motion passed unanimously, 7-0.

9. ADJOURNMENT

At 8:05 p.m., Mayor Hall declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Approval of Expenses and Payroll as of October 11, 2019
DEPARTMENT: Administrative Services
PRESENTED BY: Sara S. Lane, Administrative Services Director

EXECUTIVE / COUNCIL SUMMARY

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

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$1,801,351.32 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
9/8/19-9/21/19	9/27/2019	87320-87577	16692-16721	76216-73223	\$916,369.81
					<u>\$916,369.81</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
10/3/2019	76199	76200	\$608.00
10/3/2019	76201	76214	\$120,161.78
10/3/2019	75900	75900	(\$54.00)
10/3/2019	76215	76215	\$54.00
10/9/2019	76224	76259	\$617,449.85
10/9/2019	76260	76301	\$144,301.75
10/9/2019	76302	76309	\$553.67
10/10/2019	76310	76319	\$1,906.46
			<u>\$884,981.51</u>

Approved By: City Manager **DT**City Attorney **MK**

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Authorizing the City Manager to Execute a Service Contract with Carol Worthen in the Amount of \$70,000 for Business Pollution Prevention Inspection Services

DEPARTMENT: Public Works – Surface Water Utility

PRESENTED BY: John Featherstone, Surface Water Utility Manager

ACTION: ☐ Ordinance ☐ Resolution ☒ Motion
 ☐ Discussion ☐ Public Hearing

PROBLEM/ISSUE STATEMENT:

Public Works Staff is requesting that the City Council authorize the City Manager to enter into an agreement with Carol Worthen to provide inspection services, technical assistance, and outreach to businesses that are small-quantity generators of hazardous wastes in the City. This work will be conducted according to the City's participation in the Local Source Control (LSC) partnership coordinated by Washington State Department of Ecology (Ecology). The City's participation in this program provides significant service benefits to residents, protects the City's environment, and fulfills a portion of the City's requirements under its National Pollutant Discharge Elimination System (NPDES) permit.

On August 5, 2019, Council authorized the City's participation in the statewide LSC Partnership. As described in the staff report for the interagency agreement for that program, Ecology has provided \$70,000 in funding for the City to hire a consultant to provide inspection services and technical assistance for businesses in the City that are small-quantity generators of hazardous wastes. This work helps prevent pollution of the City's storm water system and surface waters, protects public and environmental health, and fulfills a portion of the City's requirements under its NPDES permit. The City issued RFQ 9445 for this work on September 3, 2019. Submittals were evaluated by Public Works staff and Carol Worthen was selected as the most qualified firm to perform this work. Tonight, staff is requesting that Council authorize the City Manager to enter into a contract with Carol Worthen for this service.

RESOURCE/FINANCIAL IMPACT:

The funding for this contract was provided by Ecology to the City via interagency agreement number C2000032, which Council reviewed and approved on August 5, 2019. This revenue will be added to the 2019-2020 Surface Water Utility budget as part of the mid-biennium budget amendment, to be adopted by Council on November 18, 2019.

RECOMMENDATION

Staff recommends that Council move to authorize the City Manager to execute a service contract with Carol Worthen in the amount of \$70,000 for Business Pollution Prevention Inspection Services so as to continue the City's participation in Ecology's Local Source Control Partnership conduct outreach to prevent pollution by businesses in the City.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

The Washington State Department of Ecology (Ecology) Local Source Control Partnership (LSC) provides significant grant funding to municipalities throughout the state in order to provide pollution prevention advice and regulatory assistance to businesses and other organizations that generate small quantities of hazardous waste. This outreach helps reduce pollution of local water ways at the source and provides educational assistance to small businesses for the best management of hazardous waste and stormwater. The partnership operates by administering biennial grants to the partner municipalities.

On August 5, 2019, Council authorized the City's participation in the statewide LSC Partnership. Council approved Interagency Agreement Number C2000032 allowing the City to receive \$71,000 in grant funding from Ecology to conduct this outreach. A link to the staff report for this Council action can be found here:

<K:\Staff Reports\2019\20190805\Approved by CMO\20190805 SR - Local Source Control Agreement.docx>.

The City is also required under its National Pollutant Discharge Elimination System permit (NPDES permit) to conduct public education and outreach and to screen its stormwater system to prevent illicit discharges and other sources of pollution. To meet this requirement, the City has participated in the LSC program since 2011. During that eight-year time, the City received a total of \$195,900 in grant funds to conduct hundreds of pollution prevention assistance visits to local businesses and Small Quantity Generators (SQGs). Many of these SQGs have received assistance in developing spill response plans and implementing best management practices for hazardous waste, such as proper marking and disposal, covered outdoor material storage bins, secondary containment areas, and the removal of illicit connections to the storm water drainage system. Continuing this targeted pollution prevention outreach to businesses through the LSC program is part of the City's 2019 Stormwater Management Program plan.

DISCUSSION

Staff is now requesting that the City Council authorize the City Manager to enter into an agreement with Carol Worthen to provide inspection services, technical assistance, and outreach to businesses that are SQGs of hazardous wastes in the City. This work will be conducted according to the City's participation in the LSC Partnership.

The proposed service contract with Carol Worthen provides the scope of work (Attachment A) to perform this work, fulfilling the requirements of the program as set by Ecology. The City issued RFQ No. 9445 for this work on September 3, 2019. Submittals were evaluated by staff and Carol Worthen was selected as the most qualified firm to perform this work.

COUNCIL GOAL ADDRESSED

Participation in the Local Source Control Partnership supports City Council's commitment to a "sustainable environment," by promoting sustainable practices by local businesses to prevent pollution from entering the stormwater system and natural

waterbodies. This program directly supports Council Goal 2, Action Step 7 from the 2019-2021 work plan by continuing to implement the proactive management strategy from the Surface Water Master plan through education and outreach programs to reduce pollution and maintain NPDES permit compliance. By working proactively to engage the business community to prevent stormwater pollution, this contract supports the City's commitment to achieve Salmon Safe certification, one of Council's 2019-2021 Priority Environmental Strategies.

RESOURCE/FINANCIAL IMPACT

The funding for this contract was provided by Ecology to the City via interagency agreement number C2000032, which Council reviewed and approved on August 5, 2019. This revenue will be added to the 2019-2020 Surface Water Utility budget as part of the mid-biennium budget amendment, to be adopted by Council on November 18, 2019.

RECOMMENDATION

Staff recommends that Council move to authorize the City Manager to execute a service contract with Carol Worthen in the amount of \$70,000 for Business Pollution Prevention Inspection Services so as to continue the City's participation in Ecology's Local Source Control Partnership conduct outreach to prevent pollution by businesses in the City.

ATTACHMENTS

Attachment A – Business Pollution Prevention Inspect Services Contract - Scope of Work

Exhibit A

Scope of Work

Contract 9445 for Business Pollution Prevention Inspection Services

Section I. Introduction:

This document provides the scope of work for contract no. 9445, under which the CONTRACTOR, Carol Worthen, will conduct technical assistance site visits and provide education, outreach and training for best management practices of hazardous waste to small quantity generator businesses in the City in fulfillment of the City's biennial interagency agreement with the Washington State Department of Ecology (Ecology) for participation in the Local Source Control Partnership. The CONTRACTOR's work in performance of this contract shall follow all relevant terms and conditions of that interagency agreement, IAA No. C2000032.

The CONTRACTOR, Carol Worthen, will conduct multimedia source control site visits and pollution prevention activities to Small Quantity Generators (SQGs) of dangerous waste and other businesses and organizations that may have potential to pollute stormwater in the City. The site visits along with other pollution prevention activities conducted by the CONTRACTOR will be designed to reduce or eliminate hazardous waste and pollutants at the source.

To further facilitate the reduction or elimination of hazardous chemical use at the source, the CONTRACTOR will seek and discuss opportunities to assist businesses with switching processes, products, or equipment to use effective safer-alternatives. This program will be known as the "Product/Equipment Replacement Incentive Program" or PERIP.

The CONTRACTOR's work in performance of this contract is expected to follow the work breakdown estimate in Table 1. The total amount of this contract is not to exceed \$70,000.

Table 1: Work Breakdown Estimate

Deliverable	Estimated Percent	Estimated Hours	Hourly Rate	Estimated Cost
Technical Assistance visits * (see Section III) *approximately 10-15% of TA visits will involve PERIP				
Carol Worthen	55	385	\$100	\$38,500
(Subcontractor)	30	210	\$100	\$21,000
Site Visits Total	85%	595		\$59,500
Unique Program Elements (see Section II)				
Carol Worthen	4	28	\$100	\$2,800
(Subcontractor)	1	7	\$100	\$700
Unique Elements Total	5%	35		\$3,500
Training (see Section VII)				
Carol Worthen	2%	14	\$100	\$1,400
(Subcontractor)	3%	21	\$100	\$2,100
Training Total	5%	35		\$3,500

Other (admin, staff meetings etc.)				
Carol Worthen	3	21	\$100	\$2,100
(Subcontractor)	2	14	\$100	\$1,400
Other Total	5%	35		\$3,500
TOTAL	5%	700		\$70,000

The CONTRACTOR is expected to interact with other partners within the Partnership to provide technical assistance and training, and share resources and experiences. The CONTRACTOR should set up alerts to receive notifications when requests for information have been made on the SharePoint Discussion Board. The CONTRACTOR must ensure at least one staff member is available to provide timely information and feedback to ECOLOGY's LSC Coordinator and to attend mandatory meetings and trainings. Feedback on Partnership goals, direction, and projects will occasionally be requested via online surveys and email requests.

CONTRACTOR shall act in a professional and ethical manner, and shall avoid any conflict of interest that might influence the CONTRACTOR's actions or judgment.

CONTRACTOR must disclose immediately to ECOLOGY any interest, direct or indirect, that might be construed as prejudicial in any way to the professional judgment of the CONTRACTOR in rendering service under this agreement.

Section II. Unique Program Elements

The CONTRACTOR will conduct the unique elements for their PPA program, outlined in Table 2, as directed by the City.

Table 2: Unique Program Elements

Program Element	Deliverable(s)
Product/Equipment Replacement Incentive Program (PERIP)	Discuss PERIP opportunity with businesses as relevant during site visits (estimate approx. 10-15% of site visits).
	Report on number of businesses where PERIP opportunity was discussed.
	List of businesses & Type of replacement opportunity and
	Number of businesses incentive issued to
Promotion and Outreach	Assist the City in developing content for outreach documents for at least 3 business sector(s), as directed. Sectors targeted may include restaurants, auto-repair, and property management companies.

Section III. Technical Assistance Visits

The CONTRACTOR will conduct technical assistance site visits to small quantity generators of dangerous wastes, and to businesses or organizations that have the potential to pollute

stormwater. Approximately 60% of the visits will be Initial Visits. If Initial Visits fall below 60%, combined Initial Visits and Follow-up Visits must account for at least 80% of the total visits. While necessary, efforts should be made to minimize Screening Visits. The CONTRACTOR shall ensure that any staff members or subcontractors who conduct technical assistance site visits have attended the appropriate Ecology training(s) and undergone mentorship as described in section VII below.

An **Initial Visit** occurs at the actual site and results in a completed 'checklist' (or enough data gathered to complete data entry into the LSC database). It will either be the first complete visit to a site OR the first visit in two or more years.

- A **Screening Visit** is an attempted visit to the site, but the business declined or put off the visit, OR you were interrupted during the visit and were unable to gather complete data, OR you discover that the facility does not exist anymore OR you discover that the business does not qualify for a visit under the LSC program.
- A **Follow-Up Visit** should occur within 90 days of the Initial Visit. Follow-up should generally be done through an on-site visit. However, a phone conversation, mail or email exchange may count as a Follow-Up Visit if it includes confirmation that the issues that were identified in the initial visit were resolved. Follow-up Visits must be conducted to resolve High Priority Environmental Issues (See section below).

Table 3: Number of Technical Assistance Visits

Number of Total Visits	115
<i>Target for Initial Visits</i>	<i>60</i>

Business sectors, organizations, waste streams, and/or geographical area that will provide a focus for the 2019-2021 technical assistance visits are listed in Table 4. The CONTRACTOR will work collaboratively with City staff to identify other specific businesses or sectors to visit and will visit specific businesses or sectors as directed by City staff. All Site Visits will be tracked in Cityworks AMS, as described in Section VI below.

Table 4: Technical Assistance Targets

Target	Rationale for selecting
Auto-Related Businesses	Known SQGs, common source of problems found

High Priority Environmental Issues

The below list are ECOLOGY's high priority environmental issues because they have the potential to directly impact human health and/or the environment. If one or more of these issues are found during a site visit, a Follow-up visit is justified (although not required). The severity of the issue will help determine if a Follow-up visit is necessary. A Follow-up visit to a business for other (non-high priority) issues is at the discretion of the CONTRACTOR. When unable to resolve high priority environmental issues, the Pollution Prevention Specialist will refer the issue to ECOLOGY or other appropriate agency.

- Hazardous waste being improperly designated
- Hazardous waste being improperly disposed
- Hazardous products/wastes being improperly stored
- Compromised dangerous waste containers need to be repaired or replaced
- Illegal plumbing connection
- Illicit discharge of wastewater to storm drain
- Improperly stored containerized materials
- Improperly stored non-containerized materials
- Leaks and spills in dangerous waste storage areas

Visit Guidance

The following guidance applies to technical assistance visits, unless otherwise discussed with ECOLOGY:

1. Prior to the visit:
 - Check the TurboWaste list provided by ECOLOGY on an annual basis to try and ensure that the business is not a Medium or Large Quantity Dangerous Waste Generator.
 - Check with ECOLOGY Urban Waters staff (where applicable) to ensure that business is not currently being visited by Urban Waters staff.
 - Coordinate with other entities that may be conducting business visits in the area to reduce potential “inspection fatigue”.
 - Research site and issues prior to the visit using a combination of data sources such the LSC Database and City “Cityworks” Database for previous visits or visits to similar businesses, industry resources, news articles, etc.
2. During the visit:
 - Provide technical assistance on proper management of dangerous waste, prevention of stormwater pollution, spill prevention, and reduction of hazardous substance use (when applicable)
 - Encourage businesses to participate in the EnviroStars business certification program where applicable and as directed by City staff
 - If appropriate, discuss spill response preparedness and offer spill kit for developing a plan.
 - If appropriate, photograph observed issues for before and after success stories.
 - Activities that may be beneficial during the visit include, but are not limited, to walking the site (interior and exterior), checking storm drains, checking for illicit connections, checking dumpster and waste storage, providing handouts, and ensuring necessary permits are in place.
3. At the end of the visit or after the visit:
 - Provide written follow-up to document the results of the visit. This can be done by leaving a copy of the ‘checklist’ or other documentation with the business at the end of

the visit, by using the Commitment Postcard, by sending a follow-up letter/email, or alternatively by sending a 'thank you' postcard if no issues were identified

- If necessary, coordinate with other agencies (e.g. the fire marshal, code enforcement, stormwater, wastewater treatment, and/or moderate risk waste staff) to ensure that the information you are providing is consistent with the other agency's regulations and/or best management practices.
- Enter Checklist and other site visit data into both Cityworks AMS and the LSC database within 15 work days of the visit as described in Section VI below.

Section IV. Product/Equipment Replacement Incentive Program (PERIP)

CONTRACTOR will seek and discuss opportunities to assist businesses with switching processes, products, or equipment to use effective safer-alternatives

The first set of targeted chemicals and products include:

1. Disposal of PFAS-containing firefighting foam used by local fire departments.
2. Replacement of dry cleaning technology that uses perchloroethylene.
3. Disposal of PCB-containing light ballasts in schools.
4. Disposal of PCB-containing caulk from public or private buildings.
5. Disposal of mats, play pads, and gym foam pit materials containing PBDE flame-retardants at daycares.
6. Disposal of mercury thermostats in public or private buildings.

ECOLOGY will develop and approve criteria which must be met to receive incentives for any of the above chemicals or products. Additional chemicals and products may also be added to this list.

PERIP incentive payments will be made through direct disbursement from ECOLOGY to the business implementing the product or equipment replacement. In order to facilitate these payments, the CONTRACTOR must maintain a record indicating how the business qualified for the incentive per the PERIP program's eligibility criteria. Eligibility criteria will be developed for each type of incentive offered.

For technical assistance visits, where PERIP is discussed, CONTRACTOR will record in the LSC Database the type of product or equipment replacement opportunity the business is interested in and other required information.

Prior to disbursement of a payment to a business, the following steps will be required:

1. CONTRACTOR conducts technical assistance visit and provides entities with recommendations to reduce or eliminate a qualifying chemical or product. These recommendations must be recorded in the LSC Database.
2. CONTRACTOR must communicate to the business that it may take up to 4 months to receive payment from ECOLOY after purchase and that the business must respond to inquiries from ECOLOGY or the Office of Financial Management (OFM) in a timely manner to avoid delays in payment.
3. CONTRACTOR assists business as needed with paperwork required to apply for incentive, including a state payee registration form.
4. Business purchases approved product or equipment and converts fully to utilization of new equipment in accordance with the eligibility criteria for the incentive.
5. Business submits receipts for the product or equipment purchase and installation to the CONTRACTOR's representative.
6. CONTRACTOR verifies through a site visit and review of records that product or equipment has been installed per PPA Specialist or ECOLOGY recommendations, old product or equipment has been legally disposed of or decommissioned, and all other eligibility criteria have been met. This site visit will be entered as a follow-up visit in the LSC Database.
7. CONTRACTOR provides all required documentation that product or equipment installation met eligibility criteria and was installed per requirement, a signed voucher form, and receipts to ECOLOGY.

Section V. Contract Term and Timeline

All work for this contract shall occur during the contract term, which is from the date of signature to June 30, 2021. Work for this contract is expected to occur according to the schedule in Table 5 below.

Table 5: Work Schedule

Time Period	Goal for number of Site Visits	Unique Program Element activities	Technical Assistance Target activities
July 1, 2019 – December 31, 2019	15	<ul style="list-style-type: none"> • Promotion and Outreach • PERIP 	Auto-Related Businesses
January 1, 2020 – June 30, 2020	35	<ul style="list-style-type: none"> • Promotion and Outreach • PERIP 	Auto-Related Businesses
July 1, 2020 – December 31, 2020	35	<ul style="list-style-type: none"> • Promotion and Outreach • PERIP 	Auto-Related Businesses
January 1, 2021 – June 30, 2021	30	<ul style="list-style-type: none"> • Promotion and Outreach • PERIP 	Auto-Related Businesses

Section VI. LSC Database and Cityworks AMS

Information gathered during technical assistance visits must include all of the elements that are listed in the LSC checklist v. 5.0. (Exhibit 1) and be entered into ECOLOGY's LSC database. The following guidance applies to all technical assistance visits, unless otherwise discussed with ECOLOGY:

- Collect enough information to complete all of the applicable fields in ECOLOGY's LSC database and enter it into the database within 15 work days of the visit
- If you make a referral to a regulatory agency enter the information about the referral into the database within 15 work days of the referral
- Ensure that data entry is complete and accurate
- Refer to the LSC database instructions, or contact ECOLOGY support staff, for assistance with database entry
- If using paper checklists or equivalent documentation, maintain originals in accordance with your local public disclosure laws
- Sector Specific Checklists may be available on the ECOLOGY LSC (PPA) SharePoint Site.

Cityworks AMS is a web-based asset management system the City of Shoreline uses to track work orders, inspections, and customer service requests. The City will use this software to track site visits conducted by the CONTRACTOR in performance of this contract. The CONTRACTOR is responsible for updating work order and inspection fields in Cityworks AMS according to the procedures provided by City staff within 15 work days of the site visit, except for active illicit discharges to the City's storm drainage system, which should be documented in Cityworks and reported to the City within the same day they are discovered.

The City will provide the CONTRACTOR with user login(s) to access the Cityworks AMS website or app. The City will also provide the CONTRACTOR with a tablet to utilize and access Cityworks, take photos, and view City asset maps during site visits in the field. The City will also provide hands-on training and assistance for use of Cityworks AMS to the CONTRACTOR personnel prior to work commencing, provided that such training fits into the work breakdown estimate listed in Table 1.

Section VII. Training

The CONTRACTOR shall attend Partnership trainings as described below:

1. New Staff Mentoring and Training

ECOLOGY staff and experienced PPA Specialists will provide a variety of training support to new PPA staff. The CONTRACTOR shall ensure that any staff members or subcontractors who conduct technical assistance site visits have reviewed the SharePoint new specialists resources, attended the Ecology New Specialist training and undergone mentorship as described below:

a) SharePoint New Specialists Resources

The LSC SharePoint site contains resource materials for new PPA specialists. A new hire must review these materials within the first two weeks of work as a PPA Specialist. ECOLOGY staff will also provide additional resources as needed.

b) Field Mentoring & Training Review

The CONTRACTOR will provide training to their new staff to ensure they can perform the work. In addition, ECOLOGY will assign two experienced PPA Specialists as a mentor to provide field training and support to a new hire. If available, one mentor will be from the CONTRACTOR's organization and the other mentor from another PPA partner jurisdiction in as close proximity as possible. Mentors will be assigned within two weeks of notifying ECOLOGY of new staff hires.

Field mentoring will involve a series of accompanied field visits designed by the mentor and ECOLOGY staff to support the needs of the new hire. When the mentor and new hire determine they are ready, an ECOLOGY staff will accompany the new hire on a few technical assistance visits, to ensure that they are providing accurate information on proper waste management, spill prevention, storm water pollution prevention, and toxics reduction opportunities.

c) In-person New Staff Training

A New Staff in-person training will be offered once or twice a year depending on need and resources available. This training will be planned and conducted by ECOLOGY staff and experienced PPA Specialists.

2. In-person Trainings for all PPA Specialists

Each In-person Training will be planned and conducted by teams of PPA Specialists from two to three LSC partners. Training topics are intended to help new staff become more competent in their work, and experienced staff to gain greater technical depth on relevant topics. ECOLOGY staff will determine the teams, provide initial guidance, review agendas, and provide support for planning and logistics.

Schedule: Typically these trainings are held the second Wednesday in September and March. The trainings are usually scheduled between 8:30 a.m. and 3:30 p.m. with overnight travel allowed for jurisdictions if needed (see state travel rules). The City and ECOLOGY must pre-approve overnight travel if it is being charged to the LSC budget.

If staff and resources become available, ECOLOGY will add an additional in-person training event. An additional training event would likely be held in June.

Attendance Requirement: Unless prior approval has been given by ECOLOGY, it is mandatory for at least one PPA specialist per jurisdiction to attend the in-person trainings. This person is

responsible for disseminating information back to the PPA specialists from that jurisdiction. Generally, training substitutions are not allowed for the In-person Trainings. However, exceptions may apply. The City and ECOLOGY staff must approve non-emergency absences or training substitutions at least two weeks prior to the training.

3. Webinar Trainings

ECOLOGY conducts Webinars during most of the months that do not have In-person Trainings. These sessions are intended to expose PPA Specialists to new information or technical topics relevant to their work. Suggestions on topics and speakers are welcomed from PPA partners.

Schedule: These are one and a half hour sessions, held on the second Wednesday of the month. Occasionally these sessions will need to be scheduled at alternative times to accommodate speaker availability. Up to eight Webinars will be scheduled each year.

Attendance Requirement: Each PPA Specialist must attend at least six of the eight Webinars each year.

Another type of training that is relevant to PPA Specialists' work may be substituted for up to two of the Webinars. Notification of the substitution must be provided to and pre-approved by the City and ECOLOGY at least two weeks in advance of the Webinar.

Table 6: Tentative Training Schedule (subject to change)

November 13-14, 2019	New Specialists' Training Location: Issaquah
December 11, 2019	Webinar
January 8, 2020	Webinar
February 12, 2020	Webinar
March 11, 2020	Webinar or In-person training*
April 8, 2020	Webinar or In-person training*
May 13, 2020	Webinar
June 10, 2020	Webinar
July, 2020	No training
August 12, 2020	Webinar
September 9, 2020	Webinar or In-Person Training*
October 14, 2020	Webinar or In-Person Training*
November 11-12, 2020	New Specialists' Training Location: TBD
December 9, 2020	Webinar
January 13, 2021	Webinar
February 10, 2021	Webinar
March 10, 2021	In-person training Location: TBD
April 14, 2021	Webinar
May 12, 2021	Webinar
June 9, 2021	Webinar

* When possible an In-Person Training will be held in conjunction with the NW Chapter Annual Conference. The next NW NAHMMA conference is planned for Spring 2020.

Section VIII. Reporting

The CONTRACTOR shall provide the City with the following reports:

1. Quarterly Progress Reports

A brief progress report shall be submitted quarterly with the invoicing (see schedule in Section IX). This report should indicate the work completed during the quarter and billed on the invoice, including the type and number of visits conducted, progress on Unique Program Elements, and any other information regarding contract performance that should be brought to ECOLOGY's attention. The Progress report must also include the number of visits where the PERIP was presented and discussed.

2. Annual Reports

The CONTRACTOR shall provide annual reports, briefly summarizing contract status including: number of site visits performed, Unique Program Element activities conducted, Technical Assistance Target activities conducted, lessons learned, to the City by June 30, 2020 and June 30, 2021. The report shall include two to three 'case studies' of a business or organization that benefitted from a PPA site visit, with if possible, a few photos of the business (preferably before and after the visit). The second year annual report should capture details for the full contract period as ECOLOGY will use these reports to create a biennial report on the Partnership. ECOLOGY will make report templates available.

Section IX. Invoicing Procedures and Allowable Expenses

In addition to the billing procedures described in Section 2 of the Contract, the CONTRACTOR shall submit quarterly, itemized invoices accompanied by the City of Shoreline Billing Voucher (Exhibit B) within three (3) weeks of the close of each quarter (see Table 7). The CONTRACTOR shall include with invoices a table of site visits conducted by type (screening, initial, or follow up), agendas for trainings attended, and any other relevant backup documentation. Prior to submitting an invoice for work conducting site visits (Section III), the CONTRACTOR shall ensure that all data for those site visits has been entered into Cityworks AMS according to the procedures provided by City staff.

Table 7: Invoicing Schedule

Quarter	Months	Due Date
1	July, August, September 2019	October 21, 2019
2	October, November, December 2019	January 21, 2020

3	January, February, March 2020	April 21, 2020
4	April, May, June 2020	July 21, 2020
5	July, August, September 2020	October 21, 2020
6	October, November, December 2020	January 21, 2021
7	January, February, March 2021	April 21, 2021
8	April, May, June 2021	July 21, 2021

The City shall use the hourly fees listed in Table 1 to pay the CONTRACTOR for work conducted in performance of this contract. In addition to the hourly fees described in Table 1 above, allowable Contractor expenses include: mileage for travel to site visits, meetings with City staff, and required in-person trainings at the current GSA rate, and overnight lodging for trainings as described in section VII above.

Exhibit B – Billing Voucher

Exhibit C – LSC Checklist Version 5.0

Exhibit D – Ecology Special Terms and Conditions

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adopting Resolution No. 448 - Declaring the City Council's Intent to Adopt Legislation to Authorize the Maximum Capacity of a Sales and Use Tax for Affordable and Supportive Housing in Accordance with Substitute House Bill 1406		
DEPARTMENT:	Community Services		
PRESENTED BY:	Colleen Kelly		
ACTION:	<input type="checkbox"/> Ordinance	<input checked="" type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

Washington State Substitute House Bill (SHB) 1406, which was adopted during this past legislative session, authorizes the governing body of a county or city to impose a local sales tax, credited against the state sales tax, for affordable and supportive housing. Jurisdictions that wish to receive the housing sales tax credit must pass a Resolution of Intent no later than January 27, 2020 and an Authorizing Ordinance no later than July 27, 2020.

Following discussion of this issue on October 14, 2019, the City Council directed staff to bring back proposed Resolution No. 448 (Attachment A) for adoption, which serves as the Council's Resolution of Intent to authorize this sales tax credit. Tonight, proposed Resolution No. 448 is scheduled for Council adoption.

RESOURCE/FINANCIAL IMPACT:

The projected estimate of sales tax resources available to the City of Shoreline is about \$81,700 per year. The tax credit will be available for up to 20 years. This local sales tax authority is a credit against the state sales tax, so it does not increase the sales tax for the consumer.

RECOMMENDATION

Staff recommends that the Council adopt Resolution No. 448.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

Washington State Substitute House Bill (SHB) 1406, which was adopted during this past legislative session, authorizes the governing body of a county or city to impose a local sales tax, credited against the state sales tax, for affordable and supportive housing. This House Bill approved a revenue sharing program for local governments by providing up to 0.0146% of local sales and use tax credited against the state sales tax for housing investments. Because Shoreline does not have a Qualifying Local Tax (QLT), it is limited to imposing this tax at a rate of 0.0073%.

The tax credit is in place for up to 20 years and can be used for acquiring, rehabilitating, or constructing affordable housing; operations and maintenance of new affordable or supportive housing facilities; and, in Shoreline, rental assistance. The funding must be spent on projects that serve persons whose income is at or below sixty percent of the area median income. Jurisdictions may also issue bonds to finance authorized projects.

Jurisdictions that wish to receive the housing sales tax credit must pass a Resolution of Intent no later than January 27, 2020 and an Authorizing Ordinance no later than July 27, 2020. On October 14, 2019, the City Council discussed SHB 1406 and proposed Resolution No. 448 (Attachment A), which would serve as the Council's Resolution of Intent to authorize this sales tax credit. The staff report for this Council discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport101419-8b.pdf>.

ALTERNATIVES ANALYSIS

There are two alternatives related to this item:

- 1. Adopt proposed Resolution No. 448 and subsequently adopt Ordinance No. 869:** These actions would authorize the City to impose a 0.0073% sales and use tax credit to be used in support of affordable housing activities as outlined above.
- 2. Decline to take action:** In this instance, the City would not impose the sales tax credit and the 0.0073% share would revert to King County, providing the County the opportunity to direct the expenditures of these funds.

Following discussion of this issue on October 14, 2019, the City Council directed staff to bring back proposed Resolution No. 448 for adoption (Alternative No. 1 above). Council did not have any concerns with moving forward authorizing their intent to collect the maximum capacity of a sales tax for affordable and supportive housing in accordance with SHB 1406.

COUNCIL GOAL(S) ADDRESSED

This item directly addresses Council Goal 1 (Strengthen Shoreline's economic climate and opportunities); Action Step 4 (Encourage affordable housing development in Shoreline and engage the community to determine which additional housing types and policies may be appropriate for Shoreline...).

RESOURCE/FINANCIAL IMPACT

The projected estimate of sales tax resources available to the City of Shoreline is about \$81,700 per year. The tax credit will be available for up to 20 years. This local sales tax authority is a credit against the state sales tax, so it does not increase the sales tax for the consumer.

RECOMMENDATION

Staff recommends that the Council adopt Resolution No. 448.

ATTACHMENTS

Attachment A: Resolution No. 448

RESOLUTION NO. 448

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DECLARING THE CITY COUNCIL'S INTENT TO ADOPT LEGISLATION TO AUTHORIZE THE MAXIMUM CAPACITY OF A SALES AND USE TAX FOR AFFORDABLE AND SUPPORTIVE HOUSING IN ACCORDANCE WITH SUBSTITUTE HOUSE BILL 1406.

WHEREAS, in 2015, the City Council passed Resolution No. 379 expressing the City's commitment to continue to help incentivize and aid in the development of affordable housing in the City; and

WHEREAS, in the 2019 regular session, the Washington State Legislature adopted Substitute House Bill (SHB) 1406 (chapter 338, Laws of 2019), adding a new section to chapter 82.14 RCW so as to encourage investments in affordable and supportive housing through a revenue sharing program between the State of Washington and local governments; and

WHEREAS, SHB 1406 permits the City Council to authorize a local sales and use tax for the acquisition, construction, or rehabilitation of affordable housing or facilities providing supportive housing services, and for the operations and maintenance costs of affordable or supporting housing; SHB 1406 further authorizes cities with a population of less than 100,000 to utilize the tax collected for the provision of rental assistance to tenants; and

WHEREAS, the local sales and use tax authorized by SHB 1406 shall be deducted from the amount of tax otherwise required to be collected or paid to the Washington State Department of Revenue pursuant to chapters 82.08 or 82.12 RCW; and

WHEREAS, given this reduction, the local sales and use tax authorized by SHB 1406 will not result in higher sales and use taxes and represents an additional source of funding to address affordable and supportive housing needs within the City for those persons whose income is at or below sixty percent of the City median income; and

WHEREAS, the City Council has determined that there are qualified residents of the City with a need for affordable and supportive housing and that the imposition of the local sales and use tax will provide a benefit to all of the City's residents; and

WHEREAS, the effective date of SHB 1406 is July 28, 2019, and SHB 1406 requires the City to adopt a resolution of intent within six months and legislation within one year of the effective date; and

WHEREAS the City Council desires, with this Resolution, to declare its intent to impose a local sales and use tax as authorized by SHB 1406 as set forth herein;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVES:

Section 1. Resolution of Intent. The City Council of the City of Shoreline declares its intent to adopt legislation to authorize the maximum capacity of the local sales and use tax authorized by SHB 1406 within one year of the effective date of SHB 1406.

Section 2. Direction to City Staff. City Staff is directed to undertake all action necessary to facilitate the adoption of the legislation contemplated by this Resolution and to present to the City Council for consideration and adoption.

Section 3. Severability. If any one or more sections, subsections, or sentences of this Resolution are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this Resolution and the same shall remain in full force and effect.

Section 4. Effective Date of Resolution. This Resolution shall take effect and be in full force immediately upon passage by the City Council.

**ADOPTED BY A SIMPLE MAJORITY VOTE OF THE CITY COUNCIL
ON OCTOBER 28, 2019.**

Mayor Will Hall

ATTEST:

Jessica Simulcik Smith
City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adopting Ordinance No. 869 - Authorizing the Maximum Capacity of Local Sales and Use Tax to Fund Investments in Affordable and Supportive Housing Pursuant to SHB 1406 and Establishing a New Chapter, Chapter 3.17 of the Shoreline Municipal Code
DEPARTMENT:	Community Services
PRESENTED BY:	Colleen Kelly
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Washington State Substitute House Bill (SHB) 1406, which was adopted during this past legislative session, authorizes the governing body of a county or city to impose a local sales tax, credited against the state sales tax, for affordable and supportive housing. Jurisdictions that wish to receive the housing sales tax credit must pass a Resolution of Intent no later than January 27, 2020 and an Authorizing Ordinance no later than July 27, 2020.

Following discussion of this issue on October 14, 2019, the Council directed staff to bring back both the Resolution of Intent and this Authorizing Ordinance, proposed Ordinance No. 869 (Attachment A), for adoption. Tonight, proposed Ordinance No. 869 is scheduled for Council adoption.

RESOURCE/FINANCIAL IMPACT:

The projected estimate of sales tax resources available to the City of Shoreline is about \$81,700 per year. The tax credit will be available for up to 20 years. This local sales tax authority is a credit against the state sales tax, so it does not increase the sales tax for the consumer.

RECOMMENDATION

Staff recommends that the Council adopt Ordinance No. 869.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

Washington State Substitute House Bill (SHB) 1406, which was adopted during this past legislative session, authorizes the governing body of a county or city to impose a local sales tax, credited against the state sales tax, for affordable and supportive housing. This House Bill approved a revenue sharing program for local governments by providing up to 0.0146% of local sales and use tax credited against the state sales tax for housing investments. Because Shoreline does not have a Qualifying Local Tax (QLT), it is limited to imposing this tax at a rate of .0073%.

The tax credit is in place for up to 20 years and can be used for acquiring, rehabilitating, or constructing affordable housing; operations and maintenance of new affordable or supportive housing facilities; and, in Shoreline, rental assistance. The funding must be spent on projects that serve persons whose income is at or below sixty percent of the area median income. Jurisdictions may also issue bonds to finance authorized projects.

Jurisdictions that wish to receive the housing sales tax credit must pass a Resolution of Intent no later than January 27, 2020 and an Authorizing Ordinance no later than July 27, 2020. On October 14, 2019, the City Council discussed SHB 1406, the proposed Resolution of Intent and the proposed Authorizing Ordinance, proposed Ordinance No. 869 (Attachment A). The staff report for this Council discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport101419-8b.pdf>.

ALTERNATIVES ANALYSIS

There are two alternatives related to this item:

- 1. Adopt proposed Ordinance No. 869:** This action would authorize the City to impose a 0.0073% sales and use tax credit to be used in support of affordable housing activities as outlined above.
- 2. Decline to take action:** In this instance, the City would not impose the sales tax credit and the 0.0073% share would revert to King County, providing the County the opportunity to direct the expenditures of these funds.

Following discussion of this issue on October 14, 2019, the City Council directed staff to bring back proposed Ordinance No. 869 for adoption (Alternative No. 1 above). Council did not have any concerns with moving forward authorizing the maximum capacity of a sales tax for affordable and supportive housing in accordance with SHB 1406. Council also understood that by adopting proposed Ordinance No. 869, they were establishing a new Chapter of the Shoreline Municipal Code, Chapter 3.17 – Sales and Use Tax for Affordable and Supportive Housing, which outlines the purpose of the tax credit, how it is administered and collected, and the duration of the tax credit, which will be for 20 years.

COUNCIL GOAL(S) ADDRESSED

This item directly addresses Council Goal 1 (Strengthen Shoreline's economic climate and opportunities); Action Step 4 (Encourage affordable housing development in Shoreline and engage the community to determine which additional housing types and policies may be appropriate for Shoreline...).

RESOURCE/FINANCIAL IMPACT

The projected estimate of sales tax resources available to the City of Shoreline is about \$81,700 per year. The tax credit will be available for up to 20 years. This local sales tax authority is a credit against the state sales tax, so it does not increase the sales tax for the consumer.

RECOMMENDATION

Staff recommends that the Council adopt Ordinance No. 869.

ATTACHMENTS

Attachment A: Ordinance No. 869

ORDINANCE NO. 869

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AUTHORIZING THE MAXIMUM CAPACITY OF LOCAL SALES AND USE TAX TO FUND INVESTMENTS IN AFFORDABLE AND SUPPORTIVE HOUSING PURSUANT TO SUBSTITUTE HOUSE BILL 1406 (CHAPTER 338, LAWS OF 2019) AND ESTABLISHING A NEW CHAPTER, CHAPTER 3.17 OF THE SHORELINE MUNICIPAL CODE.

WHEREAS, on October 28, 2019, the City Council adopted Resolution 448 declaring its intent to adopt legislation authorizing the maximum capacity of the local sales and use tax pursuant to SHB 1406 (chapter 338, Laws of 2019) which added a new section to chapter 82.14 RCW so as to encourage investments in affordable and supportive housing through a revenue sharing program; and

WHEREAS, the revenue sharing program established by SHB 1406 allows the City to authorize and collect a local sales and use tax for the acquisition, construction, or rehabilitation of affordable housing or facilities providing supportive housing services, for the operations and maintenance costs of affordable or supporting housing, and for the provision of rental assistance to tenants; and

WHEREAS, this tax will be credited against the State of Washington sales tax collected within the City and, therefore, will not result in higher sales and use taxes within the City and will provide an additional source of funding to address affordable and supportive housing needs in the City to persons whose income is at or below sixty percent of the City's median income; and

WHEREAS, SHB 1406 authorizes the City to issue general obligation or revenue bonds to carry out the purposes of the legislation and to pledge the revenue collected by the local sales and use tax for repayment of such bonds; and

WHEREAS, the City Council adopted Resolution 379 expressing its commitment to address homelessness, including implementing policies that encourage and incentivize the development of affordable housing for all members of the Shoreline community; and

WHEREAS, the Housing Element of the Shoreline Comprehensive Plan sets forth goals and policies related to housing affordability and regional coordination including Goals H-III and H-VII and Policies H-7 through H-20; and

WHEREAS, the City Council has determined that authorizing and collecting the sales and use tax pursuant to SHB 1406 is in the best interests of the City and all of its residents;

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

Section 1. New Chapter Established: SMC Chapter 3.17 – Sales and Use Tax for Affordable and Supportive Housing. A new chapter, Chapter 3.17 of the Shoreline Municipal Code (SMC), entitled “Sales and Use Tax for Affordable and Supportive Housing” is added to SMC Title 3 as set forth on Exhibit A, attached hereto.

Section 2. Administrative Services Director. The Administrative Services Director, or designee, is authorized to provide any required notice to the Washington State Department of Revenue to effectuate the tax enacted by this Ordinance and to execute, for and on behalf of the City of Shoreline, any necessary agreement with the Department of Revenue for the administration and collection of the tax enacted by this Ordinance.

Section 3. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this Ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 4. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this Ordinance or its application to any person or situation.

Section 5. Publication and Effective Date. A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON OCTOBER 28, 2019

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: October 31, 2019
Effective Date: November 5, 2019

Shoreline Municipal Code

Chapter 3.17 Sales and Use Tax for Affordable and Supportive Housing

Section 3.17.010 Administration and collection.

The administration and collection of the tax imposed by this chapter shall be in accordance with the provisions of Substitute House Bill 1406 (chapter 338, Laws of 2019), as subsequently codified in chapter 82.14 RCW and, as amended from time to time.

Section 3.17.020 Credit against State's share of tax - Imposition of sales and use tax for affordable and supportive housing.

- A. Imposition. There is imposed a sales and use tax as authorized by Substitute House Bill 1406 (chapter 338, Laws of 2019), which shall be subsequently codified in chapter 82.14 RCW, upon every taxable event, as defined in chapter 82.14 RCW, occurring within the City of Shoreline. The tax shall be imposed upon and collected from those persons from who the State of Washington sales tax or use tax is collected pursuant to chapters 82.08 and 82.12 RCW.
- B. Tax Rate. The rate of the tax imposed by this section shall be 0.0073 percent of the selling price or value of the article used.
- C. Tax Deduction. The tax imposed by this section shall be deducted from the amount of tax otherwise required to be collected or paid to the Washington State Department of Revenue under chapters 82.02 or 82.12 RCW. The Department of Revenue shall perform the collection of such taxes on behalf of the City at no cost to the City.
- D. Tax Distribution. The Washington State Department of Revenue shall calculate the maximum amount of tax distributions for the City based on the taxable retail sales in the City in State Fiscal Year 2019, and the tax imposed by this section shall cease to be distributed to the City for the remained of any State Fiscal Year in which the amount of tax exceeds the maximum amount of tax distribution for the City as properly calculated by the Department of Revenue. Distributions to the City that have ceased during a State Fiscal Year shall resume at the beginning on the next State Fiscal Year.

Section 3.17.030 Purpose of tax.

- A. The City may use moneys collected by the tax imposed by SMC 3.17.020 or bonds issued may be used solely for the following purposes:
 - 1. Acquiring, rehabilitating, or constructing affordable housing, which may include new units of affordable housing within an existing structure or facilities providing supportive housing services under RCW 71.24.385; or
 - 2. Providing the operations and maintenance costs of new units of affordable or supportive housing; or
 - 3. Providing rental assistant to tenants.
- B. The housing and services provided under subsection A above may only be provided to persons whose income is at or below sixty percent (60%) of the median income of the City.
- C. In determining the use of funds under this section, the City must consider the income of the persons to be served, the leveraging of the resources made available under SMC 3.17.020, and the housing needs of the City.

- D. The Administrative Services Director, or designee, shall report annually to the Washington State Department of Commerce, in accordance with rules adopted by that department, on the collection and use of the revenue from the tax imposed under SMC 3.17.020.

Section 3.17.040 Expiration of tax.

- A. The tax imposed by the City under SMC 3.17.020 shall expire twenty (20) years after the date on which the tax is first imposed. The Administrative Services Director, or designee, shall provide notice to the City Council and the City Manager of the expiration date of the tax each year beginning three (3) years before the expiration date.
- B. If there are any changes to the expiration, the Administrative Services Director, or designee, shall promptly notify the City Council and the City Manager.

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adopting the Preferred Option for the 185 th Street Multimodal Corridor Strategy		
DEPARTMENT:	Public Works		
PRESENTED BY:	Nora Daley-Peng, Senior Transportation Planner		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

The purpose of this agenda item is to provide the City Council with the refinements to the Preferred Option for 185th Street Multimodal Corridor Strategy (185th MCS). Over a year-long process, the study team assessed the corridor's existing conditions, developed draft corridor options, conducted a fall and spring outreach series to receive community and stakeholder input on draft corridor options, and used public and stakeholder feedback to develop a hybrid set of mid-block cross sections along the corridor reflecting the best mix of elements from the draft options. On July 22, 2019, Council selected the Preferred Option of mid-block cross sections for staff to further analyze and refine; and develop a strategy for its funding and implementation.

During summer 2019, the team refined the Preferred Option's mid-block cross sections and further analyzed the Preferred Option in respect to transit speed and reliability, traffic level of service (LOS), preliminary roadway design, intersection control scenarios, incremental redevelopment coordination, State Environmental Policy Act (SEPA) non-project review, right-of-way (ROW) needs, cost estimate, project delivery approach, and funding strategy. As part of the preliminary roadway design, the team developed and analyzed two intersection design scenarios that will work with the Preferred Option's mid-block cross sections. Additional analysis during design engineering will be required to determine the best treatment for key intersections.

Tonight, staff is seeking Council's adoption of the Preferred Option mid-block cross sections for the 185th MCS in order to prepare the final report and begin the next steps of the 185th MCS implementation process.

Once Council has adopted the Preferred Option, the study team will prepare the 185th MCS Report, which will feature the Preferred Option and its supporting documents, including existing conditions, public outreach process, analysis of draft options, Preferred Option's mid-block cross sections, future transit service compatibility, traffic LOS analysis, preliminary roadway design, intersection control analysis, incremental redevelopment coordination, ROW needs, planning-level cost estimate, SEPA non-project checklist, conceptual design guidelines, community gathering places concepts, project delivery approach, and funding strategy.

Once the 185th MCS Report is complete, the project delivery approach will implement the corridor vision in logical, incremental, and strategic steps in the near term (zero to five years), midterm (five to 10 years), and long term (10+ years).

RESOURCE/FINANCIAL IMPACT:

This study has a total budget of \$533,275 from the City of Shoreline (City) Roads Capital Fund. There is no additional financial impact associated with continued work to complete this study. There is no immediate financial impact associated with Council's adoption of the Preferred Option.

RECOMMENDATION

Staff recommends that Council move to adopt the Preferred Option mid-block cross sections for the 185th Street Multimodal Corridor Strategy.

Approved By: City Manager **DT** City Attorney **MK**

INTRODUCTION

City staff is working to create a vision for the 185th Street Corridor that is future-focused and considers the needs of multiple transportation modes including motorists, pedestrians, bicyclists, and transit operators and riders. The 185th Street Corridor is anchored by the future light rail station on the east side of Interstate 5 (I-5) and composed of three roads: N/NE 185th Street, 10th Avenue NE, and NE 180th Street. For this study, the term “185th Street Corridor” is used to succinctly describe the collection of these three streets.

Currently, there is no designated Capital Improvement Plan (CIP) funding for improvements to the corridor. Changes to the 185th Street Corridor will happen incrementally over time as redevelopment occurs. The 185th MCS will serve as a guide to ensure that future public and private development projects contribute to a cohesive vision and will help the City competitively seek funding opportunities. The 185th MCS will serve as the basis of design for a future design development phase when the City advances this study into a CIP project.

Council previously discussed the 185th MCS’s outreach series, draft mid-block cross section options, and concepts for community gathering places at their March 25, 2019 Council meeting. The staff report for that discussion can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport032519-8a.pdf>.

Council previously discussed and selected the Preferred Option of mid-block cross sections along the corridor at their July 22, 2019 Council meeting. The staff report for that discussion can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport072219-8a.pdf>.

This staff report provides a summary of refinements to the Preferred Option in the Discussion section and its supporting analysis, project delivery approach, and funding strategy in the Preferred Option Analysis section.

Once Council has adopted the Preferred Option, the study will culminate in a 185th MCS Report to guide how future developments, both public and private, will relate to the 185th Street Corridor and ensure that it is developed in a cohesive way. The 185th MCS will serve as the basis of updates to the Engineering Development Manual (EDM) which will guide development requirements that meet the corridor vision and serve a future design development phase when the City advances this study into CIP projects.

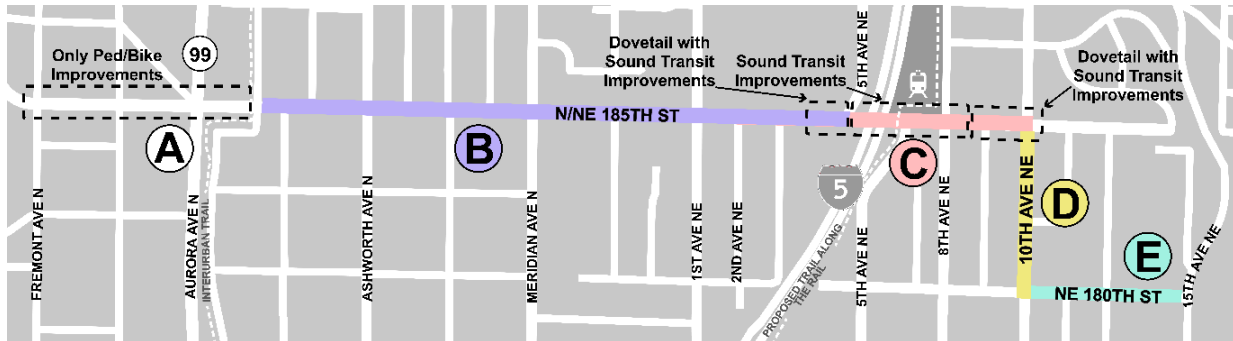
BACKGROUND

The 185th MCS will provide a vision for the corridor that is safe for pedestrians and bicyclists, supports frequent and reliable bus and light rail service, addresses traffic flow, creates gathering spaces, and encourages neighborhood businesses. The 185th MCS takes into consideration the future Shoreline North/185th Station, which is expected to open in 2024 and related amenities, and the additional transportation

demands created as a result of the station, as well as new demands based on anticipated population growth from the 185th Street Station Subarea rezoning.

Corridor Segments

The 185th Street Corridor has distinct characteristics throughout. No “One Size Fits All” design can work along the entire corridor for all modes of transportation or land uses. The study team divided the corridor into five segments (see A through E in map below) for this study. Since the July 22, 2019 Council Meeting, the study team has modified the extents of Segment B and C to better accommodate future traffic movements (see *Traffic LOS Analysis* section for more details).



Process and Schedule

Over a year-long process, the study team developed the 185th MCS (see schedule below). In fall 2018, the study team assessed the corridor’s existing conditions and conducted Outreach Series 1 to receive initial community and stakeholder input. During winter 2019, the study team developed draft mid-block cross section options and evaluation criteria. In spring 2019, the study team conducted Outreach Series 2 to gain input on the draft mid-block cross section options. The study team used public and stakeholder feedback from Outreach Series 2 to develop a hybrid set of mid-block cross sections along the corridor reflecting the best mix of elements from the draft options. On July 22, 2019, Council selected the Preferred Option of mid-block cross sections for staff to further analyze and refine. During summer 2019, the team refined the Preferred Option’s mid-block cross sections and further analyzed the Preferred Option in respect to transit speed and reliability, traffic level of service, preliminary roadway design, intersection control, incremental redevelopment coordination, ROW needs, planning-level cost estimate, SEPA non-project review, project delivery approach, and funding strategy.



Tonight, staff is seeking Council’s adoption of the Preferred Option mid-block cross sections for the 185th MCS in order to prepare the final report and begin the next steps of the 185th MCS implementation process.

DISCUSSION

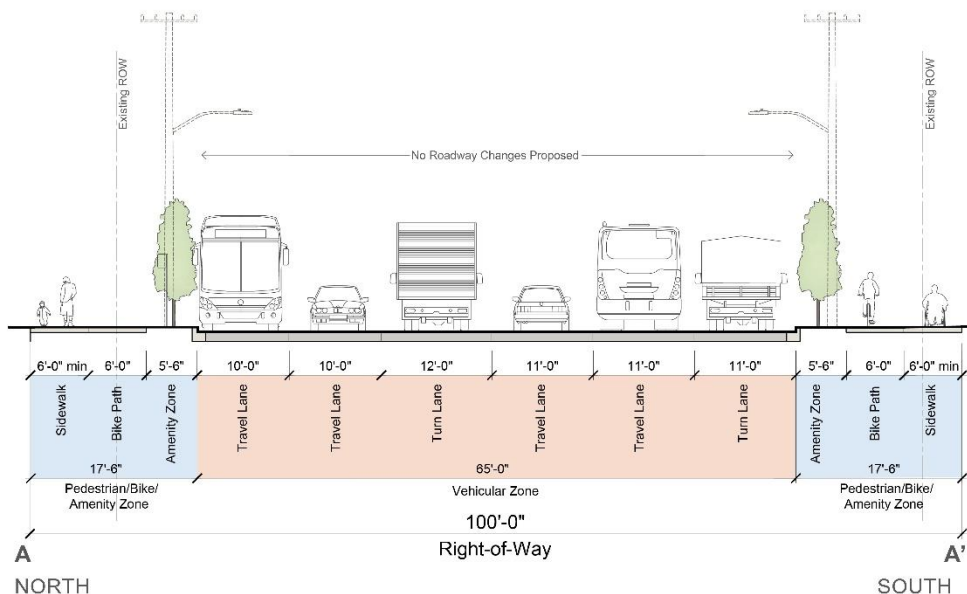
Refinements to the Preferred Option

Refinements to the Preferred Option mid-block cross sections for the 185th Street Corridor segments are provided in *Attachment A*. The Preferred Option shows typical mid-block cross sections for each corridor segment’s overall right-of-way width including dimensions for its roadway component (curb to curb) and its non-motorized component that includes sidewalks, bicycle facilities, and amenity zones. Cross sections will typically be wider approaching and through intersections to accommodate left, right, and U-turns. Over summer 2019, staff developed and analyzed two intersection design scenarios that will work with the Preferred Option’s mid-block cross sections (see *Traffic LOS Analysis* section for more details).

Refinements to the Preferred Option mid-block cross sections since the July 22, 2019 Council Meeting are described below.

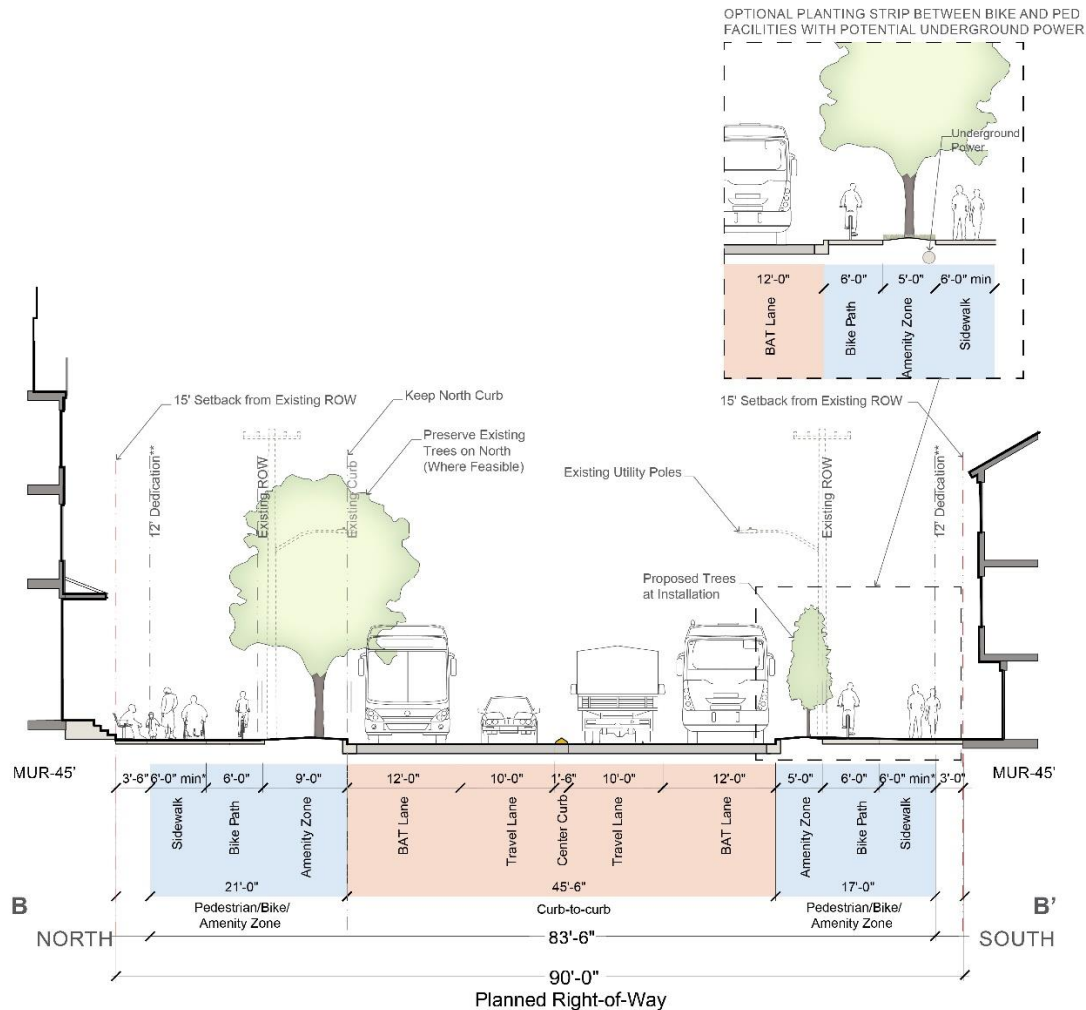
N/NE 185th Street

- Segment A - Fremont Avenue N to Midvale Avenue N



- No curb-to-curb roadway changes are proposed for this segment because the current lane configuration sufficiently accommodates present and future (year 2035) traffic volumes and turning movements through this segment.
- Refinements to Segment A include:
 - Adds off-street bike paths to fill Segment A’s gap in the 185th Street bike network.
 - Specifies amenity zones and six-foot wide minimum sidewalks on both sides of the street.

- Segment B - Midvale Avenue N to 5th Avenue NE (west of I-5)

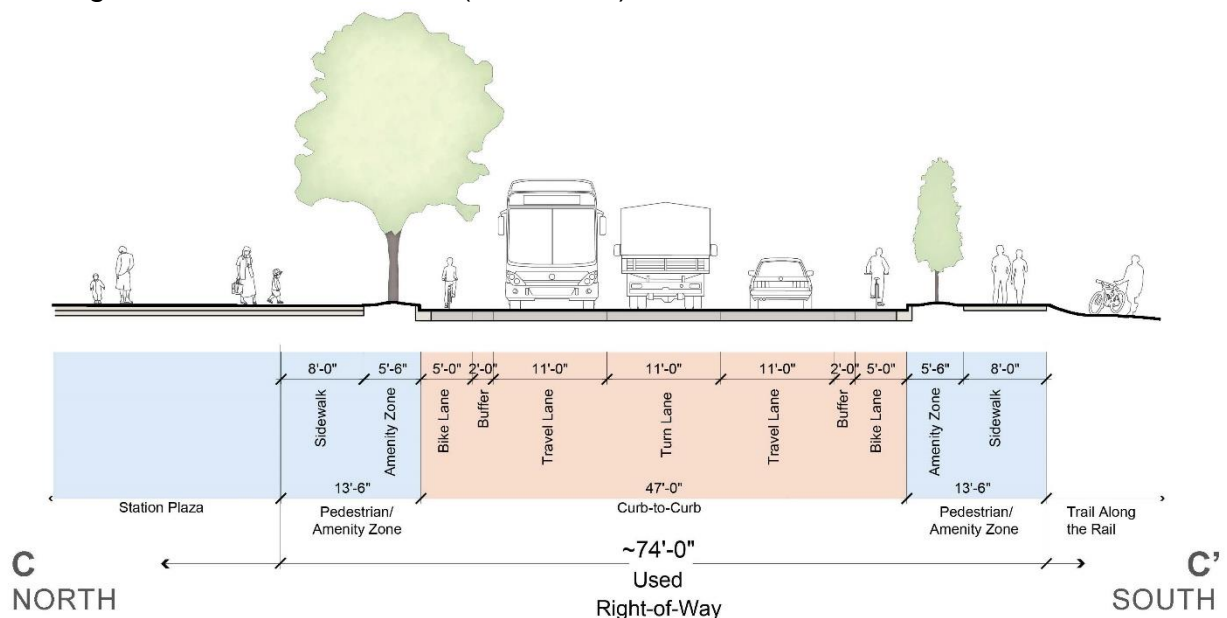


- Preferred Option for this segment is a four-lane section (two travel lanes and two Business Access and Transit [BAT] lanes), amenity zones, off-street bike lanes, and sidewalks.
- Refinements to Segment B include:
 - Transitions from four-lanes to three-lanes at 5th Avenue NE (west of I-5) and the bridge to better accommodate traffic flow, turning movements, and transit speed and reliability. Please note that the previously proposed transition was between 1st Avenue NE and 2nd Avenue NE. The refined extents of Segment B are from Midvale Avenue N to 5th Avenue NE (west of I-5).
 - Increases the proposed curb-to-curb width to 45.5 feet to accommodate a center curb where needed for future access control. Please note that the previously proposed curb-to-curb width was 44 feet.
 - Re-dimensions amenity zones, off-street bike paths, and sidewalks to fit within a proposed 12-foot dedication from the existing ROW on both sides of the street. This refinement will help coordinate incremental redevelopment frontage improvements with the full

build out of the corridor vision (see *Coordinated Incremental Redevelopment* section for more details).

- Specifies six-foot wide minimum sidewalks. Please note, eight-foot sidewalks may be required when adjacent to large-scale redevelopment and/or adjacent to MUR-70'. Also note, greater dedication may be required at intersections, bus stops, etc.
- Continues to hold northside curb to preserve existing street trees where feasible and increases the northside amenity zone to nine feet (previously five feet) more room around the root zone to construct frontage improvements.
- Leaves approximately three feet of unprogrammed space behind the sidewalk on both sides of the street to be coordinated with incremental redevelopment. Please note, this space was previously specified as a flex zone within the planned ROW. This change allows for more collaboration with developers on how to integrate frontage improvements with entryway hardscaping and landscaping.
- Provides an option to place the amenity zone between the bike path and sidewalk on the southside of street. This option would provide more separation of bicycle and pedestrian facilities and allow space to underground power, which in turn would accommodate growth of large canopy street trees on the southside of street. Staff recognizes that a Council decision as to whether to underground power along 185th Street requires more information, analysis, and policy discussions. This option accommodates flexible outcomes.

- Segment C – 5th Avenue NE (west of I-5) to 10th Avenue NE



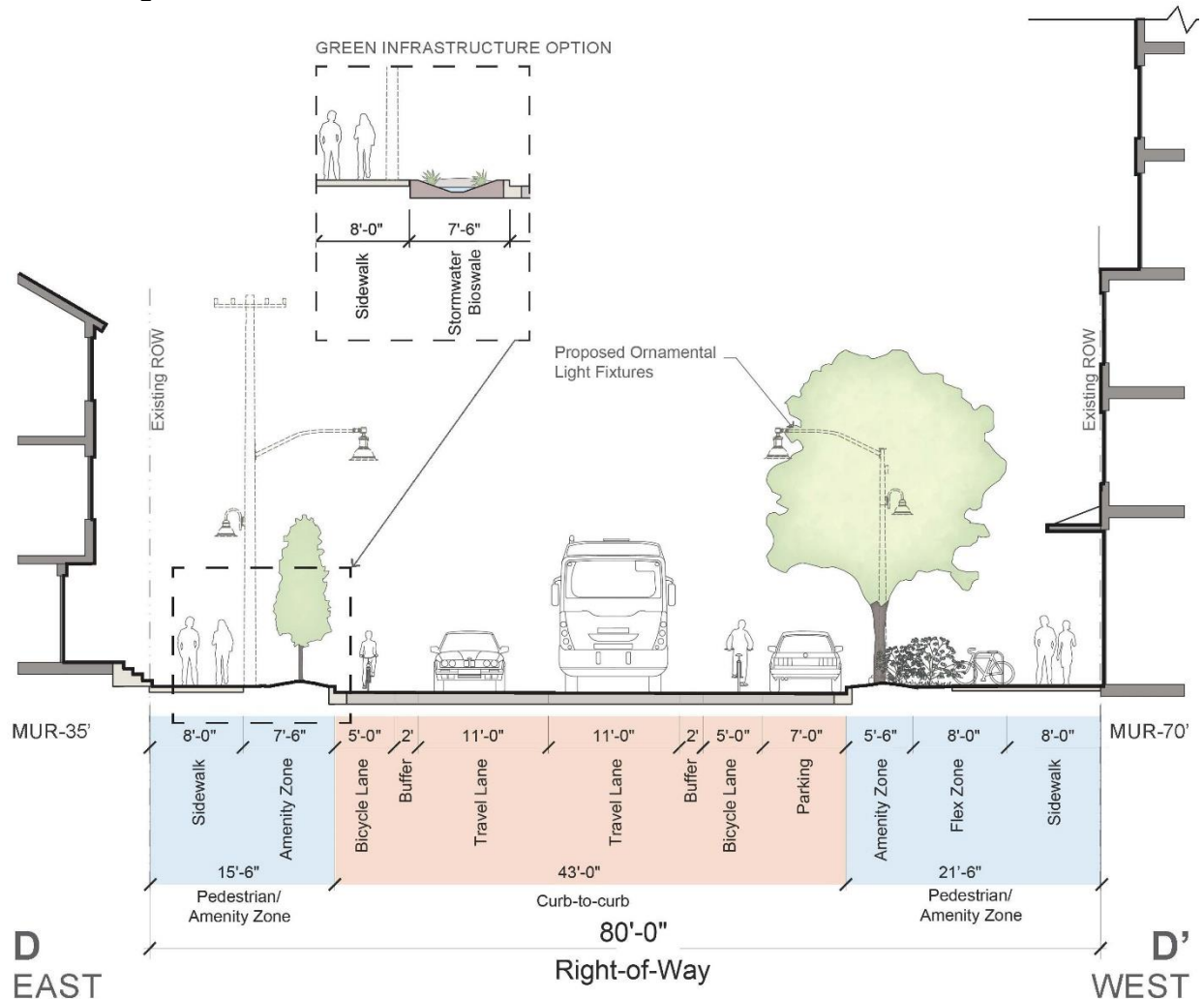
- In the near term, Sound Transit (ST) will restripe NE 185th Street into a three-lane section with buffered bike lanes between 2nd Avenue NE and 8th Avenue NE. Ultimately, Segment B's roadway four-lane configuration

will extend from Midvale Avenue N to 5th Avenue NE (west of I-5) and then transition into Segment C's three-lane configuration before the bridge. ST will install temporary traffic control measures at the intersection of NE 185th Street and 10th Avenue NE to accommodate detoured traffic during the reconstruction of 5th Avenue NE (east of I-5).

- Refinements to Segment C include:
 - Changes the extents of Segment C from 5th Avenue NE (west of I-5) to 10th Avenue NE to dovetail with refined extents of Segment B.
 - Gaps in pedestrian/bicycle/amenity zones may be completed overtime through incremental redevelopment and/or CIP.
 - Permanent traffic control measures at the intersection of NE 185th Street and 10th Avenue NE may be completed overtime through CIP.

10th Avenue NE

- Segment D - NE 185th Street to NE 180th Street

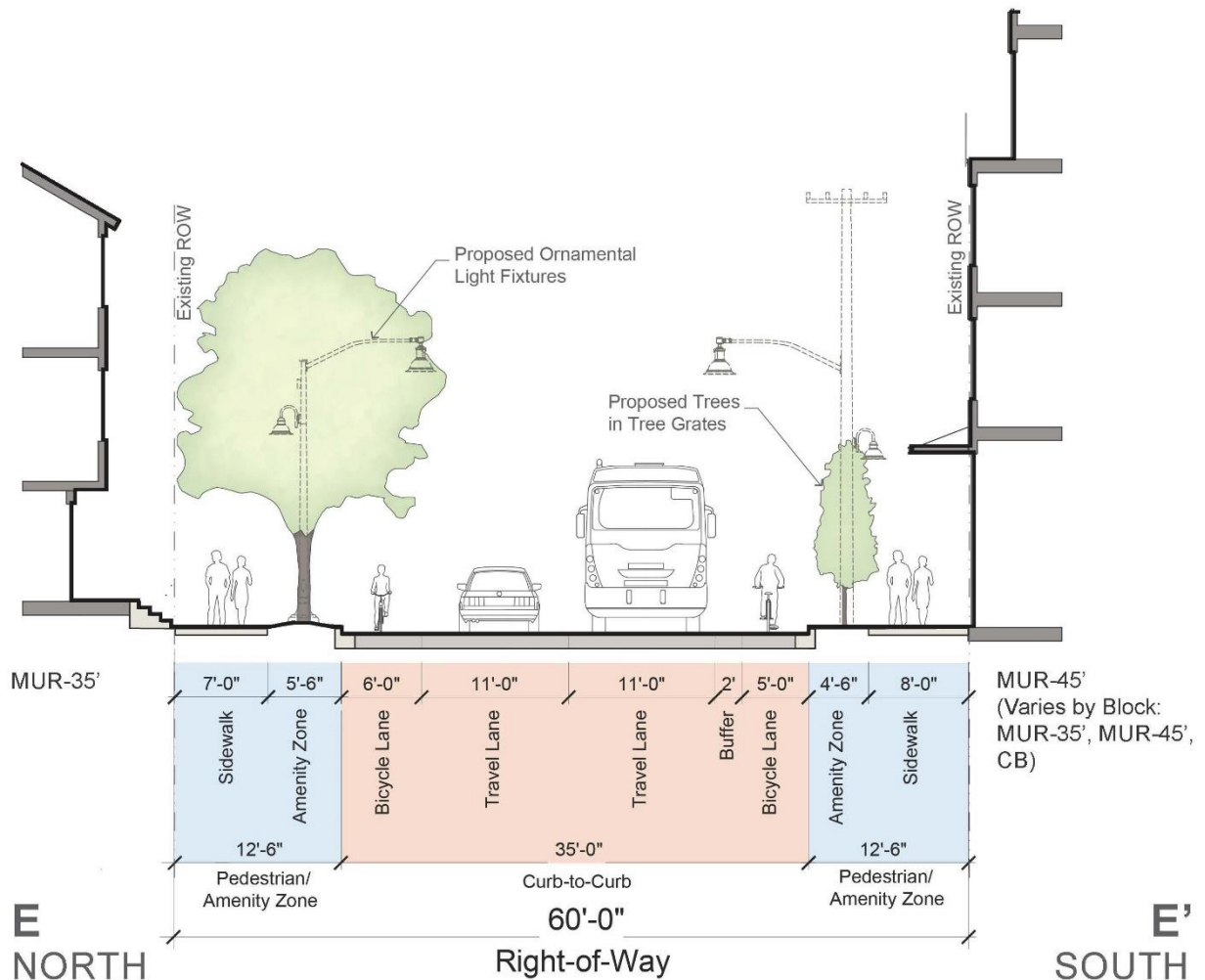


- Preferred Option for this segment is a two-lane section (two travel lanes) with buffered bike lanes, on-street parking (westside only), amenity zones, sidewalks, and additional flex zone on the westside of the street.
- Refinements to Segment D include:

- Increases width of sidewalk on eastside of street from five to eight feet to promote walkability within the 185th Street Station Subarea.
 - Updates the location of existing utility pole on the eastside of street to correctly show it at eight feet from the existing ROW.
- Increases the amenity zone width from five and a half feet to seven and a half feet to accommodate optional stormwater feature.

NE 180th Street

- Segment E - 10th Avenue NE to 15th Avenue NE



- Preferred Option for this segment is a two-lane section (two travel lanes) with enhanced bike lanes, amenity zones, and sidewalks.
- Refinements to Segment D include:
 - Increased sidewalk width on southside of street from 7.5 feet to eight feet.

PREFERRED OPTION ANALYSIS

The study team developed the Preferred Option based on Council's input and community and stakeholder feedback received throughout the study process (see *Stakeholder Outreach* section for more details). In addition, the team developed the

Preferred Option to be forward-compatible with the 185th Street Station Subarea zoning, City plans, King County Metro (Metro) and Community Transit (CT) future service plans, and utility providers and emergency responder service needs. The team also evaluated environmental and community benefits and potential impacts.

During summer 2019, the team further analyzed the Preferred Option in respect to transit speed and reliability, traffic LOS, preliminary roadway design, intersection control, incremental redevelopment coordination, EDM Update, ROW needs, planning-level cost estimate, SEPA non-project review, project delivery approach, and funding strategy. The following section provides a briefing on these key components.

Transit Speed and Reliability

The expected opening of the future Shoreline North/185th Station in 2024 has been the impetus for planning efforts to optimize bus connections to and from the light rail station. Metro's long-range plan envisions both local and frequent service connections to/from the Shoreline North/185th Station. In addition, Metro is considering a frequent service route (a bus every 15 minutes or less) from the Shoreline North/185th Station east to 10th Avenue NE to NE 180th Street to North City Business District and beyond to Lake Forest Park. CT is planning an extension of its Swift Blue Line (Bus Rapid Transit [BRT] line) that would make frequent connections (a bus every eight (8) minutes or less) to/from the Shoreline North/185th Station.

The Preferred Option supports future frequent transit service by proposing corridor improvements that would optimize the speed and reliability of transit service, as well as strengthen pedestrian and bicycle access to/from transit stops. In particular, the Preferred Option provides a minimum of 11-foot wide lanes for buses (Segment B provides 12-foot wide BAT lanes, Segment C, D, and E provides 11-foot wide lanes), accommodates bus turning movements at intersections, and allows adequate room for future bus stops.

Traffic LOS Analysis

Concurrency is one of the goals of the Growth Management Act and refers to the timely provision of public facilities and services relative to the demand for them. To maintain concurrency requires adequate public facilities are in place to serve new development as it occurs or within a specified time period.

The March 25, 2019 and July 22, 2019 staff reports discussed the City of Shoreline's adopted traffic LOS for measuring traffic concurrency and provided general-purpose traffic V/C (volume to capacity) ratios (which compares roadway demand for general-purpose vehicle volumes to roadway supply or carrying capacity) for each of the 185th MCS Segments. For reference, a V/C of 1.0 indicates the roadway facility is operating at its capacity. A V/C of 0.9 is generally considered an appropriate threshold and greater than 1.0 would indicate "over-capacity".

The general-purpose traffic V/C ratio outcomes for each of the Preferred Option Segments is summarized below (see *Attachment B* for more details). It should be noted that the V/C ratios indicate peak hour travel and reflect how well general-purpose traffic will flow through the individual street segments without factoring in the performance of the corridor's intersections, which may affect results.

N/NE 185th Street – Segment B and C

- The Preferred Option will result in a 1.92 V/C ratio for general-purpose traffic that far exceeds the City's current LOS standard for this segment. However, it is important to note that N/NE 185th Street Preferred Option provides dedicated BAT lanes that would allow transit to operate fast and reliable service well below the acceptable standard 0.90 V/C ratio. The roadway segment V/C ratio assumes standard trip generation methods associated with the type of redevelopment anticipated within the 185th Street Station Subarea. As such, there is an assumption of high vehicle use and dependency; however, this can and likely will shift over time, especially if walking, biking, or riding the bus becomes more economical and efficient than driving alone.
- It should be noted that none of the options studied would meet the City's LOS. Creating an option that would meet the City's current V/C ratio would require a greater than 5-lane roadway configuration for general-purpose vehicles that would compromise the safety, access, and mobility of pedestrians, bicyclists, and reliable transit; and have a much larger roadway footprint than is economically feasible.
- If Council adopts the Preferred Option, a follow up action will need to be taken to set a specific LOS for N/NE 185th Street in the City's Comprehensive Plan.

10th Avenue NE – Segment D

- The Preferred Option will result in a 1.12 V/C ratio for general-purpose traffic that exceeds the City's current LOS standard for this segment.
- If Council adopts the Preferred Option, a follow up action will need to be taken to set a specific LOS for 10th Avenue NE in the City's Comprehensive Plan.

180th Street – Segment E

- The Preferred Option will result in a 0.61 V/C ratio for general-purpose traffic that meets City's current LOS standard for this segment.

Preliminary Roadway Design Analysis

During the Preferred Option refinement period, the study team further analyzed the LOS of the 185th Street Corridor. Additional traffic analysis showed a need to extend the Segment B's four-lane cross section to 5th Avenue NE west of the bridge in order to allow the most benefit to transit. The transition from four to three lanes can happen seamlessly through an intersection upgrade at NE 185th Street and 5th Avenue NE west of the bridge.

While the Preferred Option's four-lane cross section offers N/NE 185th Street clear multimodal benefits, one of the tradeoffs is the elimination of the center turn lane, which currently facilitates vehicular turns to and from the corridors to/from driveways and side streets. As the corridor develops, access restrictions and driveway consolidations will likely be necessary. Given this, attention to intersections and specifically how intersections can accommodate U-turn movements will be an important consideration during the design engineering phase of N/NE 185th Street.

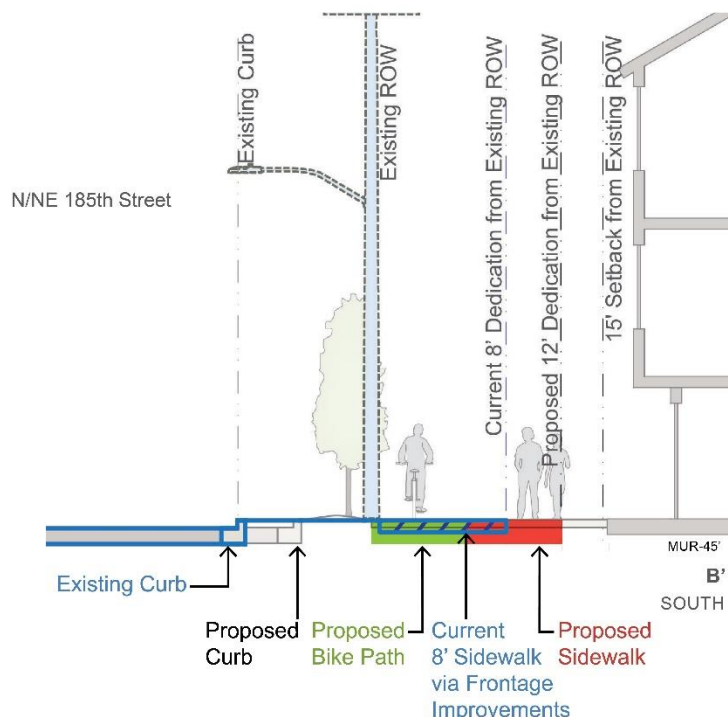
Intersection Control Analysis

Two intersection control scenarios were analyzed (see *Attachment C*); one that primarily utilizes roundabouts and another that uses a mix of roundabouts and signals. Both result in approximately seven-minute travel times for transit between Aurora Avenue and the future Shoreline North/185th Station, even considering typical traffic volume growth assumptions. Additional analysis during design engineering will be required to determine the best treatment for key intersections.

Incremental Redevelopment Coordination on 185th Street

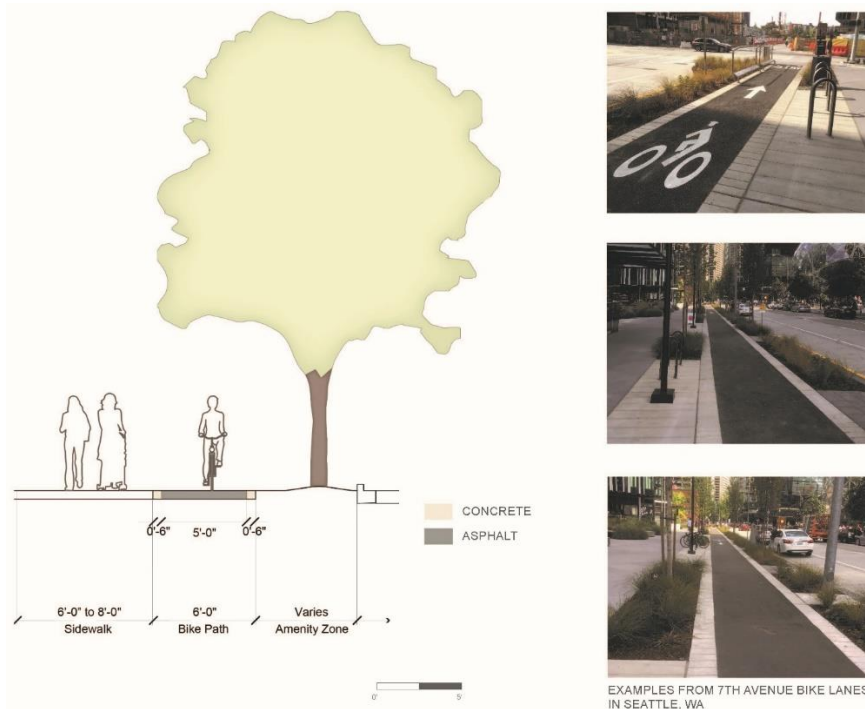
Recognizing that redevelopment takes a significant role in providing corridor improvements and that City CIP projects will be smaller and in select locations on the corridor, the 185th MCS takes a practical approach to the incremental redevelopment of the 185th Street Corridor. 185th MCS will guide how future developments, both public and private, will relate to the 185th Street Corridor and ensure that it is developed in a cohesive way.

A ROW dedication in the City of Shoreline is a perpetual easement that is dedicated for public uses (vehicular and pedestrian traffic, drainage, public or private utilities, lighting, signage, landscaping, and other public uses permitted within the public ROW). The City does not own the land; it still belongs to the adjacent property owner. Currently, when properties are redeveloped along 185th Street, the permit applicant is asked to dedicate eight (8) feet from the existing ROW for frontage improvements. The following illustration shows how the current approach of building an eight-foot sidewalk from the back of an eight-foot dedication is incompatible with the build out of Segment B's ped/bike/amenity zones. To solve this issue, the study team re-dimensioned Segment B's ped/bike/amenity zones to fit within a proposed 12-foot dedication from the ROW on both sides of the street. This solution allows Segment B's ped/bike/amenity zones to be built incrementally with each redevelopment's frontage improvements.



Engineering Development Manual (EDM) Update

The City's EDM contains Standard Plans to specify ROW improvements. The Preferred Option's off-street bike path adjacent to a sidewalk (see the following illustration) is a new type of pedestrian and bike facility for the City and thus the EDM Update will include a Standard Plan for this new facility type.



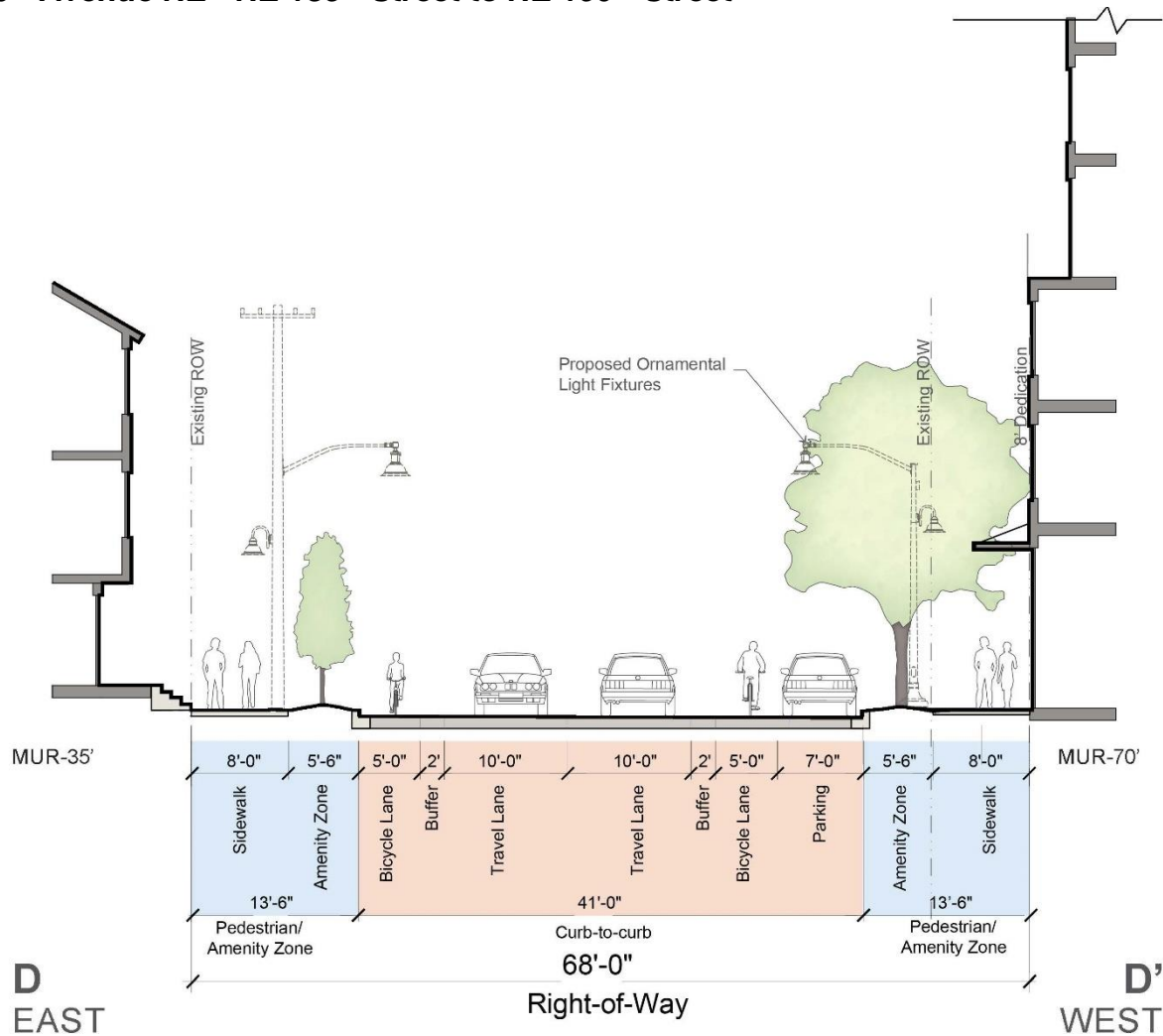
The City's EDM contains Appendix F – Street Matrix that denotes required widths, on both sides of the road, for sidewalks, the amenity zone, curb, parking, travel lane, bicycle lane, etc. for each City roadway or defers the establishment of these widths to later planning or development activities. The next update to the EDM is scheduled for 2020.

Once Council has adopted the Preferred Option, a logical next step is to update the EDM's Street Matrix to reflect the Preferred Option's ROW allocations for the 185th Street Corridor. In addition, the study team will recommend updates to the Street Matrix on N 185th Street between Fremont Avenue N and Dayton Avenue N to fill the gap in the pedestrian/bike facilities and on NE 180th Street between 10th Avenue NE and 5th Avenue NE to strategically connect with the Proposed Trail Along the Rail.

10th Avenue NE North and South of the Study Area

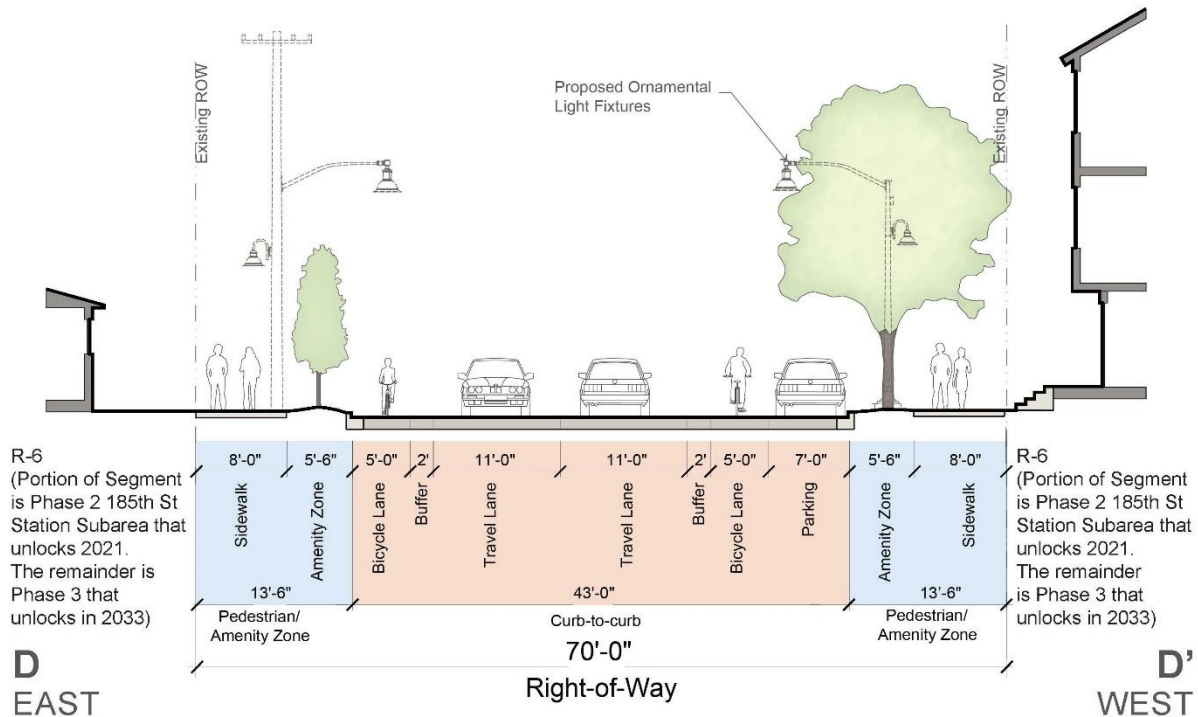
After the July 22, 2019 City Council meeting, the study team developed the following recommended EDM Street Matrix updates to 10th Avenue NE north and south of the 185th MCS study area.

10th Avenue NE - NE 185th Street to NE 190th Street



- Recommended Option for this segment is a two-lane section (two 10-foot travel lanes) with buffered bike lanes, on-street parking (westside only), amenity zones, and eight-foot sidewalks.
- Travel lanes were reduced from 11 feet to 10 feet wide to help with traffic calming and is appropriate for this road segment that doesn't accommodate transit.
- Flex zones were removed from this segment to create a narrower cross section.
- The current ROW is 60 feet. An eight-foot dedication is proposed on the westside of the street which is zoned for MUR-70'.

10th Avenue NE - NE 180th Street to NE 175th Street



- Recommended Option for this segment is a two-lane section (two 11-foot travel lanes) with buffered bike lanes, on-street parking (westside only), amenity zones, and eight-foot sidewalks.
- Flex zones were removed from this segment to fit within a 70-foot ROW.

ROW Needs

Preliminary analysis of ROW requirements (see *Attachment D*) are based on the anticipated impacts of the Preferred Option on existing property lines and vehicular access.

Cost Estimate

A planning-level cost estimate of the Preferred Option by Segment (see *Attachment E*) includes design, environmental review, right-of-way acquisition, and construction costs. The estimated cost to underground power is provided as an optional line item. Please note, that the estimated increase to a Shoreline average rate payer for undergrounding power on N/NE 185th Street, 10th Avenue NE, and NE 180th Street is \$4.07 per month over the next 25 years.

SEPA Checklist

On September 18, 2019, the City of Shoreline issued a Notice of Application including an optional SEPA Determination of Nonsignificance (DNS) for the 185th MCS with a request for public comments by October 2, 2019. No comments were received. On October 8, 2019, the City issued a SEPA DNS on the non-project action for the 185th MCS, which will serve as a guide for future development.

Project Delivery Approach

The project delivery approach (see *Attachment F*) looks at implementing the corridor vision in logical, incremental, and strategic steps in the near term (zero to five years), midterm (five to 10 years), and long term (10+ years).

- Near Term (zero to five years): During the near term, the update to plans and policies will set the direction for redevelopment frontage improvements that contribute to the ultimate 185th MCS vision. In addition, the City will engage with CT and Metro's frequent transit service planning and capital investments along the 185th Street Corridor.
- Midterm (five to 10 years): During the midterm, the City may utilize Transportation Impact Fees (TIF) from growth projects along the 185th Street Corridor, potential transit agency partnership funding, and/or grants to fund design and potentially construct portions of the 185th Street Corridor.
- Long Term (10+ years): During the long term, the City may seek grants and loans to help fund the implementation of the full 185th Street Corridor vision.

Funding Strategy

The 185th Street Corridor improvements will be implemented through redevelopment and City capital projects. The City of Shoreline takes a comprehensive approach to planning the implementation of capital improvement projects through the Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP). The TIP and CIP identify projects and funding for improvements over the next six years and are updated annually to reflect ongoing changes and additions. They also detail the work to be done for each project and an expected time frame for completion.

It is important for the City to maintain a balanced and sequenced approach to implementing capital projects, so it has the resources to complete projects and fulfill associated funding obligations successfully. Currently, the City has many capital projects that are on the path toward implementation. Some notable planned corridor improvement projects include the 145th Street Corridor, the 145th Street / I-5 Interchange, and the 175th Street Corridor. These projects are targeted to be constructed in phases over the next 10+ years. The fundamental strategy to implementing the 185th MCS is to avoid competing with resources needed to deliver the City's obligated corridor improvement projects, mentioned above, by utilizing a schedule that will follow behind them.

Potential grant funding sources for project design engineering and implementation include Puget Sound Regional Council Transportation Alternatives Program (PSRC TAP), Washington State Department of Transportation (WSDOT) Pedestrian/Bicycle Program, Transportation Improvement Board (TIB) Urban Arterial, Sidewalk, and Complete Streets programs, regional and countywide Surface Transportation Program/ Congestion Mitigation and Air Quality (STP/CMAQ), and Federal Transit Administration-FAST.

STAKEHOLDER OUTREACH

Staff used a variety of outreach events and activities to engage and inform the community throughout the 185th MCS process.

Staff used public and stakeholder feedback from Outreach Series 1 and 2, stakeholder meetings, two online surveys, as well as technical analysis to develop and refine the Preferred Option. To help keep the public informed and engaged throughout the process, the study's webpage was regularly updated and a Frequently Asked Questions (FAQs) was disseminated at public and stakeholder meetings, City Hall's Public Work's information carousel, and posted to the webpage. The 185th MCS webpage can be found at the following link: <http://www.shorelinewa.gov/185corridor>

COUNCIL GOAL(S) ADDRESSED

The 185th MCS directly supports two of the 2018-2020 City Council Goals:

- *Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.*
 - Currently, the 185th Street Corridor inadequately supports non-motorized travel and requires improvements to effectively serve all travel modes in the future.
- *Goal 3: Continue preparation for regional mass transit in Shoreline.*
 - The 185th MCS will identify multimodal transportation improvements necessary to support growth associated with the 185th Street Station Subarea Plan and the Shoreline North/185th Station.

RESOURCE/FINANCIAL IMPACT

This study has a total budget of \$533,275 from the City of Shoreline (City) Roads Capital Fund. There is no additional financial impact associated with continued work to complete this study. There is no immediate financial impact associated with Council's adoption of the Preferred Option.

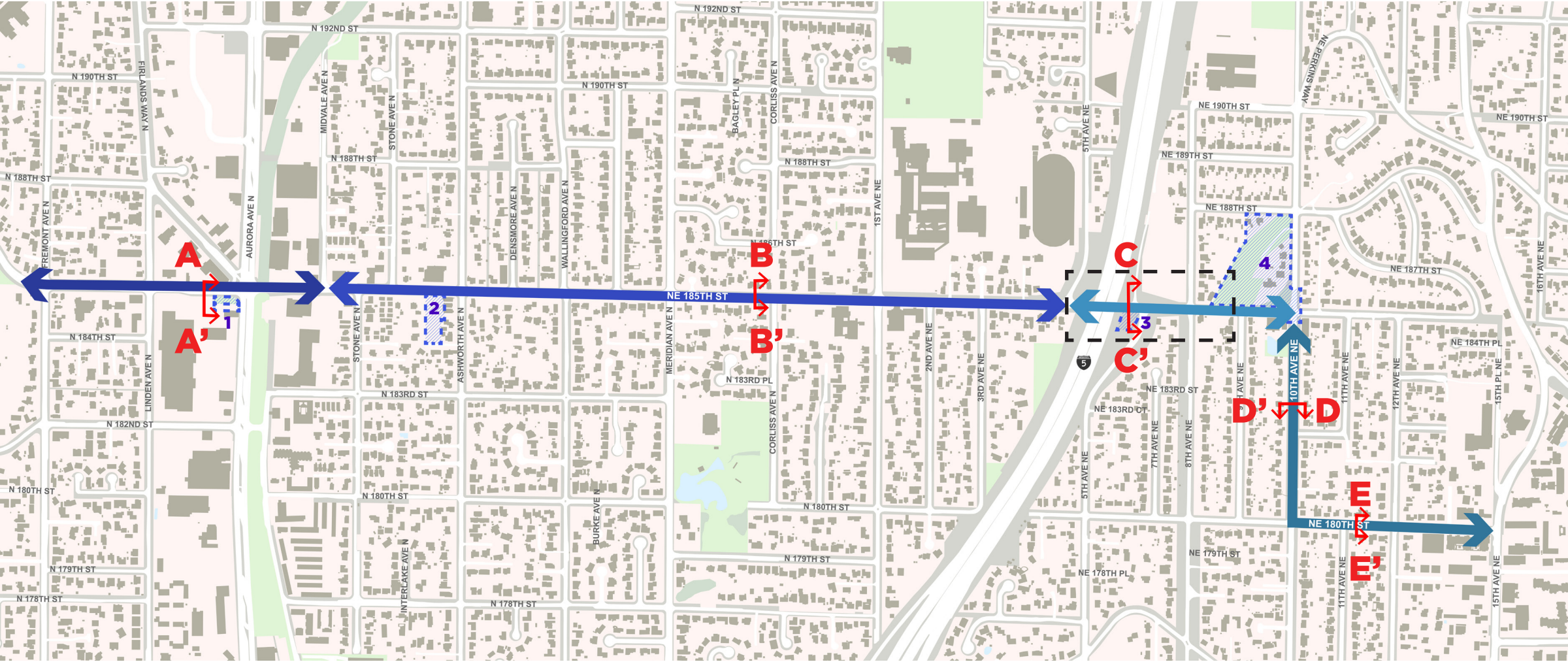
RECOMMENDATION

Staff recommends that Council move to adopt the Preferred Option mid-block cross sections for the 185th Street Multimodal Corridor Strategy.

ATTACHMENTS

Attachment A: Preferred Option Key Plan and Mid-Block Cross Sections
Attachment B: General-Purpose Traffic – Volume to Capacity Ratio Screen
Attachment C: Intersection Control Scenarios
Attachment D: ROW Needs
Attachment E: Cost Estimate
Attachment F: Project Delivery Diagram

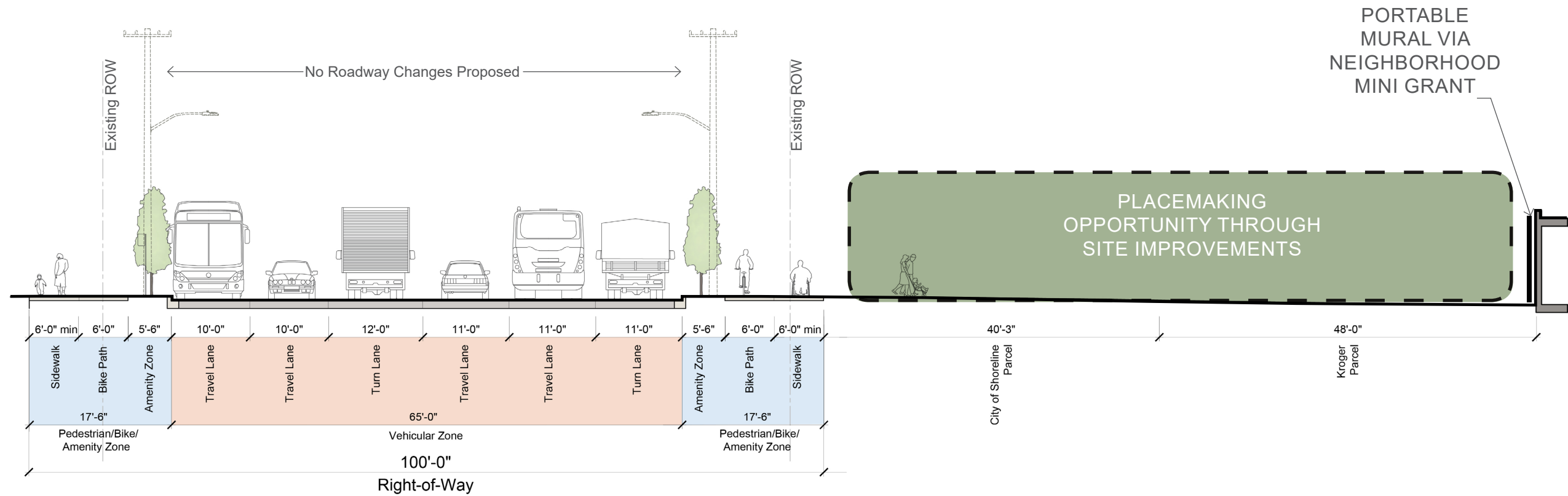
185TH STREET MULTIMODAL CORRIDOR SECTION KEY PLAN



SECTION LOCATOR DIAGRAM

- SECTION CUT
- STREET SEGMENT 1
- STREET SEGMENT 2
- STREET SEGMENT 3
- STREET SEGMENT 4
- OPPORTUNITY SITE FOR COMMUNITY GATHERING PLACE
- SOUND TRANSIT LYNNWOOD LINK LIGHT RAIL PROJECT WILL BE CONSTRUCTING ROADWAY IMPROVEMENTS FOR THIS SEGMENT OF THE CORRIDOR

185TH STREET PREFERRED OPTION - A-A' ENHANCED PEDESTRIAN AND BIKE FACILITIES AND AMENITY ZONES

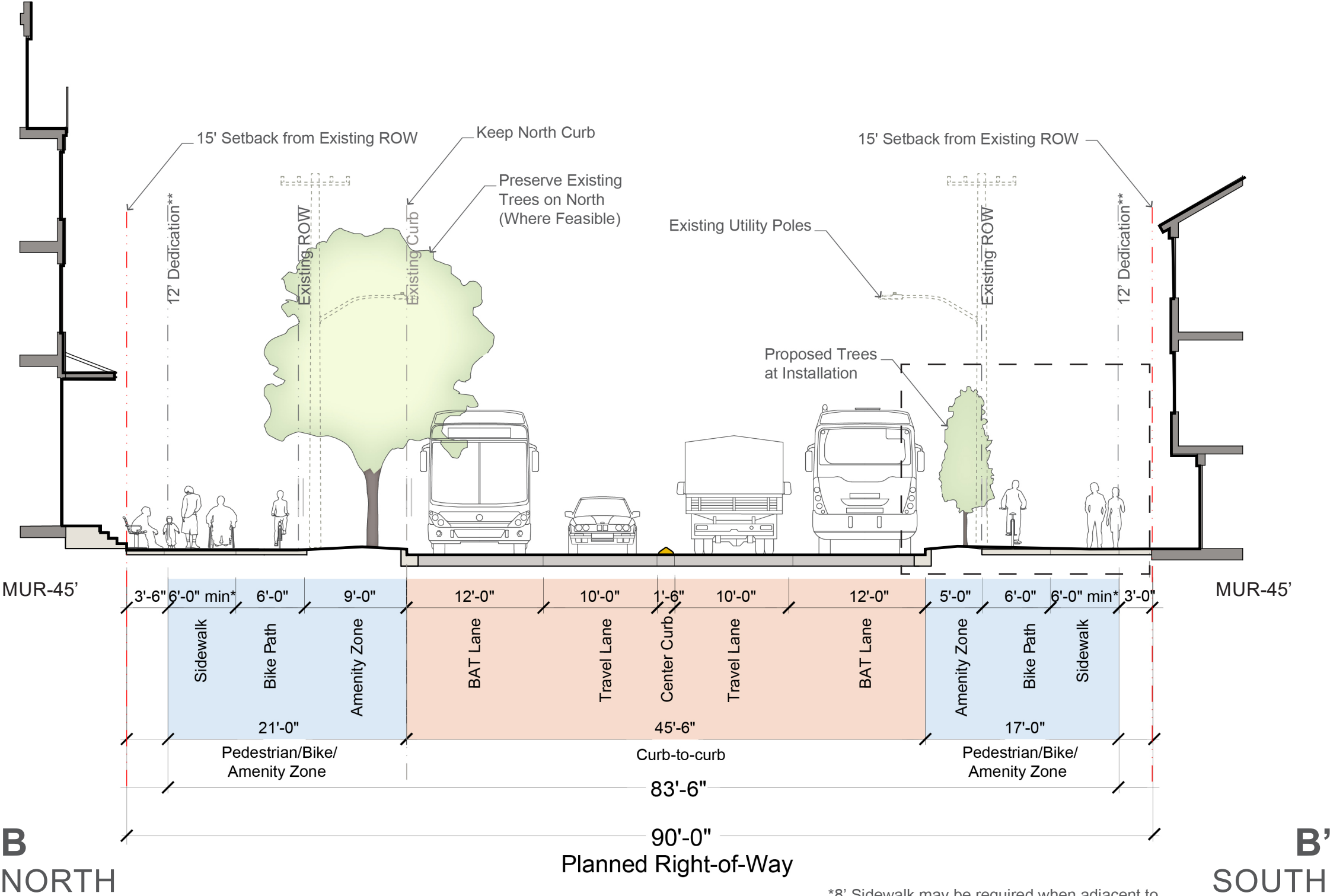


A
NORTH

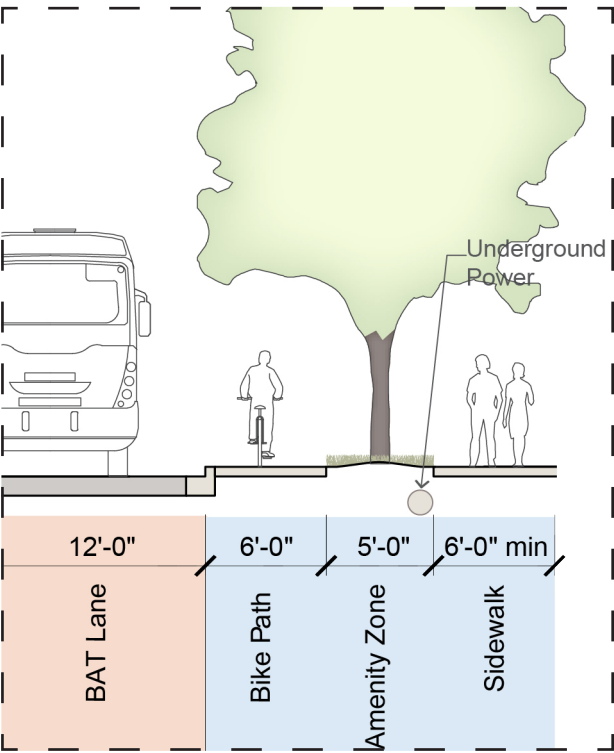
A'
SOUTH

SECTION A FUTURE CONDITIONS

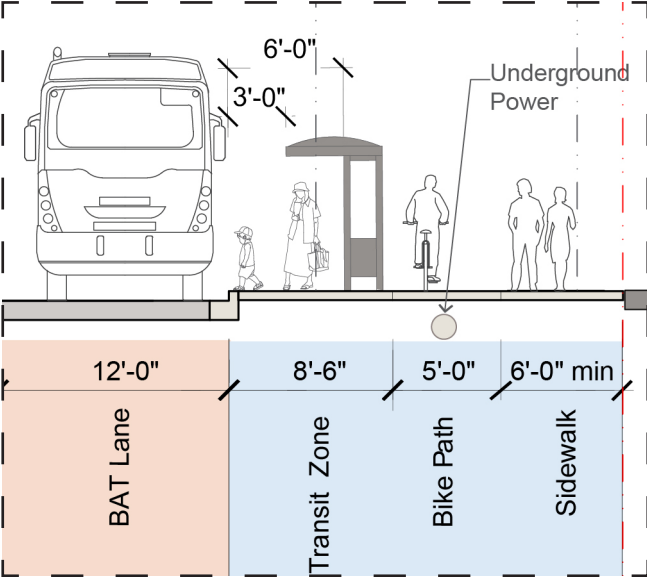
185TH STREET PREFERRED OPTION - B-B'
FOUR VEHICULAR LANES INCLUDING BAT LANES, OFF-STREET BIKE LANES,
AND ENHANCED PEDESTRIAN ZONES



OPTIONAL PLANTING STRIP BETWEEN BIKE AND PED FACILITIES WITH POTENTIAL UNDERGROUND POWER



CONFIGURATION AT TRANSIT STOP



SECTION B PREFERRED OPTION

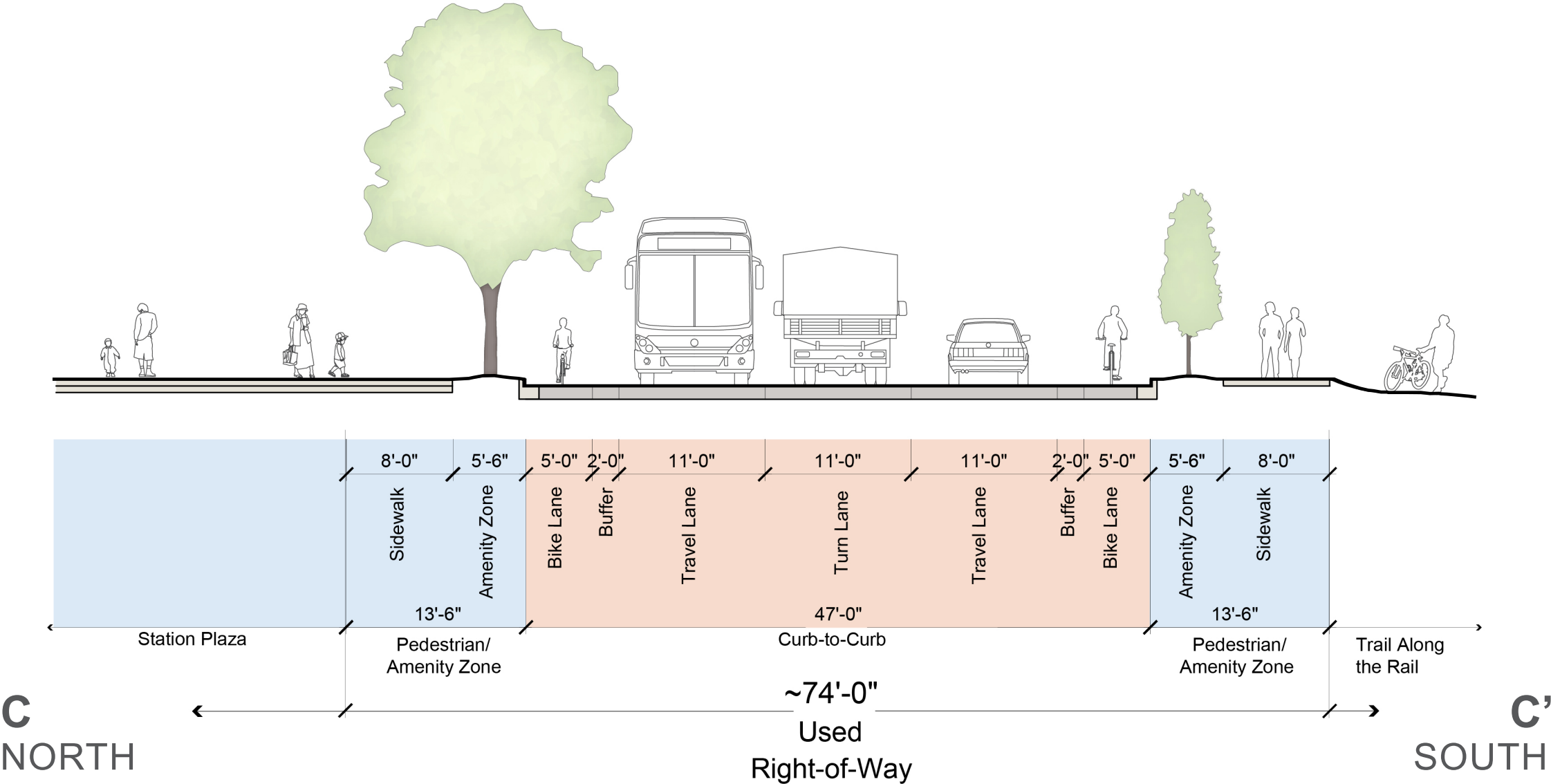
*8' Sidewalk may be required when adjacent to large-scale redevelopment and/or adjacent to MUR-70'
**Greater dedication may be required e.g. at intersections, at bus stops, etc.



185TH STREET PREFERRED OPTION - C-C' *

THREE VEHICULAR LANES INCLUDING CENTER TURN LANE, BUFFERED BIKE LANES,
AND ENHANCED PEDESTRIAN ZONES

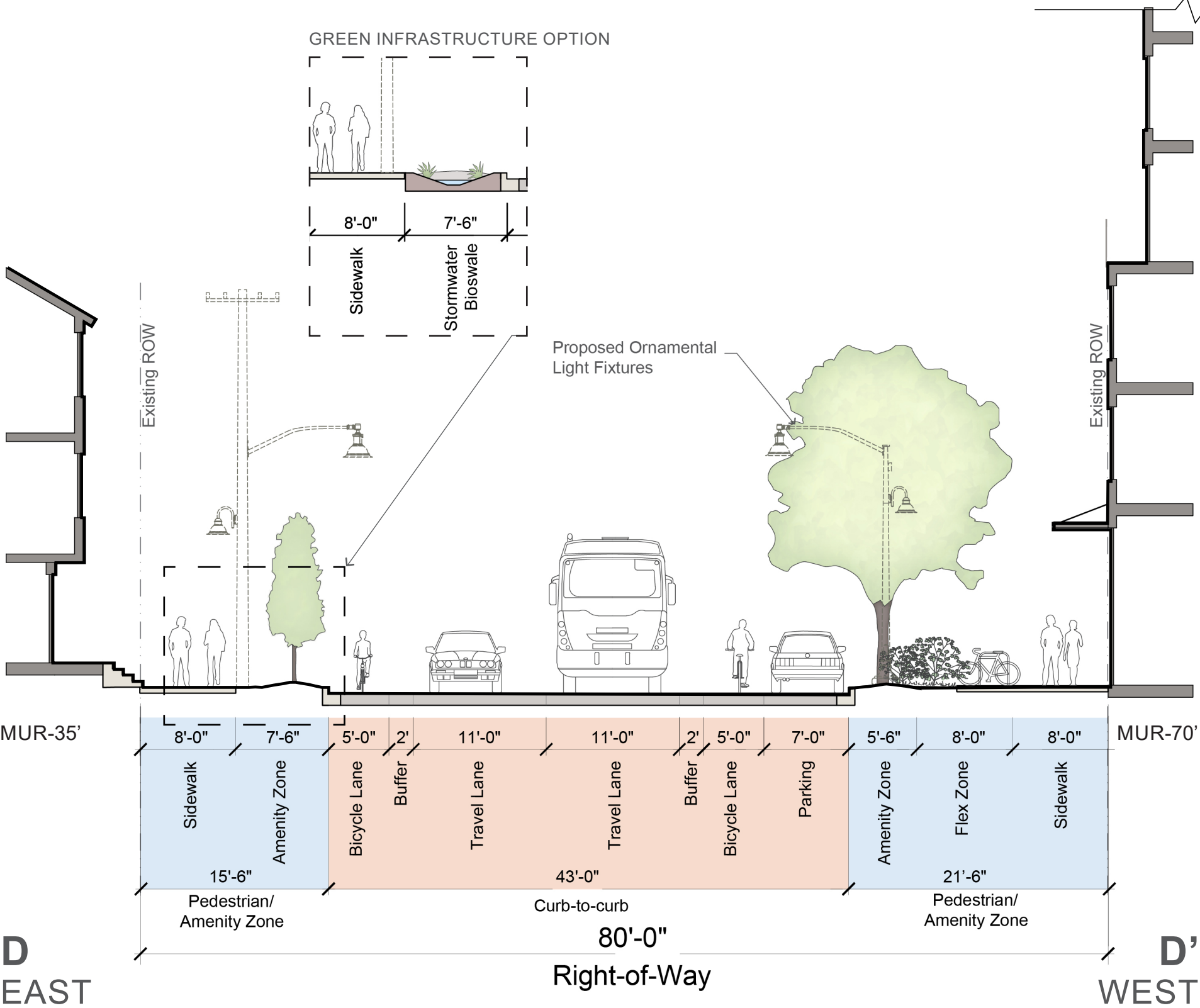
Attachment A



*NOTES:
INTERSECTION OF NE 185TH ST/5TH AVE NE (WEST OF BRIDGE): DOVETAIL WITH SOUND TRANSIT-LED IMPROVEMENTS
5TH AVE NE (WEST OF BRIDGE) TO 8TH AVE NE: SOUND TRANSIT-LED IMPROVEMENTS
8TH AVE NE TO 10TH AVE NE: DOVETAIL WITH SOUND TRANSIT-LED IMPROVEMENTS

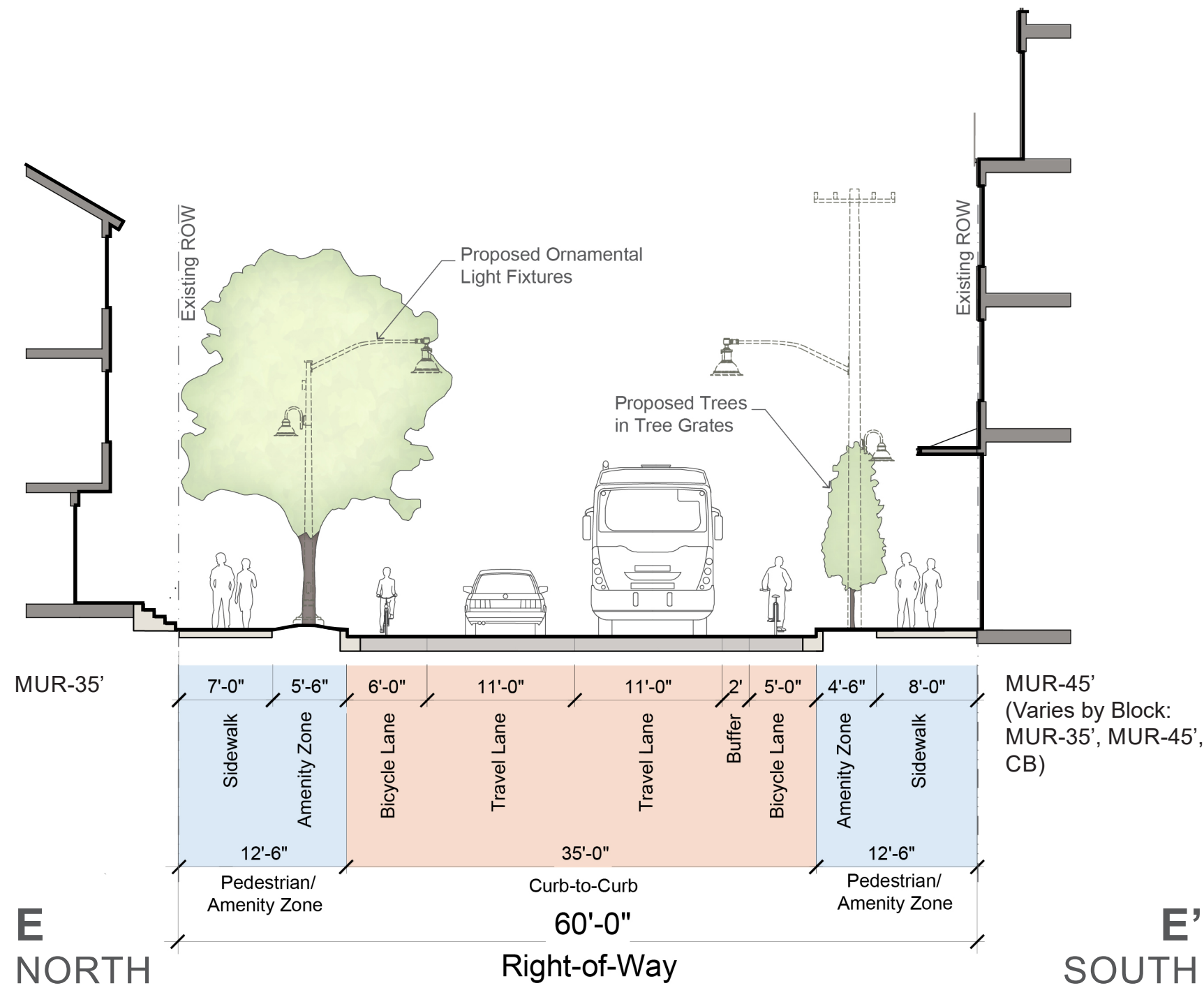
10TH AVENUE PREFERRED OPTION - D-D'
TWO VEHICULAR LANES WITH BUFFERED BIKE LANES, PARKING AND ENHANCED PEDESTRIAN ZONES

Attachment A



SECTION D PREFERRED OPTION

180TH STREET PREFERRED OPTION - E-E'
TWO VEHICULAR LANES WITH ENHANCED BIKE LANES AND PEDESTRIAN ZONES



SECTION E PREFERRED OPTION

General-Purpose Traffic - Volume to Capacity Ratio Screen

Segment	Location	Existing Peak Hour Volume (vehicles/hour) ¹	Future Peak Hour Volume (vehicles/hour) ¹	Existing (2018)		Preferred Option (2035)	
				V/C	LOS	V/C	LOS
Segment A	N 185th Street (Fremont Ave N to Midvale Ave N)	700	1065	0.40	A	0.61	B
Segment B	N/NE 185th Street (Midvale Ave N to 5th Ave NE [west of I-5])	595	1840	0.62	B	1.92 ²	F
Segment C	NE 185th Street (5th Ave NE [west of I-5] to 10th Ave NE)	590	1,685	0.61	B	1.76	F
Segment D	10th Avenue NE	325	785	0.54	A	1.12	F
Segment E	NE 180th Street	195	430	0.33	A	0.61	B

¹ Highest direction and peak hour volume reported for the associated segment.

² For Segment B, BAT Lane V/C would be well under .90 standard - V/C reported applies only to general purpose traffic.

Intersection Control Scenarios

Intersection	Scenario 1	Scenario 2
N 185 th St & Midvale Ave N*	Signal (minor modifications)	Signal (minor modifications)
N 185 th St & Ashworth Ave N*	Signal Added (no left turn pocket)	Signal Added (no left turn pocket)
N 185 th St & Meridian Ave N	Signal (major modifications)	Multilane Roundabout
N 185 th St & 1 st Ave N	Signal (major modifications)	Multilane Roundabout
NE 185 th St & 5 th Ave NE**	Multilane Roundabout	
NE 185 th St & Transit Center**	Signal (implemented with Sound Transit project)	
NE 185 th St & 8 th Ave NE**	Roundabout (implemented with Sound Transit project)	
NE 185 th St & 10 th Ave NE**	Single Lane Roundabout	
10 th Ave NE & NE 180 th St**	Single Lane Roundabout	

*Footprint the same across both options, but scenario 2 does not designate BAT function for outer lanes.

**Intersection improvements the same across both scenarios.

185th Corridor ROW Needs

Date: 9/26/2019

Segment A: N 185th St - Fremont Ave N to Midvale Ave N	
Number of Dedications	23
Total Dedication Area (sf)	8,500
Buildings Impacted	5
Property Impacts	10
Segment B: N/NE 185th St - Midvale Ave N to 5th Ave NE (west of I-5)	
Number of Dedications	97
Total Dedication Area (sf)	140,000
Buildings Impacted	15
Property Impacts	52
Segment C: NE 185th St - 5th Ave NE (west of I-5) to 10th Ave NE	
Number of Dedications	9
Total Dedication Area (sf)	4,000
Buildings Impacted	0
Property Impacts	2
Segment D: 10th Ave NE - N 185th St to NE 180th St	
Number of Dedications	3
Total Dedication Area (sf)	700
Buildings Impacted	0
Property Impacts	13
Segment E: NE 180th St - 10th Ave NE to 15th Ave NE	
Number of Dedications	0
Total Dedication Area (sf)	0
Buildings Impacted	0
Property Impacts	2

Notes:

- Segment A: Assumes no roadway changes; only ped/bike/amenity zone improvements.
- Segment B maintains existing north curb and proposes 4-lane configuration within 90' Planned ROW.
- Segment C: ROW Impacts are not included from Sound Transit-led rechannelization between I-5 bridge and 8th Ave NE, signalized intersection at NE 185th St/5th Ave (east of I-5), NE 185th St/8th Ave NE roundabout, frontage improvements from east of I-5 to 8th Ave NE, and a temporary roundabout at NE 185th St/10th Ave NE.
- Dedication areas provided are preliminary for planning purposes and subject to change as design progresses. Dedications and building impacts may increase depending on detailed vertical/grading design, constructability of improvements, and City of Shoreline requirements.
- Dedication area is measured from existing ROW and does not include any easements required for construction or traffic improvements needed at intersections.
- Property impacts include adverse impacts to parking, landscaping, driveways, access, site walls, and accessory buildings.

**185th Corridor Cost Summary
Planning Level Opinion of Cost**

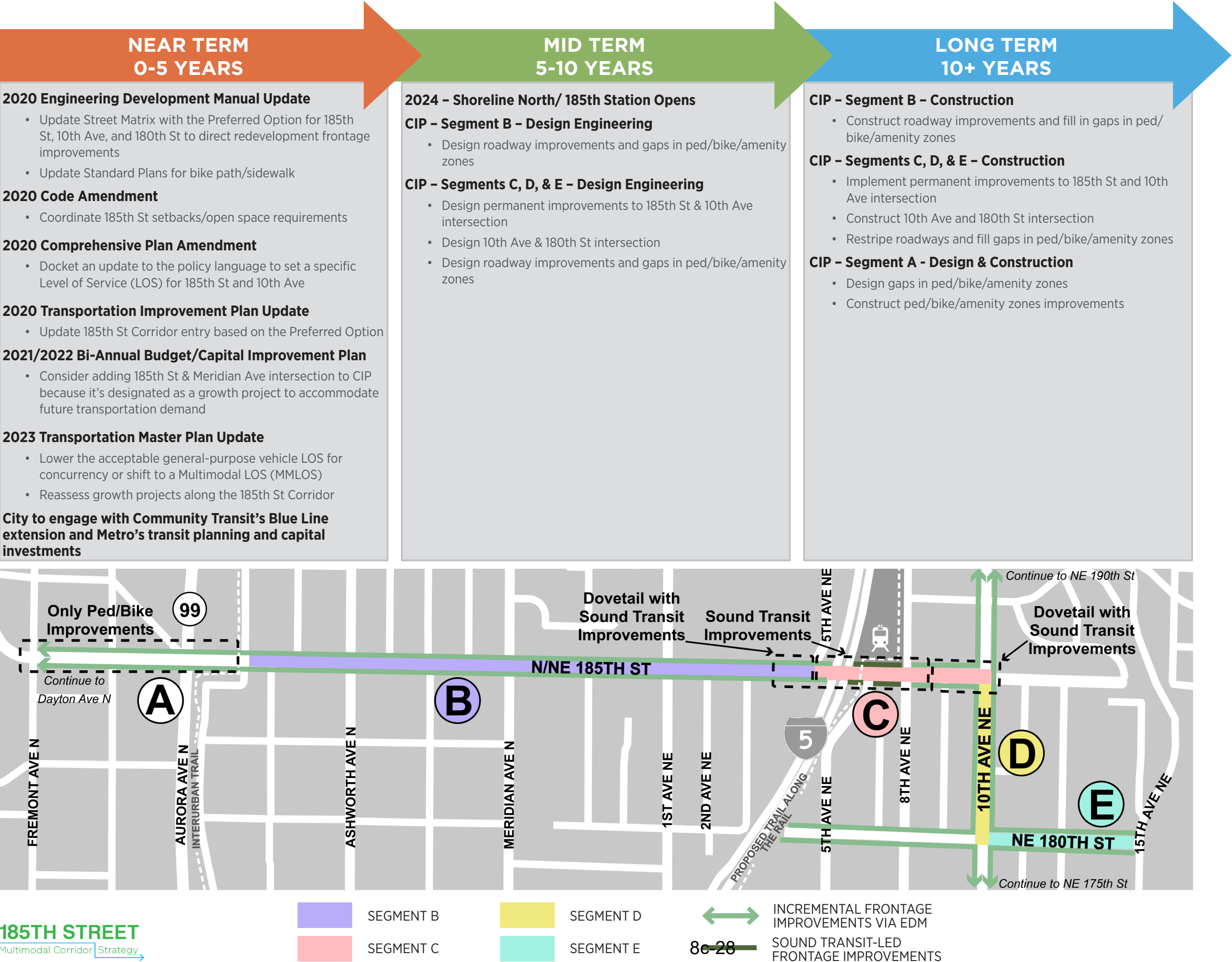
Date: 9/26/2019

	Segment A	Segment B	Segment C	Segment D	Segment E	Total All Segments
Right of Way	\$1,100,000	\$17,000,000	\$400,000	\$0	\$0	\$18,500,000
Construction	\$2,700,000	\$15,500,000	\$1,200,000	\$5,800,000	\$2,300,000	\$27,500,000
Project Development	\$1,100,000	\$6,100,000	\$500,000	\$2,300,000	\$900,000	\$10,900,000
Construction Management	\$400,000	\$2,400,000	\$200,000	\$900,000	\$400,000	\$4,300,000
Subtotal	\$5,300,000	\$41,000,000	\$2,300,000	\$9,000,000	\$3,600,000	\$61,200,000
Risk Allowance (30%)	\$1,600,000	\$12,300,000	\$700,000	\$2,700,000	\$1,100,000	\$18,400,000
Total Estimate (2019 dollars)	\$6,900,000	\$53,300,000	\$3,000,000	\$11,700,000	\$4,700,000	\$79,600,000

Utility Undergrounding	\$0	\$5,000,000	\$4,500,000	\$1,500,000	\$1,400,000	\$12,400,000
Project Development	\$0	\$1,950,000	\$1,755,000	\$585,000	\$546,000	\$4,836,000
Construction Management	\$0	\$750,000	\$675,000	\$225,000	\$210,000	\$1,860,000
Subtotal	\$0	\$7,700,000	\$6,930,000	\$2,310,000	\$2,156,000	\$19,096,000
Risk Allowance (30%)	\$0	\$2,400,000	\$2,100,000	\$700,000	\$700,000	\$5,800,000
Utility Undergrounding (2019 dollars)	\$0	\$10,100,000	\$9,100,000	\$3,100,000	\$2,900,000	\$24,900,000

Notes:

- Summary represents order of magnitude cost opinion. Final project costs will depend on actual labor and material costs, actual site conditions, productivity, competitive market conditions, final project scope, final project schedule, and other variable factors.
- Estimates based on 185th MCS Preferred Option mid-block cross sections.
- Costs are in 2019 dollars and do not include escalation, financial costs, or operations and maintenance costs.
- Right of Way costs are not based on appraisals and do not include adverse building or property impacts.
- Utility undergrounding costs assume undergrounding of existing utilities along the corridor and horizontal directional drilling under I-5.
- Project Development costs include allowances for environmental documentation, preliminary and final design engineering, agency administration, special studies, public art, and community engagement.
- Construction Management is assumed to be 15% of construction costs.
- Risk allowance is assumed to be 30% to capture design risks and unknown project costs.
- Design of intersections to be determined.



CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Discussion of the Light Rail Station Subareas Parking Study
DEPARTMENT: Public Works
PRESENTED BY: Kendra Dedinsky, City Traffic Engineer
ACTION: ☐ Ordinance ☐ Resolution ☐ Motion
 ☒ Discussion ☐ Public Hearing

PROBLEM/ISSUE STATEMENT:

Anticipating the increased demand for on-street parking resulting from the start of light rail service and from increased density around the light rail stations, the Shoreline City Council allocated \$25,000 annually from 2018 through 2021 to obtain baseline parking utilization information, identify current and anticipated future on-street parking capacity challenges, and identify tools to manage parking now and into the future within the light rail subareas. A baseline study of on-street parking capacity and utilization has now been completed and includes information about:

- Existing parking laws, codes, policies and practices;
- Common parking management tools;
- On-street parking demand projections; and
- Recommended near-term, mid-term, and long-term strategies to manage parking demand.

Highlights from the Light Rail Station Subareas Parking Study (Attachment A) will be presented at tonight's meeting. In addition, staff is seeking Council direction on some near-term recommended actions including:

- Additional study and potential adoption of code updates to set City of Shoreline-specific monetary penalties for parking violations; and
- Dependent on monetary penalty code updates and financial analysis, establishing a dedicated parking enforcement position with the 2021-2022 biennium budget.

RESOURCE/FINANCIAL IMPACT:

There are no direct additional financial or resource impacts at this time. Additional parking capacity and utilization data will continue to be gathered in 2020 and 2021, as funded under the Traffic Services budget. No additional resource is needed at this time to carry out the near-term recommendations described.

RECOMMENDATION

No action is required; this item is discussion only. However, staff is seeking Council direction to further study potential municipal code updates to set parking violation

monetary penalties specific to City of Shoreline. Staff recommends updating the monetary penalties prior to the 2021-2022 budget process to inform potential funding for a dedicated parking enforcement position.

Approved By: City Manager ***DT*** City Attorney ***MK***

BACKGROUND

Anticipating the increased demand for on-street parking resulting from the completion of light rail stations and from increased density around the light rail stations, the Shoreline City Council allocated \$25,000 annually from 2018 through 2021 to obtain baseline parking utilization information, identify current and anticipated future on-street parking capacity challenges, and discuss tools to manage parking now and into the future within the light rail subareas.

To better understand existing on-street parking conditions in Shoreline and anticipate future needs, opportunities and challenges, the Light Rail Station Subareas Parking Study includes discussions of the following topics:

- Existing parking laws, codes, policies and practices;
- Common parking management tools;
- Existing subarea on-street parking capacity and utilization data;
- On-street parking demand projections; and
- Recommended near-term, mid-term, and long-term strategies to manage parking demand.

While the focus of this study is on-street parking in City rights of way, some discussion of on-site (off-street) parking standards is provided and accounted for in future projections, as there is an obvious and important connection between the two.

DISCUSSION

The following information provides a high-level summary of the Light Rail Station Subareas Parking Study (Attachment A) and discusses resulting highlights and recommendations.

Demand

Thorough on-street parking capacity and utilization data collection and analysis was performed for the 145th and 185th Light Rail Station Subareas, extending approximately ¼ mile beyond the rezoned boundaries. For context, the target for on-street occupancy is set at 70-85% consistent with industry standards. Occupancy lower than this represents a City asset with underutilized capacity; an unbalanced cost in terms of maintenance and operations of the asset. At utilization over 85%, demand management strategies such as metering are typically used to ensure 1-2 open spaces per block can be found.

Figure 1 on the next page shows a summary of parking utilization data collected for both subareas for the two time periods. In general, the current subarea parking supply shows a significant surplus of parking on the vast majority of streets within and surrounding the subareas. Out of 365 total street segments, only 38 were shown to be over 70% capacity (excluding streets with less than five vehicle capacity). In nearly every case where a street's use is over 70%, a nearby street with lower parking rates is available within 1000 feet or less.

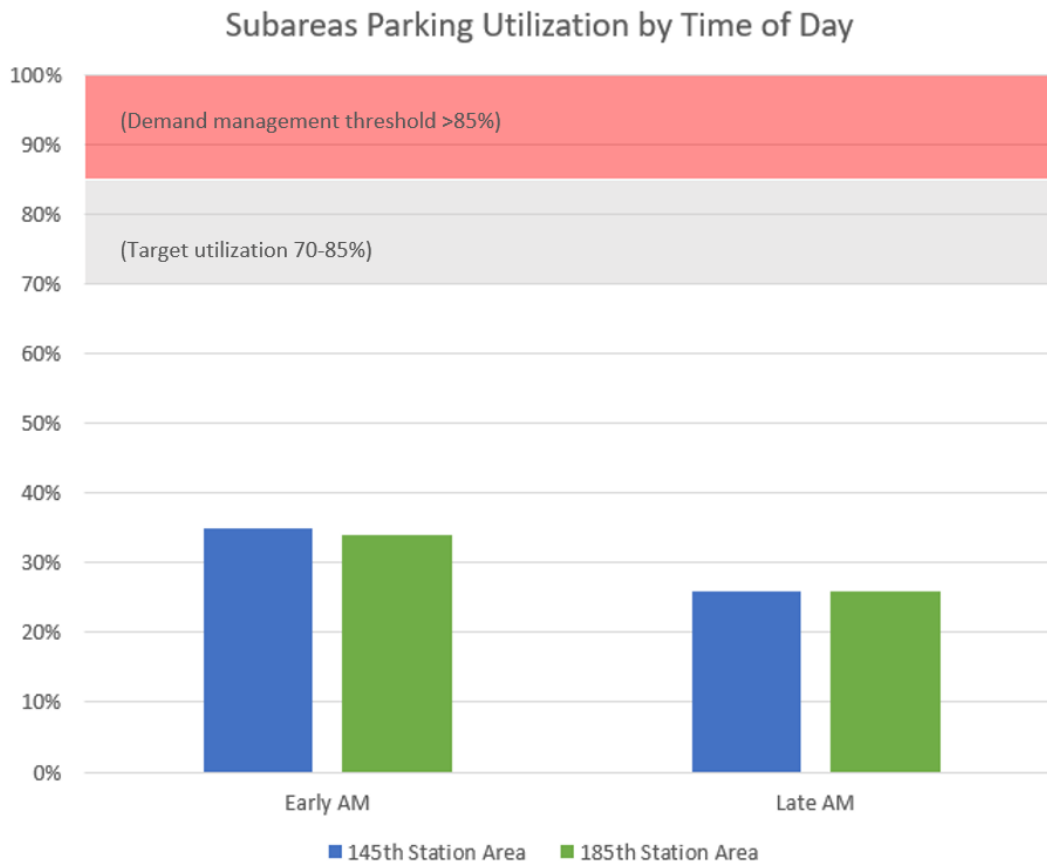


Figure 1. Subareas Parking Utilization by Time of Day

According to the most recent US Census Data, in King County, an average of two (2) vehicles per household are available. Using this information, in conjunction with existing household data, year 2035 household thresholds, code requirements for on-site parking for new construction (including reductions allowed when light rail stations are operating), and existing on-street parking capacity/utilization data, it is possible to broadly estimate future on-street parking demand. Even in the more conservative scenarios shown in Figure 2 on the next page, occupancy is not expected to exceed 70% within the next five years when considering the subareas as a whole. In addition, projections show that installation and use of parking meters is likely not feasible until 2029 or beyond, as 85% is commonly used as the threshold for parking meter feasibility. If parking utilization is lower than 85%, meters may not recoup the costs associated with installation, operations, and maintenance. With additional parking and household data gathered over the next two years, projections can be further calibrated and refined to focus on smaller geographic areas where more imminent action may be needed or viable.

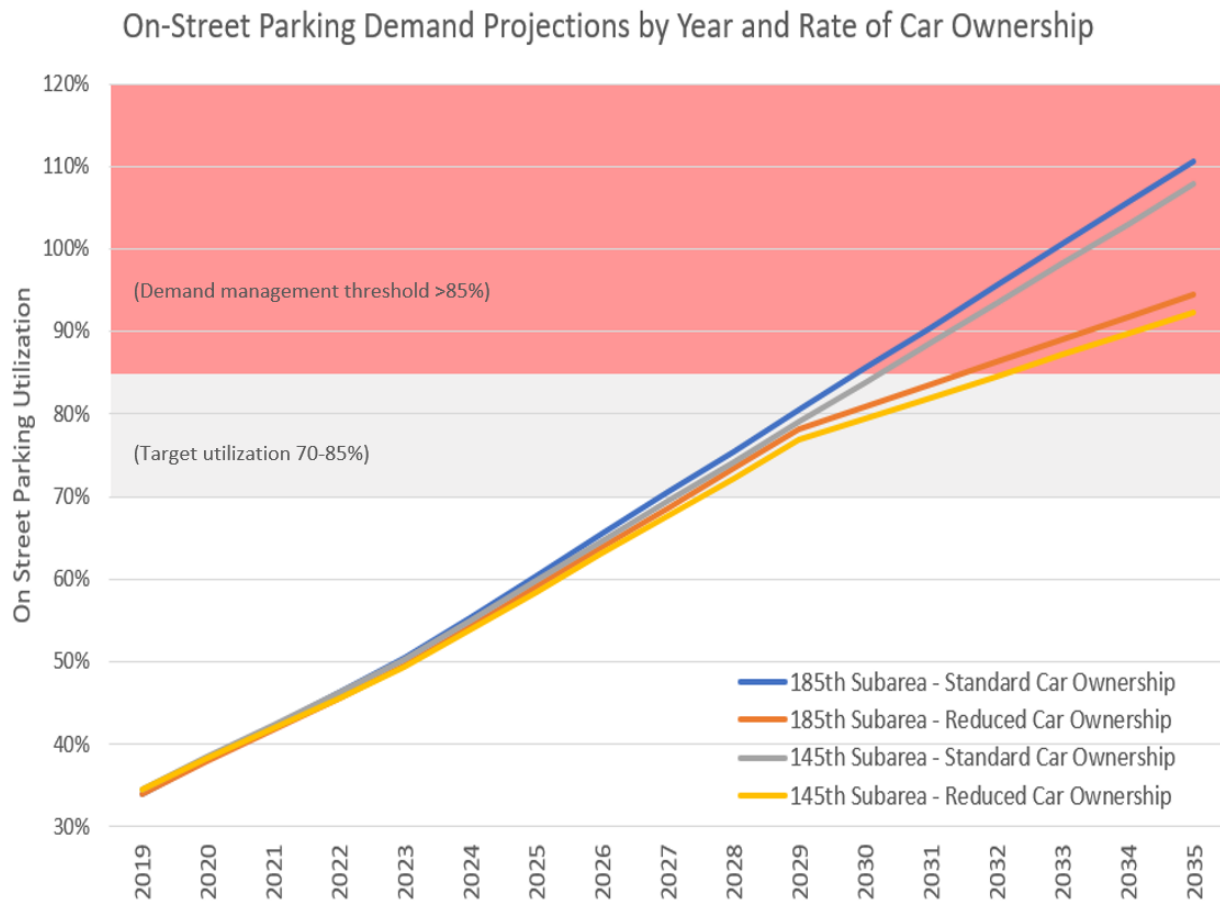


Figure 2. On-street Parking Demand Projections by Year and Rate of Car Ownership

These projections do not account for the parking demand that will be generated by the start of light rail service. To deter “hide-and-ride” parking, which should be discouraged given negative environmental and community impacts, significant expansion to the City’s Restricted Parking Zone (RPZ) program is likely needed prior to the start of service. The Light Rail Station Subareas Parking Study will help to inform additional required Sound Transit study and mitigation efforts.

Management

The primary groups involved in parking management on City of Shoreline rights of way are Traffic Services, the Code Enforcement and Customer Response Team (CECRT), and the Shoreline Police Department.

Based on each group’s role in managing parking and the data each group tracks, there is a clear uptick in parking-related workload over the last few years, primarily responsive to resident complaints or requests. Parking restriction signs are being added at an average increase of over 8% annually with nearly 140 new parking signs anticipated to be installed in 2019. Similarly, parking tickets issued in 2018 were nearly double the amount issued in 2017, with a total of 985.

At the same time, the current monetary penalty for parking violations is generally less than the cost to process them; representing an increased cost to the general fund if number of violations issued continues to rise. Additionally, there is no clear relationship between budget allocation and staff time necessary to provide consistent customer service around parking management representing a gap that will expand as need increases in the subareas.

Recommendations

In consideration of existing and projected on-street parking utilization data, as well as impending study and mitigation efforts by Sound Transit, the following represent some basic near-term (0-5 year) recommendations staff will pursue:

1. Continue to utilize basic time of day and load zone parking restrictions as needed.
2. Update RPZ policies, procedures and fees to prepare for anticipated new RPZ's surrounding the two light rail stations.
3. Use existing study data to inform the Engineering Development Manual Street Matrix update process.
4. Explore potential development code updates to encourage or incentivize reduced car ownership.
5. Consider updating Transportation Master Plan policies around parking specific to land use context.

Staff is also seeking Council direction on two recommendations for which additional in-depth discussion would occur at a later date, before potential adoption or approval. These include:

6. **Monetary Penalty Code Updates**

Parking violations currently represent a cost to the City as monetary penalties are lower than the cost of processing the tickets through King County District Court. At a minimum, staff recommends setting City-specific monetary penalties to offset the cost of processing tickets. In addition to decreasing the cost to the City's general fund however, consideration should also be given to how penalties could offset the costs of much needed dedicated enforcement staff now and into the future. If directed by Council, staff will study this item and bring information back to Council for discussion and potential adoption prior within the next year.

7. **Dedicated Enforcement Staff**

Based on existing shortages in enforcement resource in comparison to current demand, and in anticipating future demand, staff recommends funding a part-time parking enforcement position in the 2021-2022 biennium budget. A dedicated parking position would help to address current demand and would prepare the City for major impacts anticipated with the start of light rail service. Funding for this position could be offset by monetary penalty code updates, if adopted.

In the five to 10 year range, staff recommends:

1. Potential implementation of special use zones for ride-share and ride-hail services.

2. Establishing basic real time parking information technology at light rail stations.
3. Dependent on actual growth, performing a feasibility analysis of metered parking in key locations.

In 10 or more years, staff recommends:

1. Implementing metered parking in key locations, dependent on growth and feasibility/financial analysis.
2. Expanding real time parking information systems, depending on market demand.

RESOURCE/FINANCIAL IMPACT

There are no direct additional financial or resource impacts at this time. Additional parking capacity and utilization data will continue to be gathered in 2020 and 2021, as funded under the Traffic Services budget. No additional resource is needed at this time to carry out the near-term recommendations described.

RECOMMENDATION

No action is required; this item is discussion only. However, staff is seeking Council direction to further study potential municipal code updates to set parking violation monetary penalties specific to City of Shoreline. Staff recommends updating the monetary penalties prior to the 2021-2022 budget process to inform potential funding for a dedicated parking enforcement position.

ATTACHMENTS

Attachment A – Light Rail Station Subareas Parking Study



City of Shoreline

Light Rail Station Subareas Parking Study October 2019

Contents

Introduction	4
Scope.....	4
Definitions	5
Parking Laws and Codes.....	6
Common Parking Management Tools	7
Existing Parking Management Practices in Shoreline	13
Current On-Street Parking Capacity and Utilization Conditions	21
145 th Subarea Parking Utilization Data (2019).....	22
185 th Subarea Parking Utilization Data (2019).....	23
Projected On-Street Parking Capacity and Utilization Conditions.....	25
Conclusions	27
Recommendations	28
Near-Term (0-5 years).....	28
Mid-Term (5-10 years)	29
Long-Term (10+ years)	30
Appendices A-R	31
Appendix A – 145 th & 185 th Station Area Zoning Maps	32
Appendix B – 145th & 185th Parking Study Area	34
Appendix C – SMC 10.05.030B.....	36
Appendix D - SMC 10.05.030A	38
Appendix E - SMC 20.50 subchapter 6 - Minimum On-site Parking Requirements.....	42
Appendix F - Current City of Shoreline RPZ Guidelines	48
Appendix G - Current RPZ Geographic Area	51
Appendix H - APWA Policy 34.10 Residential Handicapped Parking Zones.....	52
Appendix I - Parking restriction distances required to accommodate bus stops	53
Appendix J - Curb Paint Diagram	54
Appendix K - Abandoned Vehicle Tagging	55
Appendix L - Police District Map	57
Appendix M - King County Bail Schedule for Traffic Infractions-Violations.....	58
Appendix N - 145th Study Area Capacity and Demand Tables - All Segments	60
Appendix O – 145th Study Area Parking Demand Maps	64
Appendix P - 185th Study Area Capacity and Demand Tables - All Segments.....	66

Appendix Q – 185th Study Area Parking Demand Maps..... 70

Appendix R - Supporting data for parking demand projection chart 72

Introduction

In 2008, voters approved the Sound Transit 2 (ST2) package to extend light rail service north to Lynnwood, known as the Lynnwood Link Extension. This plan called for two light rail stations in Shoreline, on the east side of Interstate 5 at NE 145th and 185th Streets, anticipated to be operational by 2024.

To strategically and responsibly plan for growth in the light station areas, where demand for increased housing and business can occur near high capacity transportation, Shoreline began planning for zoning changes in neighborhoods surrounding both future stations in 2011. Over the next few years, the City and community developed plans to address land use, transportation, park, and other needs to accommodate projected growth in these areas. In March 2015 and September 2016, new zoning designations were established in the vicinity of the 185th Street station and the 145th Street station respectively. Zoning designation maps are provided as [Appendix A](#).

Anticipating the increased demand for on-street parking resulting from the opening of light rail stations and from increased density around the light rail stations, Shoreline City Council allocated \$25,000 annually from 2018 through 2021 to obtain baseline parking utilization information, identify current and anticipated future on-street parking capacity challenges, and discuss tools to manage parking now and into the future within the light rail subareas. Study areas are shown in [Appendix B](#).

King County's Right Size Parking site offers a great explanation of **Why Parking Matters**:

"The supply and use of parking are influenced by—and have influences on—development practices, local policies, economic impacts on builders and households, and community goals. The supply and price of parking also have direct relationships with travel behavior. Too much parking at residential properties correlates with more automobile ownership, more vehicle miles traveled, more congestion, and higher housing costs. In addition, excess parking presents barriers to smart growth and efficient transit service.

Parking supply and pricing often have a direct impact on the ability to create compact, healthy communities. King County Metro Transit has an interest in encouraging land uses, policies, and development that lead to communities that can be served efficiently and effectively by transit. Locally credible and context-sensitive data on parking use allows jurisdictions in King County to:

- » *Support economic development by reducing barriers to building multifamily residential developments in urban centers near quality transit infrastructure.*
- » *Reduce housing costs as well as household monthly expenditures, allowing a larger demographic to participate in the urban, infill housing market.*
- » *Encourage transit use, ridesharing, biking, and walking.*
- » *Reduce traffic congestion, vehicle miles traveled, and the amount of greenhouse gases produced."*

For these reasons, this study takes stock of existing on-street conditions and provides context for decision making on this important topic into a rapidly changing future around light rail stations in Shoreline.

Scope

To better understand existing on-street parking conditions in Shoreline and anticipate future needs, opportunities and challenges, this study includes discussions of the following components:

- 1) Existing parking laws, codes, policies and practices
- 2) Common parking management tools
- 3) Existing subarea on-street parking capacity and utilization data
- 4) On-street parking demand projections
- 5) Recommended near-term, mid-term, and long-term strategies to manage parking demand

This study only addresses motor vehicle parking and does not include information about bicycle or other types of unlicensed vehicle parking. The focus of this study is on-street parking in City rights-of-way, however some private property parking discussions are included as there is an obvious and important connection between the two.

Definitions

Hide and Ride parking is when spillover traffic from a trip generator, such as a rail station, parks on nearby residential streets.

Junk Vehicle means a vehicle certified under RCW 46.55.230 as meeting at least three of the following requirements:

- a) is three years old or older;
- b) is extensively damaged, such damage including but not limited to any of the following: A broken window or windshield, or missing wheels, tires, motor, or transmission;
- c) Is apparently inoperable including a condition which makes the vehicle incapable of being operated legally on a public highway;
- d) Has an approximate fair market value equal only to the approximate value of the scrap in it;

Layover is the time allotted between scheduled trips for various purposes, such as an operator break, schedule recovery time if the preceding trip was late, or at a time point within a trip. Layover stops are locations where an operator parks a bus to take a break and/or waits until the beginning of the next scheduled trip. These are non-boarding bus stops that are not designed to serve passengers

Load Zones

Truck Load Zones – Used primarily for business deliveries of product, merchandise, or other objects. Restricted to vehicles licensed as trucks. Variable in length depending on types of trucks used.

Load/Unload Zones – Expeditious drop-off and load/unload of people and goods from private vehicles. Usually installed for businesses with rapid turnaround time (a dry cleaner for instance).

Passenger Load Zones – Quick passenger pick-up and drop-off. Driver should remain in vehicle.

Metered parking is a parking tool that is effective when time limit signs are not effective. Often free on-street parking is full by people parking their cars in a place for up to 2 or 4 hours and then moving their cars to another location to avoid having to pay for parking. Metered parking is easier to enforce than signed parking restrictions.

Restricted Parking Zone (RPZ) - is an area in a residential neighborhood where there is a need to help ease parking congestion caused by significant non-residential parking generators, such as schools,

hospitals, arenas, or light rail stations for example. An RPZ involves the posting of parking time limits or restrictions from which residents are exempt if a valid permit is displayed in a registered vehicle.

Safety zone - the area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is marked or indicated by painted marks, signs, buttons, standards, or otherwise, so as to be plainly discernible.

Time limited parking signs are used to maximize the amount of time allowed to park. Time limit parking supports business needs by providing parking turnover for customers. Short term parking serves a maximal number of people in a limited amount of curb space, a situation that improves the economic vitality of an area. Time limits are set to reflect an average shopping or business visit in an area.

Parking Laws and Codes

Shoreline Municipal Code 10.05 generally adopts Washington Model Traffic Ordinance (Chapter 308-330 WAC) with some amendments, setting the legal framework for motor vehicle parking in public rights-of-way. Applicable Washington Model Traffic Ordinance parking sections include the following:

<u>308-330-406</u>	RCW sections adopted—Abandoned, unauthorized, and junk vehicle tow truck operators.
<u>308-330-408</u>	RCW sections adopted—Traffic laws, signs, signals, markings.
<u>308-330-409</u>	Traffic control devices required—Stopping, standing, and parking.
<u>308-330-430</u>	Obedience to angle-parking signs or markings.
<u>308-330-433</u>	Parking not to obstruct traffic.
<u>308-330-436</u>	Parking for certain purposes unlawful.
<u>308-330-439</u>	Standing in passenger loading zone.
<u>308-330-442</u>	Standing in loading zone.
<u>308-330-445</u>	Standing in a tow-away zone.
<u>308-330-448</u>	Violating permits for loading or unloading at an angle to the curb.
<u>308-330-451</u>	Standing or parking on one-way roadways.
<u>308-330-454</u>	Stopping, standing, and parking of buses and taxicabs regulated.
<u>308-330-457</u>	Restricted use of bus stops and taxicab stands.
<u>308-330-460</u>	Right-of-way for parking.
<u>308-330-462</u>	RCW sections adopted—Stopping, standing, and parking.
<u>308-330-600</u>	Parking meter spaces.
<u>308-330-610</u>	Parking meters—Deposit of coins and time limits.
<u>308-330-620</u>	Parking meters—Use of slugs prohibited.
<u>308-330-630</u>	Tampering with parking meter.
<u>308-330-640</u>	Parking meters—Rule of evidence.
<u>308-330-650</u>	Parking meters—Application of proceeds.
<u>308-330-660</u>	Service parking.
<u>308-330-720</u>	Citation on illegally parked vehicle.
<u>308-330-730</u>	Failure to comply with traffic citation attached to parked vehicle.
<u>308-330-740</u>	Presumption in reference to illegal parking.

Section 308-330-462 of the Washington Model Traffic Ordinance adopts RCW 46.61.570 which describes most of the parking regulations drivers should know. Shoreline's parking regulations are consistent with State RCW 46.61.570 with some additional restrictions included per SMC 10.05.030. The complete **Stopping, standing, and parking** regulations as they apply to Shoreline are provided in [Appendix C](#).

Shoreline Municipal Code 10.05 also includes some amendments to WAC regarding **Abandoned, unauthorized, and junk vehicle tow truck operators** (WAC 308-330-406 which adopts RCW 46.55.010) and amendments to WAC regarding **Removal by police officer – Definition** (WAC 308-330-406 which adopts 46.55.113). The complete RCW language with SMC amendments is shown in [Appendix D](#).

Shoreline Development Code 20.50 Subchapter 6 establishes the standards for parking, access, pedestrian and vehicular circulation, and bicycle facilities as follows:

- A. To ensure that the parking and circulation aspects of all developments are well designed with regards to safety, efficiency and convenience of vehicles, bicycles, pedestrians, and transit.*
- B. To provide convenient and safe access to all buildings and adequate parking for all developments.*
- C. To reduce demand for parking by encouraging alternative means of transportation, including public transit, rideshare, and bicycles.*
- D. To promote efficiency through reductions in the number of parking stalls, shared driveway access and shared parking facilities.*
- E. To assure safe, convenient, efficient and adequately sized parking facilities.*
- F. To increase pedestrian mobility and provide safe, pleasant and direct pedestrian access. (Ord. 238 Ch. V § 6(A), 2000)."*

The King County Right Size parking research generally informed recent updates to the City's on-site parking standards. This tool:

"lets users estimate parking in the context of a specific site based on a model using current local data. The calculator's estimates are based on a model developed from field work data on parking utilization collected in 75 building in 2017, in addition to the 208 buildings collected in the winter and spring of 2012 on over 200 developments in urban and suburban localities in King County, Washington (Seattle and its suburbs)."

SMC Chapter 20.50 Subchapter 6, which describes minimum on-site parking requirements, is included as [Appendix E](#).

Common Parking Management Tools

The following section provides an overview of common parking management tools and practices used by local agencies.

Time of Day / Day of Week Restrictions

Time of day restrictions are used to manage a wide variety of parking demand challenges. For example:



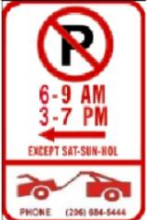
Day of week/time of day signed restrictions can be used to mitigate spillover parking issues related to school sites. Hours can be adjusted to include or exclude drop off / pick up times depending on the desired outcome.



Signs like this that state a maximum amount a vehicle can remain parked can be used to encourage turnover of spaces which helps support commercial function.



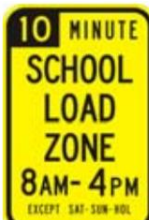
Signs that restrict parking overnight can be used to mitigate vehicle habitation or other unwelcome activity where a problem has been identified in specific locations.



Peak travel hour restrictions are often used to mitigate congestion during peak travel times, allowing use of surplus road space for parking during off-peak periods.

Load Zones

Load zone restrictions can be used to manage curb space as it relates to demand for loading of passengers or goods. For example:



Where on-street capacity exists near schools and demand is high, school load zones can help to manage peak period drop off and pick up trips.



Load and unload zones can designate valuable curb space for business, office, or residential functions where there is a need to preserve short term curb space.

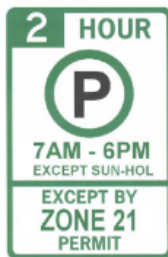


Passenger load zones can be helpful adjacent to high density residential land use or near other trip generators such as high capacity transit stations, event centers, or simply in front of a multifamily residential entry.



Commercial load zones are helpful to specifically support business function in areas in paid parking areas. Only a Commercial Vehicle (by definition) or permitted vehicle can use this type of load zone.

Restricted Parking Zones (RPZ)



Restricted Parking Zone (RPZ) Programs are used to help ease parking congestion in residential neighborhoods around significant parking demand generators, while balancing the needs of all people to be able to use the public streets. RPZ programs generally prioritize residential and short-term visitor parking over commuter parking in the public right-of-way, encouraging more sustainable travel patterns while balancing the impact to businesses. In a Restricted Parking Zone, signs are installed to restrict or limit parking except by permitted vehicles. Residents living within the zone can buy a limited number of permits that allow their vehicles to park on-street. Current City of Shoreline RPZ guidelines are shown in [Appendix F](#).

The U.S. Supreme Court, in *County Board of Arlington County Virginia, et. al. v. Rudolph A. Richards, et. al.* 434 U.S. 5 (1977) addressed the constitutionality of a restricted parking program and reversed a decision of the Virginia Supreme Court (which ruled that RPZ's represented a violation of 14th Amendment—equal protection clause—by discriminating between residents and nonresidents). The U.S. Supreme Court stated:

"To reduce air pollution and other environmental effects of automobile commuting, a community reasonably may restrict on-street parking available to commuters, thus encouraging reliance on car pools and mass transit. The same goal is served by assuring convenient parking to residents who leave their cars at home during the day. A community may also decide that restrictions on the flow of outside traffic into particular residential areas would enhance the quality of life there by reducing noise, traffic hazards, and litter. By definition, discrimination against nonresidents would inhere in such restrictions."

This case law sets the clear intention of the RPZ; to deter environmentally unfriendly driving behaviors and enhance quality of life for neighborhoods in close proximity to trip generators. An RPZ is not intended to be used to discriminate between established versus new residents on the basis of residential redevelopment and increased resident density. Although excluding new residents or residents of a particular address to RPZ permits could potentially reduce car ownership, working

toward sustainability goals, the application of an RPZ in this way would be without precedent and could potentially spur legal challenge on the basis of discrimination.

Metered Parking



Figure 1. City of Seattle parking meter

A parking meter is a device used to collect money in exchange for the right to park a vehicle in a specific place for a limited amount of time. There are many forms of metered parking; some collect cash directly at the meter which is subsequently collected by parking management staff (or third-party vendors) while others are limited to electronic payment only. In some jurisdictions, meters are specific to an individual parking space while others either print a receipt to be displayed on the vehicle or use the license plate number to track payment. Meters are generally used when parking utilization is 85% or greater throughout the day to allow better short-term access to businesses. It is important to understand the parking capacity and demand in an area being considered for metering to ensure meter revenue can offset installation, operation and maintenance costs of the program. Meter rates are generally set and managed using the principles of supply and demand, with the goal of ensuring drivers can reliably find at least a few short-term parking near their destinations. This helps reduce the frequency of circling and the associated congestion and environmental impacts. When meters are used, it is important to conduct routine parking utilization studies to determine if parking is priced appropriately.

Maximum Time Parked Ordinances

Many cities choose to adopt ordinances to limit the amount of time vehicles can remain parked in one place on-street rights-of-way. Specifying the maximum consecutive hours parked can help to:

- » Balance use of limited on-street parking supply, deterring long-term storage of personal vehicles
- » Mitigate abandoned and stolen vehicle occupancy of public rights-of-way
- » Reduce vehicle habitation
- » Better facilitate utility and capital work, where temporary parking restrictions are posted in advance of work and parked cars need to move

Most jurisdictions regionally that have adopted a maximum consecutive hours parked code use 24 to 72 hours as the threshold. Additionally, some specify move distance and stay out periods, or place additional constraints around recreational, large, or commercial vehicles.

Special Use Zones



With the continued growth of ride-hail and ride-share services such as taxis, Uber, Lyft, Car2Go, Lime, and many others, some cities are finding it beneficial to specifically allocate curb space for these uses in order to organize what could otherwise be unsafe, unwelcome or congestion-causing passenger loading and parking practices. Most commonly, special use zones are designated near significant passenger trip generators like event centers, business districts, mass transit stations, or large institutions like colleges or hospitals.

Dedicated Parking Management & Enforcement Staff



Figure 2. City of Kirkland enforcement officer and vehicle

Parking enforcement is an essential function of any urban and suburban municipality. Some cities choose to use general police department services while others create a specific job classification for this purpose. Either way, when increased parking management measures are implemented, such as Restricted Parking Zones (RPZs) and/or when parking violations and complaints display a need, adequate enforcement staff is necessary from a customer service perspective and to ensure compliance with parking laws. Many cities in the region staff part-time (as little as 12 hours/week) or full-time parking enforcement positions. Examples of nearby city job class and salary ranges are shown in Table 5 below.

Table 1. Nearby city dedicated parking enforcement staff salary ranges

City	Job Description	Salary Range (hourly)
Burien	Parking Compliance Officer	\$21.10 - \$25.64
SeaTac	Parking Compliance Officer	\$22.31 - \$28.56
Everett	Parking Enforcement Officer	\$22.68 - \$27.56
Renton	Parking Enforcement Officer	\$23.18 - \$31.81
Kirkland	Parking Enforcement Officer	\$23.96 - \$29.91
Edmonds	Parking Enforcement Officer	\$24.12 - \$29.92
Seattle	Parking Enforcement Officer	\$26.87 - \$30.71

Real Time Parking Information & Emerging Technologies



Figure 3. Real time parking information sign in Seattle

Technology continues to expand the ability for jurisdictions and private-public partnerships to dynamically manage parking supply in high-demand destinations. Most cities that have implemented information sharing tools do so to monitor large parking garages, where quantifying trips in and out at limited access points is relatively cost-effective and simple to implement. An example of this is Seattle's E-Park program which provides real time information via signs, mobile applications and online to convey parking availability at 14 parking garages. It is possible to install pavement sensors in city rights-of-way to determine occupancy and convey this information to the public, however installation and maintenance costs make this application relatively rare currently.

Existing Parking Management Practices in Shoreline

The primary groups involved in parking management on City of Shoreline rights-of-way are Traffic Services, the Code Enforcement-Customer Response Team, and the Shoreline Police Department. Roles, responsibilities, and challenges for each group are discussed in more detail in the following sections.

In addition, Public Works Engineering and Transportation Divisions work together to set plans for future street cross sections, including provisions for on-street parking, through corridor studies, design plans and the street matrix (Appendix F of the Engineering Development Manual which describes the expected improvements to be implemented by development). During these planning efforts, staff is guided by Transportation Master Plan Policy T36, which sets on-street parking as a secondary priority relative to the primary street purpose of moving people and goods via multiple modes. Policy T36 language is shown below.

“Policy T36: Design City transportation facilities with the primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles and walking, with vehicle parking identified as a secondary use.”

Also of note, the Planning and Community Development Department establishes the development standards for parking requirements on private property, which is strongly associated with overall demand and use of on-street parking. The associated on-site parking standards were discussed in the Laws and Codes section and are provided in [Appendix E](#).

Traffic Services

Traffic Services is responsible for parking management as it relates to traffic control devices such as signs or paint. Per WAC 308-330-265, the Traffic Engineer oversees installation and removal of signed parking restrictions or parking meters. Traffic Services fields all requests and complaints related to installation, removal or revision of the following:

- » Time of day parking restrictions
- » Restricted Parking Zones (RPZ)
- » Disabled Parking
- » Load Zones
- » Bus stops and layovers
- » All other signed restrictions

Traffic services manages all associated assets for these types of restrictions. 2016 was the first complete year of tracking work on traffic assets within Shoreline. The following chart shows net new parking restriction signs installed by year. These installations represent a 7-10% increase in parking restriction signs per year.

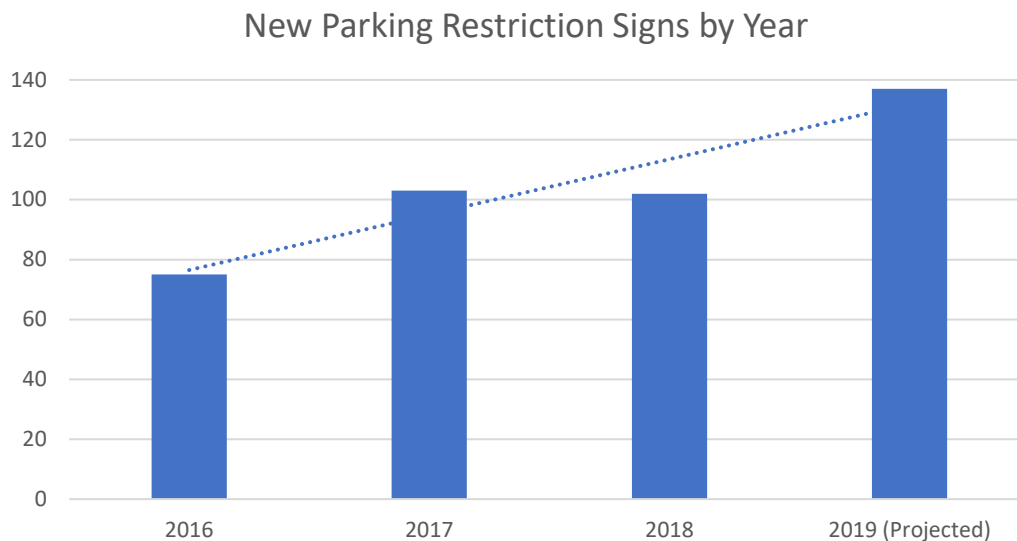


Figure 4. New parking restriction sign installations by year

This data provides context for the uptick in parking related complaints and concerns throughout the City. Parking complaints and requests fielded by Traffic Services staff generally fall under the following categories. Examples for each are provided for context.

Decreased on-street capacity due to adjacent residential redevelopment/increased land use

Example: 12th Ave NE north of NE 175th Street (Polaris Apartments)



Figure 5. 12th Ave NE near Polaris Apartments

In the case of 12th Ave NE, a 165-unit residential redevelopment was constructed adjacent to what is primarily single family residential (although zoned for MUR-35'). At the time of development application, municipal code was silent on the topic of multi-family developments unbundling parking (charging for

parking and rent for the unit separately). As there is generally a benefit to development and property managers to allow unbundling, Polaris chose to do so. Given the large supply of free on-street parking immediately surrounding the apartment complex, most residents opted out of paying for parking. Most of 12th Ave NE between NE 175th and NE 185th Street lacks clear delineation of driveways and property lines given the lack of sidewalks. As a result, many drivers were violating parking laws, sometimes unknowingly. For example, parking closer than 5 feet to driveways, or parking in front of mailboxes. In 2014, Shoreline staff worked with the neighborhood on measures to address parking violations and concerns. During these efforts, Restricted Parking Zone (RPZ) permits were discussed in depth, with many of the street's single-family household residents expressing desire to implement permit parking for their (and their guest's) vehicles, excluding residents of the apartment complex. Shoreline staff explained that RPZ's are not meant to be used in a discriminatory manner, prioritizing one kind of resident over another. Case law on the topic supports the use of RPZ's primarily to discourage travel habits that negatively affect the environment and community, such "hide and ride" trips, which enable long distance single-occupant trips. As a result of the 12th Ave NE education and outreach effort with the community, some parking restrictions were put in place to clarify parking rules for drivers and enforcement. In addition, staff worked with the apartment property manager to educate residents and to lower parking prices to incentivize use of the garage. Another key change included an amendment to the development code to include the following language:

"SMC 20.50.410 Parking design standards. C. Parking for residential units must be included in the rental or sale price of the unit. Parking spaces cannot be rented, leased, sold, or otherwise be separate from the rental or sales price of a residential unit."

While this code provision may help to mitigate circumstances like 12th Ave NE, where multifamily redevelopment occurs adjacent to single family residential neighborhoods, it also represents a tradeoff in terms of economic development opportunity and detracts from the goal of reducing car ownership.

Decreased on-street capacity due to adjacent non-residential trip generators

Example: Neighborhood surrounding Shoreline Community College



Figure 6. RPZ Permit

When a non-residential trip generator such as a business, institution, or transportation facility causes spillover demand on surrounding local streets, a Restricted Parking Zone (RPZ) is an appropriate parking management strategy. Shoreline's first Restricted Parking Zone was established in 2004 in response to on-street parking demand on residential streets surrounding the Shoreline Community College and Highland Terrace Elementary School. A map of the existing RPZ zone is shown in [Appendix G](#). Shoreline Community College's Master Development Permit contains conditions to fund the RPZ if expansion is warranted and requested by a nearby neighborhood. Shoreline's current RPZ program guidelines are shown in [Appendix F](#). This program is available to any qualifying neighborhood Citywide, including those within the subarea. It is important to distinguish that this permit program is not intended to be used to discriminate between established versus new Shoreline residents on the basis

of residential redevelopment and increased resident density.

Request for parking restrictions near corners to preserve intersection sight distance

Example: 5th Ave NE and NE 170th Street



Figure 7. Example sight line diagram at 5th Ave NE/NE 170th St

Sight line complaints are one of the most frequent concerns fielded by staff. Most often sight line concerns relate to vegetation blocking views, but as parking demand around redevelopment and other trip generators increases, increased occurrence of sight line related issues is likely. City staff conducts sight line reviews based on engineering guidelines established within the City of Shoreline Engineering Development Manual for most sight line complaints received. The example shown in the photo depicts one of these reviews, resulting in the restriction of parking near the intersection. These restrictions are typically implemented by installing signs that

state “NO PARKING” combined with “[NORTH/EAST] OF HERE” and “[SOUTH/WEST] OF HERE” to clearly identify the no parking zone.

Request for disabled parking designation

Shoreline receives relatively few requests for on-street reserved disabled permit parking. Shoreline’s policy and practice for the implementation of these signed zones is documented in APWA Practice 34.10, provided as [Appendix H](#). In general, on-street accessible zones are approved if:

- 1) The adjacent on-street location provides better accessibility to the residence or business than existing off-street location(s) associated with the parcel, if any; and
- 2) it is compliant with parking regulations established by SMC 10.05 (Model Traffic Ordinance); and
- 3) if upon review, parking at the requested location does not constitute a safety, sight distance, or traffic flow obstruction.



Request for parking restrictions related to bus stop and layover establishment

Example: Richmond Beach Dr NW south of NW 196th Street

Bus layover and bus stop installations or relocations are relatively infrequent requests from residents or transit agencies in recent years given the relative lack of change in transit service. With major transit service restructures planned with the start of light rail service, significant King County Metro, and potentially Community Transit, stop and layover establishment, relocation, and consolidation is



Figure 8. Metro bus layover on Richmond Beach Drive

anticipated. The example provided is of a layover at the end of the Richmond Beach Road corridor for Routes 304 and 348 which has been the subject of significant complaint from nearby residents. Bus layover is a critical component of establishing transit service, and while the majority of transit layover will be accommodated within Light Rail Station Transit Centers, there may still be some need for bus layover elsewhere within subareas for some buses based on routing. Bus stop relocation

and/or consolidation is also a likely outcome of restructures, which may restrict parking for general purpose users in some cases. King County Metro Facility Guidelines provide the dimensions for necessary parking restrictions associated with various bus stop types, as shown in [Appendix I](#).

Parking restrictions to establish a clear pedestrian path on a roadway shoulder

Example: 15th Ave NW north of NW 195th Street



Figure 9. Signed walkway on 15th Ave NE

In recent years, staff has been responding to more frequent resident concerns raised about the lack of dedicated pedestrian pathways along roads without sidewalks. This example is from 15th Ave NW, an arterial road connecting the Richmond Beach corridor to NW 205th Street. Although no public transit is present on this street, there are many Shoreline School District bus stops, and there is significant use by pedestrians in general. This segment of 15th Ave NW has been in place for many years, and just recently, neighbors along the segment south of the Richmond Beach Corridor requested similar treatment which was installed in early 2019.

Requests for time restricted parking, particularly around schools and near businesses

Example: Fremont Ave N south of NE 175th Street adjacent to Shorewood High School



School areas commonly require some degree of parking management and create significant demand for short-term and long-term parking. The short-term nature of much of the parking demand can make management challenging; many drivers will risk parking illegally since enforcement presence is unlikely to overlap with their short stay. Still, signage is often installed surrounding school areas to encourage orderly and safe drop off and pick up on-site to the degree possible. This also helps to avoid potentially risky crossing behaviors on public streets. Another challenge is long-term parking around high school sites. Since many students drive to and from high schools, more long-term parking is needed. At times, even with new construction at both schools, parking can overflow onto adjacent streets. Shoreline staff worked with adjacent neighborhoods to determine where to implement time of day restrictions; as they apply to both high school students and residents.

Requests for supplemental signs to reinforce existing parking laws

Example: Intersection of NW 195th/NW 196th Street

This category likely comprises the majority of complaints and includes requests for supplemental signage and/or curb paint to further discourage parking that is already unlawful in accordance with state and local laws. For example, drivers parking too close in proximity to or blocking:

- » Driveways
- » Mailboxes
- » Intersections / Crossings
- » Bike lanes
- » Sidewalks
- » Bus lanes

Requests for supplemental signs are generally not granted as they are already an enforceable violation, represent an unnecessary material, labor and ongoing maintenance cost to tax payers, and generally benefit only a handful of people. In some cases however, supplemental signs are useful as an educational tool, where they can benefit a broad variety of users, or where they can be helpful to enforcement efforts. Similar to City of Seattle practices, Shoreline allows adjacent residents and businesses to paint their abutting driveway curb or curb in front of mailboxes yellow as shown in [Appendix J](#). The example provided is at the skewed intersection of NW 195th/NW 196th Street in Richmond Beach; although technically within an intersection and therefore enforceable, the atypical intersection geometry paired with lack of sidewalks and the adjacent business parking demand led to frequent illegal parking so the decision was made to install supplemental **NO PARKING ANYTIME** signs.



Figure 10. Supplemental no parking sign within intersection

Code Enforcement & Customer Response Team (CECRT)

The Code Enforcement & Customer Response Team's role in parking related issues on public rights-of-way can generally be categorized as investigation of abandoned/junk vehicle complaints. CECRT also commonly serves as the first point of contact for requests related to parking enforcement or for installation of parking restrictions which are logged and reassigned to Shoreline Police or Traffic Services for follow up.

Although not codified, Shoreline generally follows the 72-hour rule for maximum time parked in one place on City rights-of-way common to many jurisdictions in the region. A general overview of the process used by CECRT to address abandoned vehicle complaints is provided as [Appendix K](#).

CECRT then works with Shoreline Police to follow up with impound actions as needed, in accordance with RCW 46.55.085 and SMC 10.05.030. Example notices posted on vehicles are shown in Figure 11. An attempt is typically made to contact the vehicle owner, especially if the vehicle can be tracked to a nearby resident.

Figure 11. CECRT and Shoreline PD impound warning notices

Separate from CECRT-received complaints, Shoreline Police receives and responds to abandoned/junk vehicle complaints, using their discretion to tag vehicles based on complaints or field observations while on patrols. Shoreline Police can impound immediately based on the provisions of RCW 46.55.113.

Shoreline Police Department

The Shoreline Police Department is responsible for parking enforcement of violations established by state law, municipal code, or in accordance with signed restrictions implemented by Traffic Services. Police work closely with the Code Enforcement-Customer Response Team and Traffic Services to address parking enforcement issues as they arise, however there is no dedicated parking enforcement resource so more urgent matters often take priority over parking enforcement.

The following chart shows parking tickets issued by year since 2016; with the trend rising sharply since 2018 with 985 parking tickets issued.

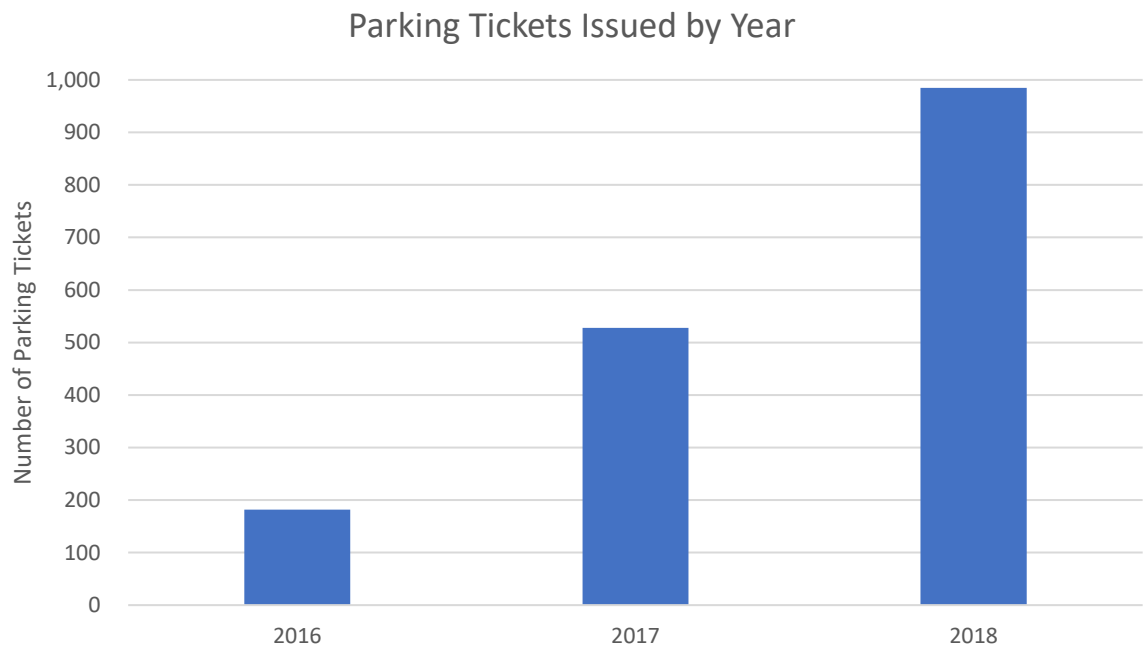


Figure 12. Parking tickets issued by year

The next chart shows the proportion of parking violation calls by enforcement district. The Shoreline Police Department enforcement district map is provided in [Appendix L](#) for reference. District A5 has the highest proportion of parking violation calls and contains the 185th Station Subarea.

2016-2018 Proportion of Parking Violation Incidents by District

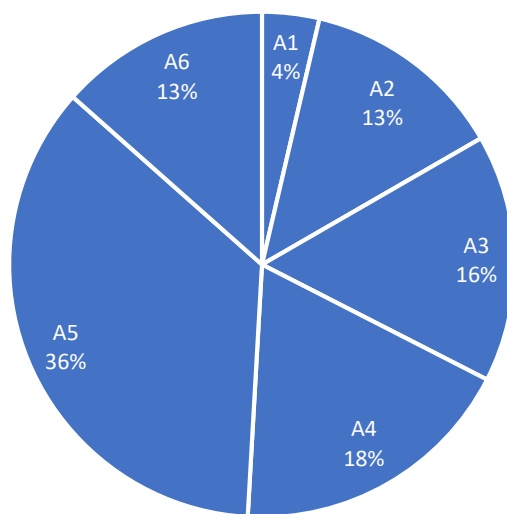


Figure 13. Percent of parking violation incidents by enforcement district

Currently, the monetary penalty for parking violations is generally less than the cost to process the parking violations, with a baseline monetary penalty of \$20, as shown in [Appendix M](#), King County's Bail Schedule for Traffic Infractions/Violations. The King County Sheriff's Office serves several cities in the county through contracted agreements. Of these cities, the majority have adopted by City ordinance, monetary penalties that are greater than Washington State's baseline schedule of \$20, generally ranging from \$26 to \$71 dollars. Minimum parking violation monetary penalties for a few nearby cities are shown in Table 2 below.

Table 2. Example City-adopted minimum parking violation penalties

City	Minimum Parking Violation Monetary Penalty
Burien	\$50
SeaTac	\$50
Everett	\$40
Renton	\$35
Kirkland	\$35
Edmonds	\$40
Seattle	\$47

Current On-Street Parking Capacity and Utilization Conditions

Thorough on-street parking capacity and utilization data collection and analysis was performed for the 145th and 185th subareas, extending approximately ¼ mile surrounding the subareas. [Appendix A](#) provides a map showing the full extent of both study areas.

For the purposes of this inventory, on-street parking utilization is defined as the percentage of vehicles parked in standard on-street parking spaces during a set time period. The City of Shoreline does not formally designate or delineate individual spaces but compiled a space inventory that would exist if spaces were marked. These spaces are based on standard parking dimensions and reflect parking restrictions near intersections, driveways, and fire hydrants. Occupancy can be over 100% as vehicles sometimes park close together, illegally at 90-degree angle, or in illegal areas (i.e. too close to intersections or crossings).

The target occupancy, typically representing 1-2 open spaces per block, is 70% to 85%. This helps address circling or "cruising" for parking, which has associated congestion and environmental impacts. Conversely, occupancy significantly lower than the target range represents a City asset with underutilized capacity; an unbalanced cost in terms of maintenance and operations of the asset

Recognizing that parking occupancy varies over the course of the day, parking occupancy is evaluated by time-of-day groupings. These groupings normally include early morning hours between 4-6AM to obtain residential demand and middle hours 10AM-2PM to obtain daytime demand. Parking data collection was performed in January and March of 2019, avoiding any holidays or other factors that could skew data.

145th Subarea Parking Utilization Data (2019)

Summarized results of 2019 on-street parking data for the 145th Subarea are shown in Figure 14. The grey band represents the target occupancy range, and the red band represents the range at which on-street parking is at or over capacity, warranting demand management strategies. As would be expected, parking utilization is highest in the hours outside of typical business hours, representing a higher residential parking demand, but is still quite low at an average of 34% in the hours before 6 AM. It should be noted that residential streets generally account for more than 90% of the total parking capacity in the 145th study area.

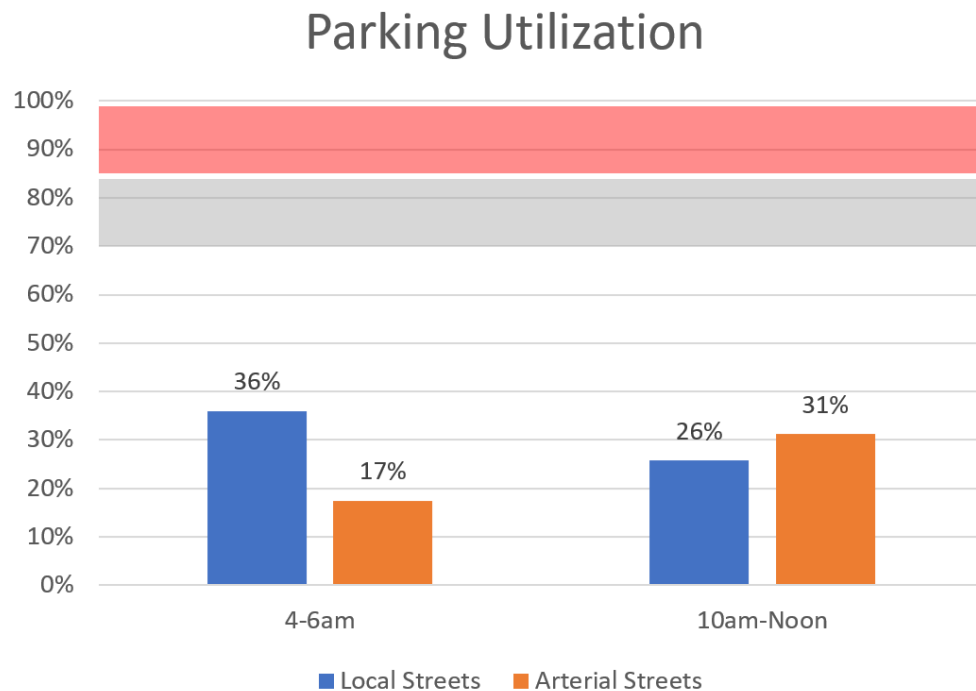


Figure 14. 145th Subarea summary parking utilization data by street class and time period

Comprehensive street segment-specific results are provided in tabular form in [Appendix N](#) and are also mapped as shown in [Appendix O](#). As shown in the summary chart (Figure 14), the 145th Subarea as a whole contains a significant surplus of available on-street parking. The following tables list local and arterial street segments with occupancy above 70% in either the morning period, afternoon period, or both. Street segments with capacity of 5 or less spaces were excluded from these tables. Streets in bold showed a utilization of over 85% for one or more count periods. Streets designated as over 100% utilization are over-capacity due to illegally parked vehicles; parked cars were either blocking driveways, parked too close or within intersections, or parked perpendicular in unmarked wide shoulders.

Table 3. Local streets in the 145th Subarea with parking utilization of 70% or greater for one or more count periods

Local Street Segment (145 th Subarea)	Capacity	4-6 AM % Utilized	10 AM-Noon % Utilized
11TH AVE NE FROM NE 155TH ST TO NE 158TH ST	37	73%	49%
4TH AVE NE FROM NE 165TH ST TO STREET END	7	114%	29%

8TH AVE NE FROM NE 150TH ST TO NE 151ST ST	7	100%	71%
CORLISS AVE N FROM N 148TH ST TO N 149TH ST	12	75%	50%
CORLISS PL N FROM N 153RD ST TO N 154TH ST	12	75%	50%
N 146TH ST FROM STREET END TO CORLISS AVE N	13	77%	31%
N 150TH ST FROM BURKE AVE N TO MERIDIAN AVE N	12	0%	108%
NE 146TH ST FROM 9TH AVE NE TO 9TH PL NE	7	86%	100%
NE 147TH ST FROM 17TH AVE NE TO 20TH AVE NE	20	95%	80%
NE 148TH ST FROM 12TH AVE NE TO 15TH AVE NE	24	71%	79%
NE 148TH ST FROM 15TH AVE NE TO 17TH AVE NE	34	85%	94%
NE 149TH ST FROM STREET END TO 5TH AVE NE	25	80%	68%
NE 152ND ST FROM 12TH AVE NE TO 15TH AVE NE	18	111%	78%
NE 162ND ST FROM 3RD AVE NE TO 5TH AVE NE	31	74%	39%

Table 4. Arterial streets in the 145th Subarea with parking utilization of 70% or greater for one or more count periods

Arterial Street Segment (145 th Subarea)	Capacity	West Side	East Side	West Side	East Side
		3:30-6 AM % Utilized	3:30-6 AM % Utilized	10-11 AM % Utilized	10-11 AM % Utilized
MERIDIAN AVE FROM N 147TH ST TO N 148TH ST	11	100%	33%	0%	111%
5TH AVE NE FROM NE 162ND ST TO NE 163RD ST	8	75%	NP	38%	NP
5TH AVE NE FROM NE 165TH ST TO NE 167TH ST	15	29%	100%	0%	50%
1ST AVE NE FROM N 145TH ST TO NE 146TH CT	8	0%	0%	100%	0%
MERIDIAN AVE FROM N 150TH ST TO N 153RD ST	21	0%	13%	108%	88%

185th Subarea Parking Utilization Data (2019)

Summarized results of 2019 on-street parking data for the 185th Subarea are shown in Figure 15. The grey band represents the target occupancy range, and the red band represents the range at which on-street parking is at or over capacity, warranting demand management strategies. As would be expected, parking utilization is highest in the hours outside of typical business hours, representing a higher residential parking demand but is still quite low at an average of 35% prior to 6 AM. It should be noted that residential streets generally account for approximately 85% of the total parking capacity.

Parking Utilization

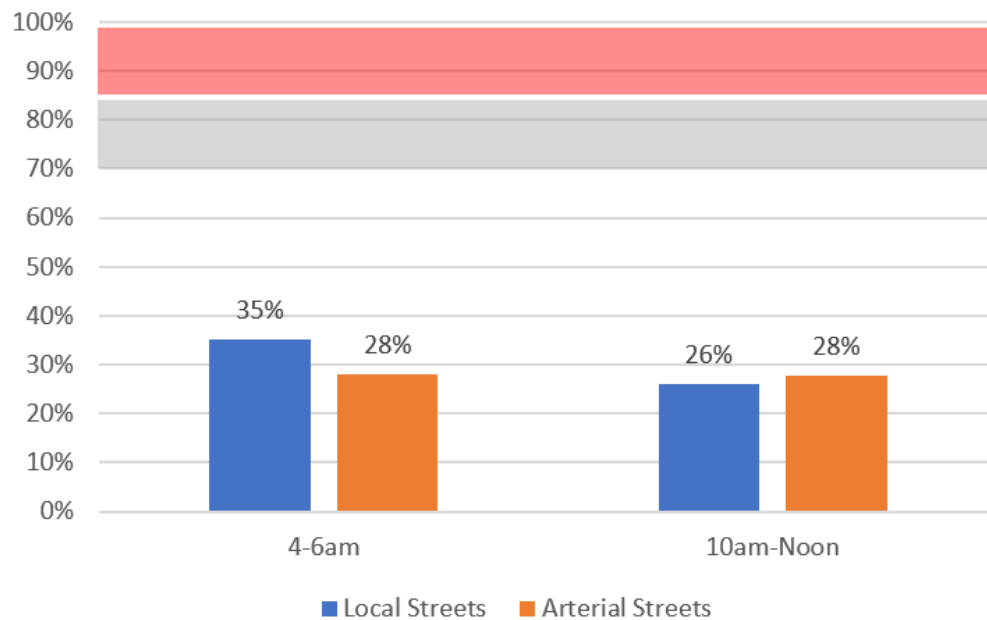


Figure 15. 185th Subarea summary parking utilization data by street class and time period

Complete street segment-specific results are provided in tabular form in [Appendix P](#) and are mapped as shown in [Appendix Q](#). As shown in the summary chart (Figure 15), the 185th Subarea generally contains a significant surplus of available on-street parking. The following tables list local and arterial street segments with occupancy above 70% in either the morning period, afternoon period, or both. Street segments with capacity of 5 or less spaces were excluded from these tables. Streets in bold showed a utilization of over 85% for one or more count periods. Streets designated as over 100% utilization are over-capacity due to illegally parked vehicles; parked cars were either blocking driveways, parked too close or within intersections, or parked perpendicular in unmarked wide shoulders.

Table 5. Local streets in the 185th Subarea with parking utilization of 70% or greater for one or more count periods

Local Street Segment (185 th Subarea)	Capacity	4-6 AM % Utilized	10 AM - Noon % Utilized
11TH AVE NE FROM NE 182ND ST TO NE 185TH ST	33	79%	58%
12TH AVE NE FROM NE 170TH ST TO NE 175TH ST	44	109%	73%
12TH AVE NE FROM NE 175TH ST TO NE 177TH ST	24	150%	100%
12TH AVE NE FROM NE 177TH ST TO NE 180TH ST	22	91%	55%
13TH AVE NE FROM 12TH PL NE TO STREET END	28	89%	57%
14TH AVE NE FROM NE 170TH ST TO STREET END	27	78%	59%
MIDVALE AVE N FROM N 188TH ST TO STREET END	14	64%	107%
N 183RD ST FROM MIDVALE AVE N TO STONE AVE N	21	71%	57%
NE 182ND ST FROM 10TH AVE NE TO 11TH AVE NE	12	83%	58%
NE 190TH ST FROM 8TH AVE NE TO 10TH AVE NE	45	27%	80%
NE SERPENTINE PL FROM 11TH AVE NE TO STREET END	6	167%	17%

STONE AVE N FROM N 191ST ST TO N 192ND ST

11

118%

73%

Table 6. Arterial streets in the 185th Subarea with parking utilization of 70% or greater for one or more count periods

Arterial Street Segment (185 th Subarea)	Capacity	W/N Side	E/S Side	W/N Side	E/S Side
		3:30-6 AM % Utilized	3:30-6 AM % Utilized	10-11 AM % Utilized	10-11 AM % Utilized
NE 180TH ST FROM 11TH AVE NE TO 12TH AVE NE	11	140%	83%	120%	33%
NE 175TH ST FROM 12TH AVE NE TO 15TH AVE NE	6	117%	NP	117%	NP
15TH AVE NE FROM NE 177TH ST TO NE 179TH ST	6	100%	175%	50%	100%
NE 180TH ST FROM 10TH AVE NE TO 11TH AVE NE	9	100%	17%	0%	17%
NE 180TH ST FROM 14TH AVE NE TO 15TH AVE NE	12	100%	100%	100%	55%
5TH AVE NE FROM NE 179TH PL TO NE 180TH ST	6	0%	0%	100%	0%
10TH AVE NE FROM 175TH ST TO NE SERPENTINE	7	0%	0%	0%	100%

Projected On-Street Parking Capacity and Utilization Conditions

With the existing capacity and utilization conditions documented, as well as the underlying future growth thresholds established by the 145th and 185th Subarea Final Environmental Impact Statements, it is possible to estimate, at a very high level, potential impacts to on-street parking within and surrounding the subarea. As discussed previously, resident use of on-street parking represents the current highest use of parking. This is gauged by collecting data prior to the standard work day; in the case of this study, prior to 6 AM. Both subarea FEIS estimates assume population and employment growth relatively similar to one another, as shown in Table 7 below, therefore continuing to use pre workday utilization as the constraint is appropriate.

Table 7. Population and Employment growth estimates

	185 th Subarea			145 th Subarea		
	2014	2035*	% Growth	2014	2035*	% Growth
Population	7944	13343	68%	8321	13635	64%
Housing	3310	5500	66%	3467	5681	64%
Employment	1448	2370	64%	1595	2678	68%

*Represents upper threshold values as provided in 145th and 185 Subarea FEIS documents.

According to the most recent US Census Data, in King County an average of 2 vehicles per household are available. Using this information, in conjunction with existing household data, year 2035 household thresholds, code requirements for on-site parking for new construction (including reductions allowed when light rail stations are operating), and existing on-street parking capacity/utilization data, it is possible to broadly estimate parking demand year by year (assuming linear growth). Figure 16 shows 2 scenarios for each subarea; one in which car ownership remains at 2 vehicles per household, and another where it drops to 1.4 vehicles per new household by 2029. The differential in parking demand by 2035 under the two scenarios is approximately 16% for both subareas. The data tables for this figure and additional context for assumptions is provided as [Appendix R](#).

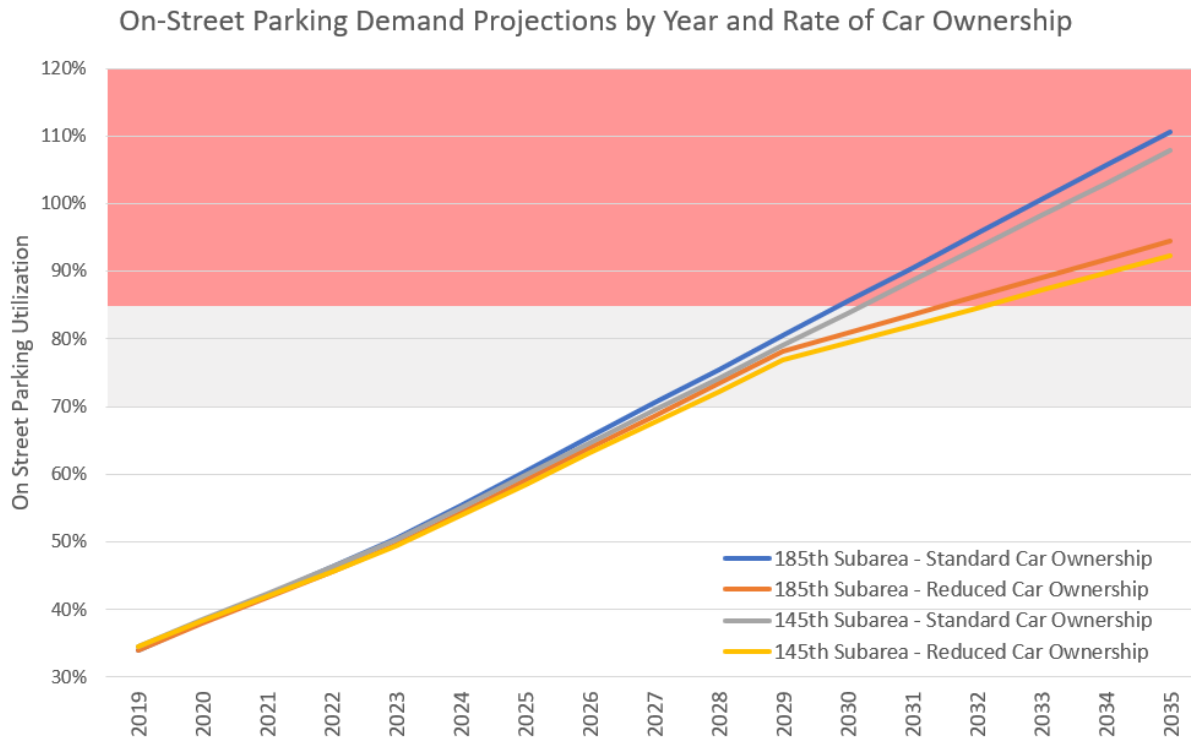


Figure 16. On-street parking demand projections

This projection provides useful information about when the subareas as a whole may begin to approach target and at-capacity on-street parking demand so the City can take the appropriate steps for proactive parking management, and guide provision of on-street parking associated with developer right-of-way improvements. This model can also be adjusted over time to more accurately reflect fluctuations in housing growth year by year which will allow for more accurate projections. It should be noted that the assumption for on-street parking capacity remains fixed in this projection. On-street parking capacity will change over time; in some cases, parking may be added with developer frontage improvements, or with consolidation of driveways, and in others it may be removed to accommodate bicycle facilities for example.

It should also be noted that increased parking demand generated by Sound Transit Light Rail stations is not accounted for. This is because hide-and-ride mitigation is planned to detour trips to the station once the parking garage is full.

Conclusions

The current subarea parking supply generally shows a significant surplus of parking on the vast majority of streets within and surrounding the subareas. Out of 365 total street segments, only 38 were shown to be over 70% capacity (excluding streets with less than 5 vehicle capacity). In nearly every case where a street's use is over 70%, a nearby street with lower parking rates is available within 1000 feet or less. This represents the hardest-felt change residents are currently feeling in isolated locations – where there is less availability of on-street parking in very close proximity to residents' single-family homes due to redevelopment or other nearby trip generators. As these neighborhoods grow and densify, residents who have parked in front of their homes on-street for years will likely find themselves competing with an increased number of residents in the same area. While this is a difficult change for many, on-street parking is a public commodity equally available to all residents and for many years to come, and for many years to come a surplus of on-street parking will still be available to residents within a relatively short walking distance. As the streets in the subareas fill, it will be increasingly important to provide adequate signage and enforcement to ensure safe and organized parking on-street, especially in the near-term, less built-out environment where driveways and intersections are not always clearly identifiable.

Based on estimates discussed in the *Projected On-Street Parking Capacity and Utilization Conditions* section, even in the more conservative trajectory assuming high car ownership and parking stalls constructed at a lower rate than they have been historically, more aggressive parking management tools such as parking meters are not anticipated to be needed or fiscally viable until 2029 or beyond. That said, with additional parking and household data gathered over the next 2 years, projections can be further calibrated and refined to focus on smaller geographic areas where more imminent action may be needed. In addition, significant expansion to the City's RPZ program is likely needed in the near future given the planned start of light rail revenue service in 2024 which will create a significant and immediate demand for parking around both stations.

As described in the *Findings, Conclusions, and Decision City of Shoreline Hearing Examiner Sound Transit Special Use Permit (No. SPL-18-0140)*, Sound Transit's Federal Transit Authority Record of Decision requires that Sound Transit work with the City to develop plans to maintain safe and effective access and circulation, including discouraging cut-through traffic and "hide-and-ride" parking that may occur on residential streets in the station areas, requiring that:

"At least six months prior to the first day of revenue service, Sound Transit and the City would determine the scope and study parameters for the evaluation of parking availability and use in the vicinity of both stations and determine mutually agreed upon threshold(s) at which mitigation actions are necessary".

Shoreline's Subarea Parking Study will inform and provide a baseline for the Sound Transit "hide-and-ride" study process and will help the City to prepare for expected mitigation actions. Per the Record of Decision, Sound Transit is responsible for funding the initial implementation of any parking management strategies for 1 year, such as installing signs for RPZ's, but is not committed to provide resources for enforcement; representing an expanding gap for this element of parking management.

As discussed in the *Existing Parking Management Practices in Shoreline* section, the occurrence of parking violations, and the installation of parking restriction signs responsive to concerns, is on the rise. Although Traffic Services, Shoreline Police, and the Code Enforcement-Customer Response Team all have a part in managing parking Citywide, there is no clear relationship between budget allocation and staff time

necessary to provide consistent customer service around parking management. With 985 parking tickets issued in 2018, and more that would be issued with increased staff, there is potential for a traffic enforcement resource to be self-sustaining through parking ticket revenue. As discussed previously, the monetary penalty for parking violations is generally less than the cost to process the ticket so code changes would be necessary to facilitate this. Establishing a City-adopted monetary penalty represents an opportunity to, at a minimum, reduce or reallocate General Fund operating costs associated with King County District Courts or perhaps more optimally, to fully or partially fund a parking enforcement position to meet the level of service expectations of Shoreline residents.

Supplementing standard on-street parking management tools discussed above, Public Works, Planning and Community Development, and Economic Development should continue to refine and improve on-site parking requirements over time to align code with subarea visions. While Shoreline code is currently right-sized in accordance with today's demand, some provisions are detrimental to goals of lower car ownership - for example the requirement that parking must be bundled with the price of rent - and represent an opportunity for improvement.

In the more distant future, and dependent on market demand, working with developers to establish private-public partnerships represents a great opportunity to integrate ever-expanding and rapidly-changing technologies to provide dynamic information to the traveling public.

Recommendations

This section provides recommended strategies to manage parking in Shoreline light rail station subareas. Once started, it is assumed most of these operational programs and resources would be continued or expanded based on need over time, with funding adjustments occurring with the biennium budget process.

Near-Term (0-5 years)

Over the next several years, steps should be taken to:

- 1. Continue to utilize basic time of day and load zone parking restrictions as needed**

As redevelopment occurs, continue to assess need for load zone restrictions, or other time of day/day of week restrictions as needed. Assessment and implementation typically occur with review of Right-of-Way permits associated with frontage improvements.

- 2. Analyze and adopt a monetary penalty schedule for parking violations specific to City of Shoreline**

More thorough budget analysis would be performed as part of this process, which could help to inform enforcement staffing decisions. Any changes would come before Council for discussion and adoption. If adopted, the penalty schedule should be reviewed and adjusted as needed periodically.

- 3. Fund a position dedicated to parking management and enforcement**

Based on existing and anticipated need to enforce anticipated RPZ's around Sound Transit Light Rail Stations, staff recommends funding a part time position in the 2021-2022 biennium, dependent on the financial analysis and outcomes of revising the parking violation monetary penalty. The position should be periodically reviewed with biennium budget process to determine if/when additional staff resource is needed.

4. Update RPZ policies, procedures and fees to prepare for anticipated new RPZ's surrounding light rail stations

The City currently manages a small RPZ near Shoreline Community College, however the program framework is cumbersome for both staff and residents. Updating the policies, procedures and fees will allow for a more predictable and scalable RPZ program in order to be responsive to the new demands of the light rail stations and surrounding redevelopment. Public Works Staff will also work with Planning and Community Development staff to migrate RPZ permit intake from Public Works to Planning and Community Development as this represents the only permit that Public Works currently takes in directly. In accordance with these RPZ updates, implement new zones as part of Sound Transit Hide-and-Ride mitigation commitment, following Sound Transit's study efforts.

5. Use existing study data to inform the Engineering Development Manual Street Matrix update process

This will be an ongoing effort, using parking data to inform where on-street parking is needed and should be included as part of frontage improvements. Parking utilization data will continue to be collected through 2021 which will provide additional context for this process.

6. Consider updating Transportation Master Plan policies around parking specific to land use context

The City may wish to expand upon or reframe policy T36 in order to allow for a more nuanced approach to parking prioritization as it relates to adjacent land use.

7. Explore potential development code revisions to encourage reduced car ownership

Existing code should be examined for unintended consequences that effectively increase traffic volumes and car ownership. This could include but is not limited to, options to incentivize lower car ownership, removing the current code provision restricting unbundling parking for the interior portion of the subareas to reduce car ownership, and/or expanding on criteria for reduced or revised on-site parking requirements. Fee-in-lieu or other programs could provide a mechanism for shifting private investments from the traditional individual owned car structure to more sustainable modes like walking, biking, transit, car-share or other alternatives.

Mid-Term (5-10 years)

Dependent on growth and light rail station impacts, the following represent potential actions for the mid-term timeframe of 5-10 years.

1. Potential implementation of special use zones

Around light rail stations or other major trip generators, identify key locations for designating curb space for car-share and ride-hail services to maintain safe, consistent, user-friendly transportation options.

2. Establish basic real time parking information technology

If not already implemented or planned within the 5-10 year timeframe, work with Sound Transit to establish real time information for their parking garages in Shoreline to reduce unnecessary trips on City Streets and provide useful information to drivers/riders.

3. Depending on growth, perform a feasibility analysis of metered parking in key locations

If growth is generally on-track with or exceeding projections, collect new parking utilization and demand data in 2028 to determine if metered parking is viable. If utilization shows metered parking may be viable based on demand, prepare more detailed implementation strategy and financial analysis for follow up Council action.

Long-Term (10+ years)

Dependent on growth and status of mid-term recommendations, the following represent potential actions to take in the mid-term timeframe of greater than 10 years.

- 1. Implement metered parking in key locations**

If warranted, begin implementation of metered parking program in high-demand locations within subarea.

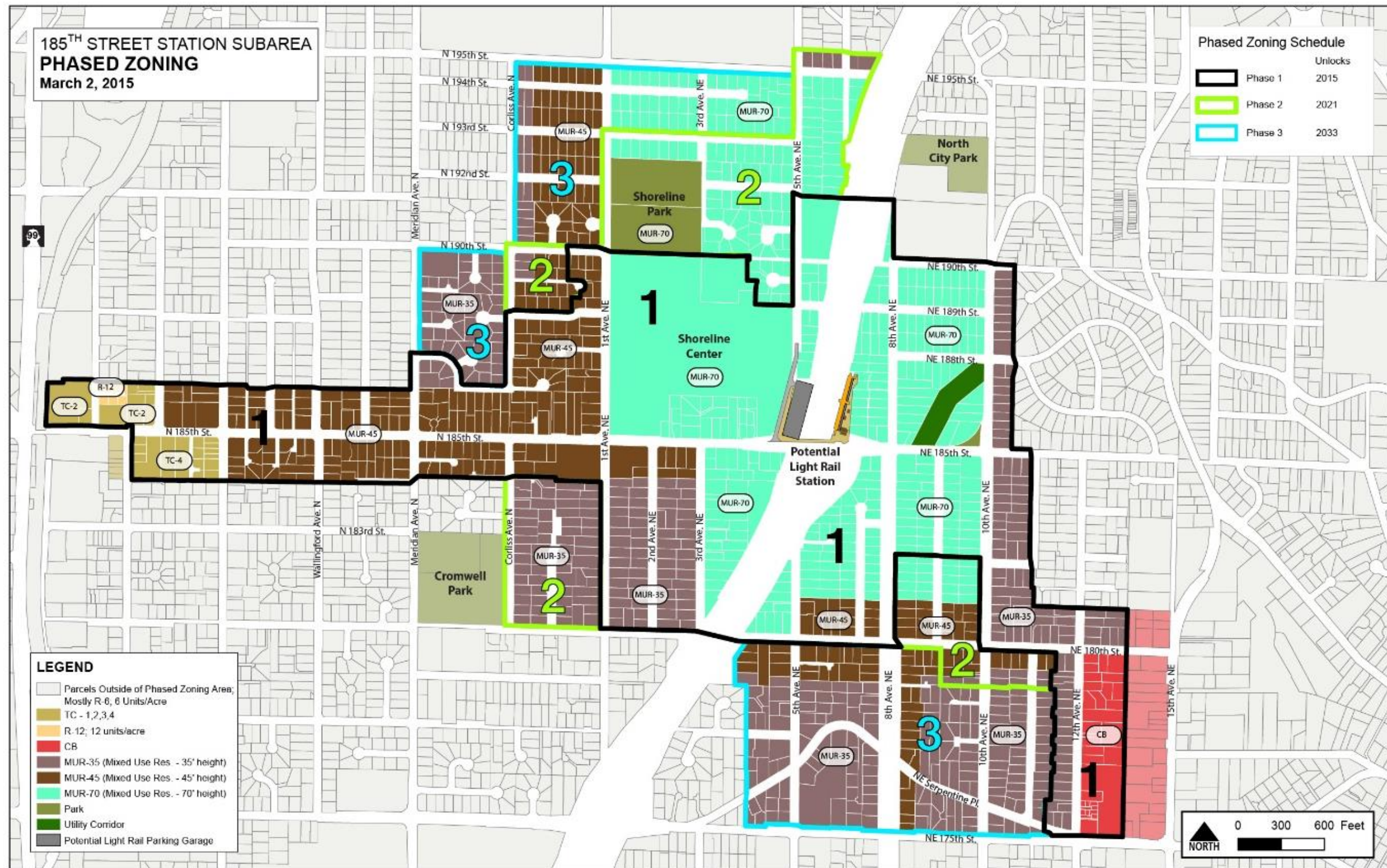
- 2. Expand real time parking information**

Depending on the private infrastructure and market demand, potentially form public-private partnerships to expand real time parking information program.

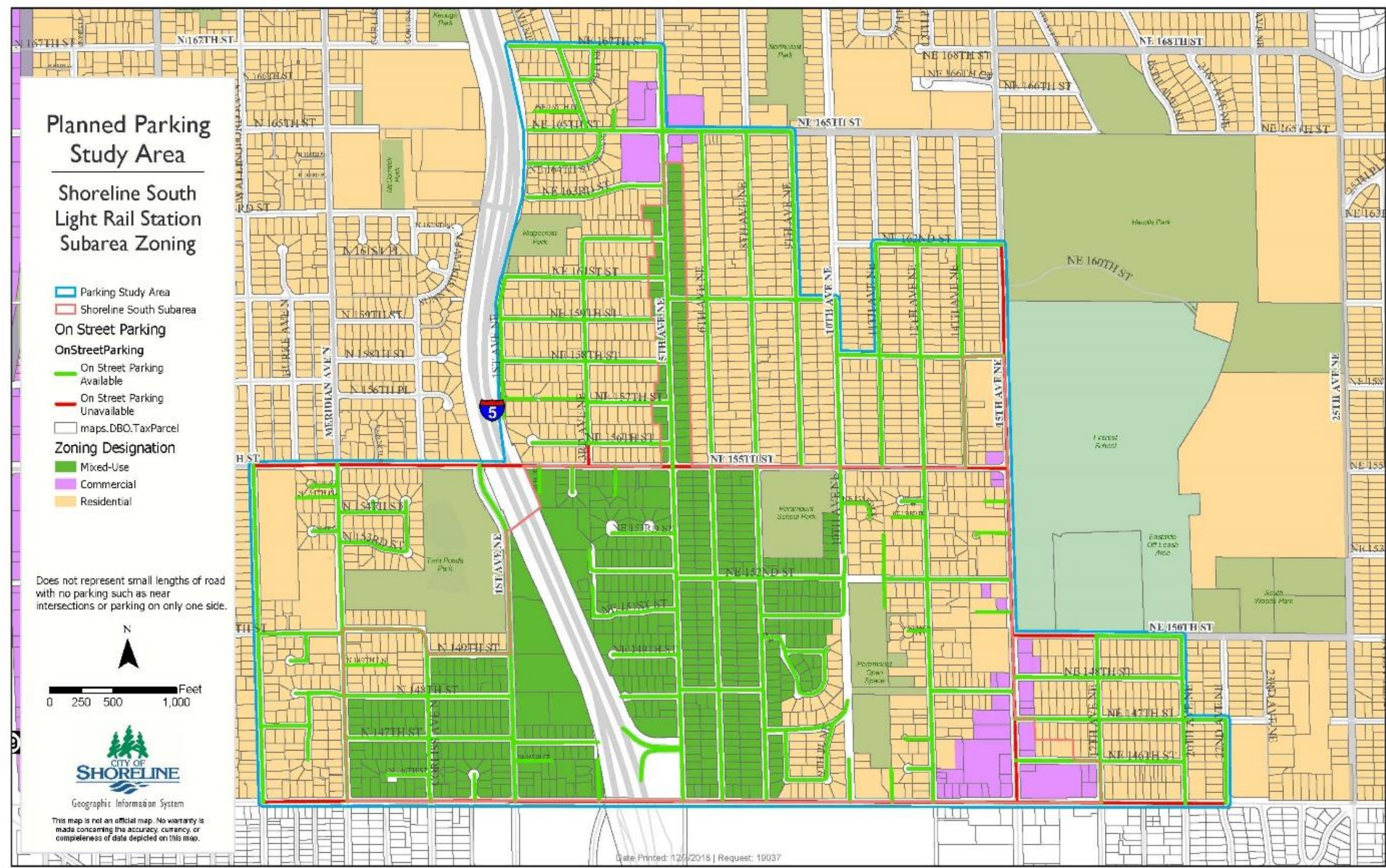
Appendices A-R

Appendix A – 145th & 185th Station Area Zoning Maps

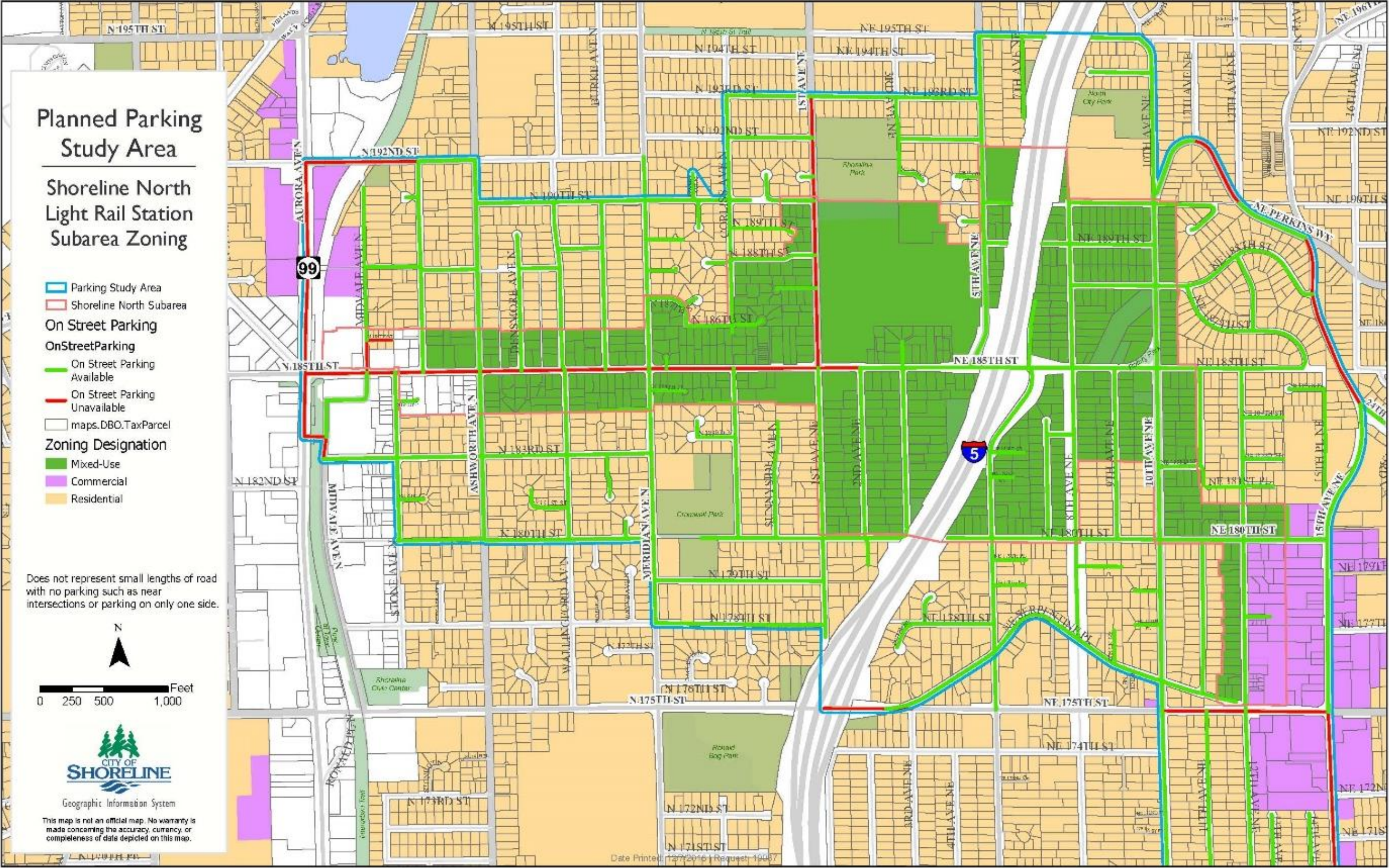




Appendix B – 145th & 185th Parking Study Area



Appendix B – 145th & 185th Parking Study Area



Appendix C – SMC 10.05.030B

(1) Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device, no person shall:

(a) Stop, stand, or park a vehicle:

- (i) On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
- (ii) On a sidewalk or street planting strip;
- (iii) Within an intersection;
- (iv) On a crosswalk;
- (v) Between a safety zone and the adjacent curb or within thirty feet of points on the curb immediately opposite the ends of a safety zone, unless official signs or markings indicate a different no-parking area opposite the ends of a safety zone;
- (vi) Alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic;
- (vii) Upon any bridge or other elevated structure upon a highway or within a highway tunnel;
- (viii) On any railroad tracks;
- (ix) In the area between roadways of a divided highway including crossovers; or
- (x) At any place where official signs prohibit stopping.
- (xi) On public right-of-way unless said vehicle displays current and valid registration tabs properly mounted in accordance with RCW 46.16.010(1);**
- (xii) Within the same block to avoid a time limit regulation specified in that particular area, except as provided in RCW 46.61.582 and 46.61.583;**
- (xiii) Park a commercial vehicle which is more than 80 inches wide overall on any arterial, street or alley in residentially zoned areas as defined in SMC 20.40, Subchapter 1 or on streets or arterials abutting residentially zoned areas between the hours of midnight and six a.m.;**
- (xiv) Directly adjacent to a curbside, next to clearly visible residential mail boxes between 10:00 a.m. and 3:00 p.m. on any day of scheduled mail delivery by the United States Postal Service;**
- (xv) In public locations under circumstances which constitute an unauthorized vehicle;**
- (xvi) Within a bicycle lane, which is that portion of the paved section of the roadway designated by official signs or markings by the city for the movement of bicycles on the roadway;**
- (xvii) Within a transit priority lane designated by official signs or markings by the city as a bus only lane except to execute a right turn or to yield to emergency vehicles;**
- (xviii) Within a dedicated turn lane, which is that portion of the paved section of the roadway designated by official signs or markings by the city for the purpose of making a right or left turn at an intersection or to a side road; and**

(b) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

- (i) In front of a public or private driveway or within five feet of the end of the curb radius leading thereto;
- (ii) Within fifteen feet of a fire hydrant;
- (iii) Within twenty feet of a crosswalk;
- (iv) Within thirty feet upon the approach to any flashing signal, stop sign, yield sign, or traffic control signal located at the side of a roadway;

Appendix C – SMC 10.05.030B

- (v) Within twenty feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within seventy-five feet of said entrance when properly signposted; or
- (vi) At any place where official signs prohibit standing.
- (c) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading property or passengers:
 - (i) Within fifty feet of the nearest rail of a railroad crossing; or
 - (ii) At any place where official signs prohibit parking.
- (2) Parking or standing shall be permitted in the manner provided by law at all other places except a time limit may be imposed or parking restricted at other places but such limitation and restriction shall be by city ordinance or county resolution or order of the secretary of transportation upon highways under their respective jurisdictions.
- (3) No person shall move a vehicle not lawfully under his or her control into any such prohibited area or away from a curb such a distance as is unlawful.
- (4) It shall be unlawful for any person to reserve or attempt to reserve any portion of a highway for the purpose of stopping, standing, or parking to the exclusion of any other like person, nor shall any person be granted such right.
- (5) It shall be unlawful to use a vehicle for human habitation on or in any public right-of-way or parking area. "Human habitation" means the use of a vehicle for sleeping, setting up housekeeping or cooking.**

Appendix D - SMC 10.05.030A

A. WAC 308-330-406 is amended to read as follows:

WAC 308-330-406 RCW sections adopted – Abandoned, unauthorized, and junk vehicle tow truck operators. The following sections of the Revised Code of Washington (RCW) pertaining to abandoned, unauthorized, and junk vehicle tow truck operators as now or hereafter amended are hereby adopted by reference as a part of this chapter in all respects as though such sections were set forth herein in full:

RCW 46.55.020, 46.55.025, 46.55.035, 46.55.037, 46.55.040, 46.55.050, 46.55.060, 46.55.063, 46.55.070, 46.55.075, 46.55.080, 46.55.085, 46.55.090, 46.55.100, 46.55.105, 46.55.110, 46.55.130, 46.55.140, 46.55.150, 46.55.160, 46.55.170, 46.55.230, and 46.55.240.

1. RCW 46.55.010 is adopted with the following amendments to subsections (4) and (13):

- (1) "Abandoned vehicle" means a vehicle that a registered tow truck operator has impounded and held in the operator's possession for one hundred twenty consecutive hours.
- (2) "Immobilize" means the use of a locking wheel boot that, when attached to the wheel of a vehicle, prevents the vehicle from moving without damage to the tire to which the locking wheel boot is attached.
- (3) "Abandoned vehicle report" means the document prescribed by the state that the towing operator forwards to the department after a vehicle has become abandoned.
- (4) "Impound" means to take and hold a vehicle in legal custody. There are two types of impounds—public and private.
 - (a) "Public impound" means that the vehicle has been impounded at the direction of a law enforcement officer or by a public official having jurisdiction over the public property upon which the vehicle was located.
 - (b) "Private impound" means that the vehicle has been impounded at the direction of a person having control or possession of the private property upon which the vehicle was located.
- (5) "Junk vehicle" means a vehicle certified under RCW 46.55.230 as meeting at least three of the following requirements:**
 - a) Is three years old or older;**
 - b) Is extensively damaged, such damage including but not limited to any of the following: A broken window or windshield, or missing wheels, tires, motor, or transmission;**
 - c) Is apparently inoperable including a condition which makes the vehicle incapable of being operated legally on a public highway;**
 - d) Has an approximate fair market value equal only to the approximate value of the scrap in it;**
- (6) "Master log" means the document or an electronic facsimile prescribed by the department and the Washington state patrol in which an operator records transactions involving impounded vehicles.
- (7) "Registered tow truck operator" or "operator" means any person who engages in the impounding, transporting, or storage of unauthorized vehicles or the disposal of abandoned vehicles.
- (8) "Residential property" means property that has no more than four living units located on it.
- (9) "Suspended license impound" means an impound ordered under RCW 46.55.113 because the operator was arrested for a violation of RCW 46.20.342 or 46.20.345.
- (10) "Tow truck" means a motor vehicle that is equipped for and used in the business of towing vehicles with equipment as approved by the state patrol.

Appendix D - SMC 10.05.030A

(11) "Tow truck number" means the number issued by the department to tow trucks used by a registered tow truck operator in the state of Washington.

(12) "Tow truck permit" means the permit issued annually by the department that has the classification of service the tow truck may provide stamped upon it.

(13) "Tow truck service" means the transporting upon the public streets and highways of this state of vehicles, together with personal effects and cargo, by a tow truck of a registered operator.

(14) "Unauthorized vehicle" means a vehicle that is subject to impoundment after being left unattended in one of the following public or private locations for the indicated period of time:

Subject to removal after:

(a) Public locations:

- | | | |
|-------|--|-------------|
| (i) | Constituting an accident or a traffic hazard as defined in RCW 46.55.113 | Immediately |
| (ii) | On a highway and tagged as described in RCW 46.55.085 | 24 hours |
| (iii) | In a publicly owned or controlled parking facility, properly posted under RCW 46.55.070 | Immediately |
| (iv) | Vehicles used for human habitation under RCW 46.61.570(5) as adopted in subsection (B)(1) of this section | 24 hours |
| (v) | Failing to display registration tabs properly mounted in accordance with RCW 46.16.240, 46.16.047, 46.16.160, and WAC 308-96A-295 and in compliance with RCW 46.55.113 as adopted in subsection (A)(2) of this section | 24 hours |

(b) Private locations

- | | | |
|-------|--|-------------|
| (i) | On residential property | Immediately |
| (ii) | On private, nonresidential property, properly posted under RCW 46.55.070 | Immediately |
| (iii) | On private, nonresidential property, not posted | 24 hours |

2. RCW 46.55.113 is adopted with the following amendment to subsection (2):

(1) Whenever the driver of a vehicle is arrested for a violation of RCW 46.20.342 or 46.20.345, the vehicle is subject to summary impoundment, pursuant to the terms and conditions of an applicable local ordinance or state agency rule at the direction of a law enforcement officer.

(2) In addition, a police officer may take custody of a vehicle, at his or her discretion, and provide for its prompt removal to a place of safety under any of the following circumstances:

(a) Whenever a police officer finds a vehicle standing upon the roadway in violation of any of the provisions of RCW 46.61.560, the officer may provide for the removal of the vehicle or require the driver or other person in charge of the vehicle to move the vehicle to a position off the roadway;

(b) Whenever a police officer finds a vehicle unattended upon a highway where the vehicle constitutes an obstruction to traffic or jeopardizes public safety;

(c) Whenever a police officer finds an unattended vehicle at the scene of an accident or when the driver of a vehicle involved in an accident is physically or mentally incapable of deciding upon steps to be taken to protect his or her property;

(d) Whenever the driver of a vehicle is arrested and taken into custody by a police officer;

(e) Whenever a police officer discovers a vehicle that the officer determines to be a stolen vehicle;

Appendix D - SMC 10.05.030A

(f) Whenever a vehicle without a special license plate, card, or decal indicating that the vehicle is being used to transport a disabled person under RCW 46.16.381 is parked in a stall or space clearly and conspicuously marked under RCW 46.61.581 which space is provided on private property without charge or on public property;

(g) Upon determining that a person is operating a motor vehicle without a valid driver's license in violation of RCW 46.20.005 or with a license that has been expired for ninety days or more;

(h) When a vehicle is illegally occupying a truck, commercial loading zone, restricted parking zone, bus, loading, hooded-meter, taxi, street construction or maintenance, or other similar zone where, by order of the director of transportation or chiefs of police or fire or their designees, parking is limited to designated classes of vehicles or is prohibited during certain hours, on designated days or at all times, if the zone has been established with signage for at least twenty-four hours and where the vehicle is interfering with the proper and intended use of the zone. Signage must give notice to the public that a vehicle will be removed if illegally parked in the zone;

(i) When a vehicle with an expired registration of more than forty-five days is parked on a public street;

(j) When the vehicle is a junk vehicle and is parked, wholly or partially, on a public right-of-way.

(3) When an arrest is made for a violation of RCW 46.20.342, if the vehicle is a commercial vehicle or farm transport vehicle and the driver of the vehicle is not the owner of the vehicle, before the summary impoundment directed under subsection (1) of this section, the police officer shall attempt in a reasonable and timely manner to contact the owner of the vehicle and may release the vehicle to the owner if the owner is reasonably available, as long as the owner was not in the vehicle at the time of the stop and arrest and the owner has not received a prior release under this subsection or *RCW 46.55.120(1)(a)(ii).

(4) Nothing in this section may derogate from the powers of police officers under the common law. For the purposes of this section, a place of safety may include the business location of a registered tow truck operator.

(5) For purposes of this section "farm transport vehicle" means a motor vehicle owned by a farmer and that is being actively used in the transportation of the farmer's or another farmer's farm, orchard, aquatic farm, or dairy products, including livestock and plant or animal wastes, from point of production to market or disposal, or supplies or commodities to be used on the farm, orchard, aquatic farm, or dairy, and that has a gross vehicle weight rating of 7,258 kilograms (16,001 pounds) or more.

3. RCW 46.55.120 is adopted with the following addition of subsection (1)(f):

(1) Vehicles or other items of personal property registered or titled with the department are impounded by registered tow truck operators pursuant to RCW 46.55.080, 46.55.085, 46.55.113, or 9A.88.140 may be redeemed only under the following circumstances:

...

(f) To redeem vehicles impounded under RCW 46.20.342, RCW 46.61.502 and RCW 46.61.504, the redeeming individual must obtain an authorization to release from the Shoreline Police Department, verifying proof of ownership or authorization under subsection (a), liability insurance for the vehicle, a valid driver's license and payment of an administrative fee as

Appendix D - SMC 10.05.030A

established in Chapter 3.01 SMC. The administrative fee shall be for the purposes of offsetting City costs of implementing, enforcing and administering the impound.

Appendix E - SMC 20.50 subchapter 6 - Minimum On-site Parking Requirements

20.50.380 Purpose.

The purpose of this subchapter is to establish standards for parking, access, pedestrian and vehicular circulation, and bicycle facilities as follows:

- A. To ensure that the parking and circulation aspects of all developments are well designed with regards to safety, efficiency and convenience of vehicles, bicycles, pedestrians, and transit.
- B. To provide convenient and safe access to all buildings and adequate parking for all developments.
- C. To reduce demand for parking by encouraging alternative means of transportation, including public transit, rideshare, and bicycles.
- D. To promote efficiency through reductions in the number of parking stalls, shared driveway access and shared parking facilities.
- E. To assure safe, convenient, efficient and adequately sized parking facilities.
- F. To increase pedestrian mobility and provide safe, pleasant and direct pedestrian access. (Ord. 238 Ch. V § 6(A), 2000).

20.50.385 Thresholds – Required site improvements.

Repealed by Ord. 654. (Ord. 581 § 1 (Exh. 1), 2010; Ord. 515 § 1, 2008; Ord. 299 § 1, 2002).

20.50.390 Minimum off-street parking requirements – Standards.

- A. Off-street parking areas shall contain at a minimum the number of parking spaces stipulated in Tables 20.50.390A through 20.50.390D.

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Single detached/townhouse:	2.0 per dwelling unit. 1.0 per dwelling unit in the MUR zones for single-family attached/townhouse dwellings.
Apartment:	Ten percent of required spaces in multifamily and residential portions of mixed use development must be equipped with electric vehicle infrastructure for units where an individual garage is not provided. ¹
Studio units:	0.75 per dwelling unit
One-bedroom units:	0.75 per dwelling unit
Two-bedroom plus units:	1.5 per dwelling unit
Accessory dwelling units:	1.0 per dwelling unit
Mobile home park:	2.0 per dwelling unit

Appendix E - SMC 20.50 subchapter 6 - Minimum On-site Parking Requirements

¹ Electric vehicle infrastructure requires that the site design must provide conduit for wiring and data, and associated ventilation to support the additional potential future electric vehicle charging stations pursuant to the most current edition of the National Electrical Code Article 625.

If the formula for determining the number of electric vehicle parking spaces results in a fraction, the number of required electric vehicle parking spaces shall be rounded to the nearest whole number, with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

Table 20.50.390B – Special Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Bed and breakfast guesthouse:	1 per guest room, plus 2 per facility
Residential care facilities:	1 per 3 patients, plus 1 per FTE employee on duty
Dormitory, including religious:	1 per 2 units
Hotel/motel, including organizational hotel/lodging:	1 per unit
Senior citizen assisted:	1 per 3 dwelling or sleeping units

Note: Square footage in this subchapter refers to net usable area and excludes walls, corridors, lobbies, bathrooms, etc.

Table 20.50.390C – General Nonresidential Parking Standards

NONRESIDENTIAL USE	MINIMUM SPACES REQUIRED
General services uses:	1 per 300 square feet
Professional office uses:	1 per 500 square feet
Manufacturing uses:	0.9 per 1,000 square feet
Recreation/culture uses:	1 per 300 square feet
Regional uses:	(Director)
Retail trade uses:	1 per 400 square feet

Note: Square footage in this subchapter refers to net usable area and excludes walls, corridors, lobbies, bathrooms, etc.

Table 20.50.390D – Special Nonresidential Standards

NONRESIDENTIAL USE	MINIMUM SPACES REQUIRED
Bowling center:	2 per lane
Houses of worship	1 per 5 fixed seats, plus 1 per 50 square feet of gross floor area without fixed seats used for assembly purposes
Conference center:	1 per 3 fixed seats, plus 1 per 50 square feet used for assembly purposes without fixed seats, or 1 per bedroom, whichever results in the greater number of spaces

Appendix E - SMC 20.50 subchapter 6 - Minimum On-site Parking Requirements

NONRESIDENTIAL USE	MINIMUM SPACES REQUIRED
Construction and trade:	1 per 300 square feet of office, plus 1 per 3,000 square feet of storage area
Courts:	3 per courtroom, plus 1 per 50 square feet of fixed-seat or assembly area
Daycare I:	2 per facility, above those required for the baseline of the underlying zone
Daycare II:	2 per facility, plus 1 for each 20 clients
Elementary schools:	1.2 per staff member
Fire facility:	(Director)
Food stores less than 15,000 square feet:	1 per 350 square feet
Funeral home/crematory:	1 per 50 square feet of chapel area
Fuel service stations with grocery, no service bays:	1 per facility, plus 1 per 300 square feet of store
Fuel service stations without grocery:	3 per facility, plus 1 per service bay
Golf course:	3 per hole, plus 1 per 300 square feet of clubhouse facilities
Golf driving range:	1 per tee
Heavy equipment repair:	1 per 300 square feet of office, plus 0.9 per 1,000 square feet of indoor repair area
High schools with stadium:	1 per staff member plus 1 per 10 students, and 1 per 3 fixed seats in stadium
High schools without stadium:	1 per staff member, plus 1 per 10 students
Home occupation:	In addition to required parking for the dwelling unit, 1 for any nonresident employed by the home occupation and 1 for patrons when services are rendered on site
Hospital:	1 per bed
Middle/junior high schools:	1.2 per staff member
Nursing and personal care facilities:	1 per 4 beds
Outdoor advertising services:	1 per 300 square feet of office, plus 0.9 per 1,000 square feet of storage area
Outpatient and veterinary clinic offices:	1 per 300 square feet of office, labs, and examination rooms
Park/playfield:	(Director)
Police facility:	(Director)
Public agency archives:	0.9 per 1,000 square feet of storage area, plus 1 per 50 square feet of waiting/reviewing area
Public agency yard:	1 per 300 square feet of offices, plus 0.9 per 1,000 square feet of indoor storage or repair area
Restaurants:	1 per 75 square feet in dining or lounge area

Appendix E - SMC 20.50 subchapter 6 - Minimum On-site Parking Requirements

NONRESIDENTIAL USE	MINIMUM SPACES REQUIRED
Self-storage facilities:	1 per 0.000130 square feet of storage area, plus 2 for any resident director's unit
Specialized instruction schools:	1 per classroom, plus 1 per 2 students
Theater:	1 per 3 fixed seats
Vocational schools:	1 per staff member, plus 1 per 2 students
Warehousing and storage:	1 per 300 square feet of office, plus 0.5 per 1,000 square feet of storage area
Wholesale trade uses:	0.9 per 1,000 square feet
Winery/brewery:	0.9 per 1,000 square feet, plus 1 per 50 square feet of tasting area

Exception 20.50.390(A)(1): If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces shall be rounded to the nearest whole number, with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

Exception 20.50.390(A)(2): When the City of Shoreline has received a shell building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitations of the shell permit. When the range of possible uses results in different parking requirements, the Director will establish the amount of parking based on a likely range of uses.

Exception 20.50.390(A)(3): Where other provisions of this Code stipulate higher maximum parking or reduced minimum parking requirements, those provisions shall apply.

Exception 20.50.390(A)(4): Minimum parking requirements may be reduced through provisions in SMC 20.50.400.

B. Off-street parking ratios expressed as number of spaces per square feet shall be based on the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include, but are not limited to, building maintenance areas, storage areas, closets, or restrooms.

C. For all nonresidential uses, the maximum amount of allowed parking shall not exceed 50 percent over the minimum required number of stalls. Any proposal for parking that exceeds 10 percent over the minimum required number of stalls must be approved by the Director.

D. Any amount of surface parking lot that is over the minimum required number of stalls shall be paved with permeable pavement. (Ord. 850 § 1 (Exh. A), 2019; Ord. 824 § 1 (Exh. A), 2018; Ord. 767 § 1 (Exh. A), 2017; Ord. 731 § 1 (Exh. A), 2015; Ord. 706 § 1 (Exh. A), 2015; Ord. 669 § 1 (Exh. A), 2013; Ord. 663 § 1 (Exh. 1), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 581 § 1 (Exh. 1), 2010; Ord. 238 Ch. V § 6(B-1), 2000).

20.50.400 Reductions to minimum parking requirements.

A. Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:

Appendix E - SMC 20.50 subchapter 6 - Minimum On-site Parking Requirements

1. On-street parking along the parcel's street frontage.
 2. Shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. The number of on-site parking stalls requested to be reduced must match the number provided in the agreement. A record on title with King County is required.
 3. Parking management plan according to criteria established by the Director.
 4. A City approved residential parking zone (RPZ) for the surrounding neighborhood within one-quarter mile radius of the subject development. The RPZ must be paid by the developer on an annual basis.
 5. A high-capacity transit service stop within one-quarter mile of the development property line with complete City approved curbs, sidewalks, and street crossings.
 6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.
 7. City approved traffic calming or traffic diverting facilities to protect the surrounding single-family neighborhoods within one-quarter mile of the development.
 8. Retention of at least 20 percent of the significant trees on a site zoned MUR-70'.
 9. Replacement of all significant trees removed on a site zoned MUR-70' as follows:
 - a. One existing significant tree of eight inches in diameter at breast height for conifers or 12 inches in diameter at breast height for all others equals one new tree.
 - b. Each additional three inches in diameter at breast height equals one additional new tree, up to three trees per significant tree removed.
 - c. Minimum Size Requirements for Replacement Trees under This Provision.
Deciduous trees shall be at least one and one-half inches in caliper and evergreens six feet in height.
- B. A project applying for parking reductions under the Deep Green Incentive Program may be eligible based on the intended certification. Parking reductions are not available in R-4 and R-6 zones. Reductions will be based on the following tiers:
1. Tier 1 – Living Building or Living Community Challenge Certification: up to 50 percent reduction in parking required under SMC 20.50.390 for projects meeting the full International Living Future Institute (ILFI) program criteria;
 2. Tier 2 – Living Building Petal or Emerald Star Certification: up to 35 percent reduction in parking required under SMC 20.50.390 for projects meeting the respective ILFI or Built Green program criteria;

Appendix E - SMC 20.50 subchapter 6 - Minimum On-site Parking Requirements

8/27/2019

Print Preview

3. Tier 3 – LEED Platinum, 5-Star, PHIUS+ Source Zero/Salmon Safe, or Zero Energy/Salmon Safe Certification: up to 20 percent reduction in parking required under SMC 20.50.390 for projects meeting the respective US Green Building Council, Built Green, PHIUS, ILFI and/or Salmon Safe program criteria.
 4. Tier 4 – PHIUS+ or 4-Star: up to five percent reduction in parking required under SMC 20.50.390 for projects meeting the PHIUS or Built Green program criteria.
- C. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.
- D. The Director may impose performance standards and conditions of approval on a project, including a financial guarantee.
- E. Reductions of up to 50 percent may be approved by the Director for the portion of housing providing low-income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development.
- F. A parking reduction of 25 percent may be approved by the Director for multifamily development within one-quarter mile of the light rail station. These parking reductions may not be combined with parking reductions identified in subsections A and E of this section.
- G. Parking reductions for affordable housing or the Deep Green Incentive Program may not be combined with parking reductions identified in subsection A of this section. (Ord. 839 § 1 (Exh. A), 2019; Ord. 833 § 1 (Exh. A), 2018; Ord. 760 § 1 (Exh. A), 2017; Ord. 731 § 1 (Exh. A), 2015; Ord. 706 § 1 (Exh. A), 2015; Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 6(B-2), 2000).

Appendix F - Current City of Shoreline RPZ Guidelines



Residential Parking Zone (RPZ) Program Guidelines

INTRODUCTION

The Residential Parking Zone (RPZ) Program has been developed to help ease parking congestion in residential neighborhoods.

A Residential Parking Zone is established in a neighborhood to discourage long-term parking by non-residents on residential streets. This parking zone may be appropriate where the parking congestion is caused by being near a business district, a hospital, school, or factory with limited on-site parking. An RPZ is not appropriate where residents themselves own more cars than there are parking spaces available.

An RPZ involves the posting of parking time limits or other parking prohibitions from which local residents are exempt if a valid permit is displayed in their vehicle. The following images illustrate typical RPZ signs although the actual parking restriction may vary depending on the local conditions:



Figure 1 – Samples of RPZ signing

TYPES OF PERMITS

Annual Permit

Residents within the boundary may purchase one permit for each vehicle they own. The cost of each permit is \$17.50 and is renewed annually. The permit is not transferable. The fees collected pay for the administrative cost of the permits and as such, the fee is not prorated.

Guest Permit

Each household within the boundary is eligible to receive one free guest permit if they purchase an annual permit. There will be no charge for this guest permit. A guest permit is transferable among vehicles. Usage of guest permits is limited to seven (7) days per month. Only two guest permits will be issued per household.

Appendix F - Current City of Shoreline RPZ Guidelines

Temporary Permits

Each household is eligible to purchase temporary permits for \$17.50. Temporary permits are good for 30 days, and they are transferable. The permits can only be issued to residents who live within the RPZ boundary. There is no limit to the number of temporary permits that can be issued to a household.

Group Permit

Residents within a boundary are eligible to purchase a group permit for special events. The cost of the residential parking permit is \$17.50, and is good for the 24-hour period specified on the permit. There is no limit to the number of vehicles covered under a group permit.

Permits cannot be issued to non-residents or owners and employees, of non-residential land uses. The different types are summarized in Figure 2 below:

Permit Type	Cost	Time Limit	Transferable	Limitations
Annual	\$17.50	Up to one year	No	One permit per vehicle
Guest	Free	7 days per month	Yes	Maximum of two permits per household
Temp	\$17.50	30 days	Yes	No Limits
Group	\$17.50	24 hours	Yes	No Limits

Figure 2 – Comparison of Permit Features

HOW TO INITIATE AN RPZ FOR YOUR NEIGHBORHOOD

A petition signed by at least seven (7) residents needs to be submitted to Traffic Services, describing the problem and delineating the boundaries of the parking problem. The recommended minimum area for an RPZ is five blocks, or five block equivalents (about a quarter mile). Please visit the Traffic Services Parking Program webpage at: <http://www.shorelinewa.gov/government/departments/public-works/traffic-services> to download, fill out and distribute for additional resident support the RPZ petition form. Please contact Traffic Services staff if you are unable to access this information via the internet. Completed forms should be sent in electronic format to kdedinsky@shorelinewa.gov.

Or mailed to:

City of Shoreline
Attn: Traffic Services
17500 Midvale Ave N
Shoreline WA 98133-4905

If the City determines that a Residential Parking Zone may be appropriate for an area, City staff will contact impacted residents and schedule a parking study.

City Action

When we begin to take action on a request, we will first organize a neighborhood committee representing community interests. This committee's task will be to design an RPZ that will meet the parking needs of the community.

Appendix F - Current City of Shoreline RPZ Guidelines

At the same time, we will study the area's parking situation. An RPZ will be established if the parking problem meets the following criteria:

- There is an identifiable parking generator.
- The parking problem exists on at least five contiguous blocks or 5 block equivalents.
- 75% of the parking spaces are being utilized during the peak hours of the traffic generator.
- 25% of the cars belong to non-residents.

Community Action

Votes of support must be gathered from at least 60% of the households (owners or renters) within the affected area. Only one signature per household is counted.

If the area fails to meet the parking study criteria or fails to gain 60% support for an RPZ, then the City will not designate a parking zone in that neighborhood. If the area meets these requirements, then the City will designate the parking zone and begin installing the appropriate signs and issuing permits.

Time Frame

The time frame for implementing a typical RPZ is about 6 to 9 months, however the time it takes to create an RPZ depends heavily on the local conditions. Such conditions include area size, severity of the parking problem, surrounding land use, and community commitment.

Expansion of the Zone

Expansion of existing zones may be approved on a contiguous block-by-block basis, with signatures from 60% of those residents and a determination that an RPZ is appropriate for that block.

RESIDENTIAL PARKING PERMIT REQUIREMENTS

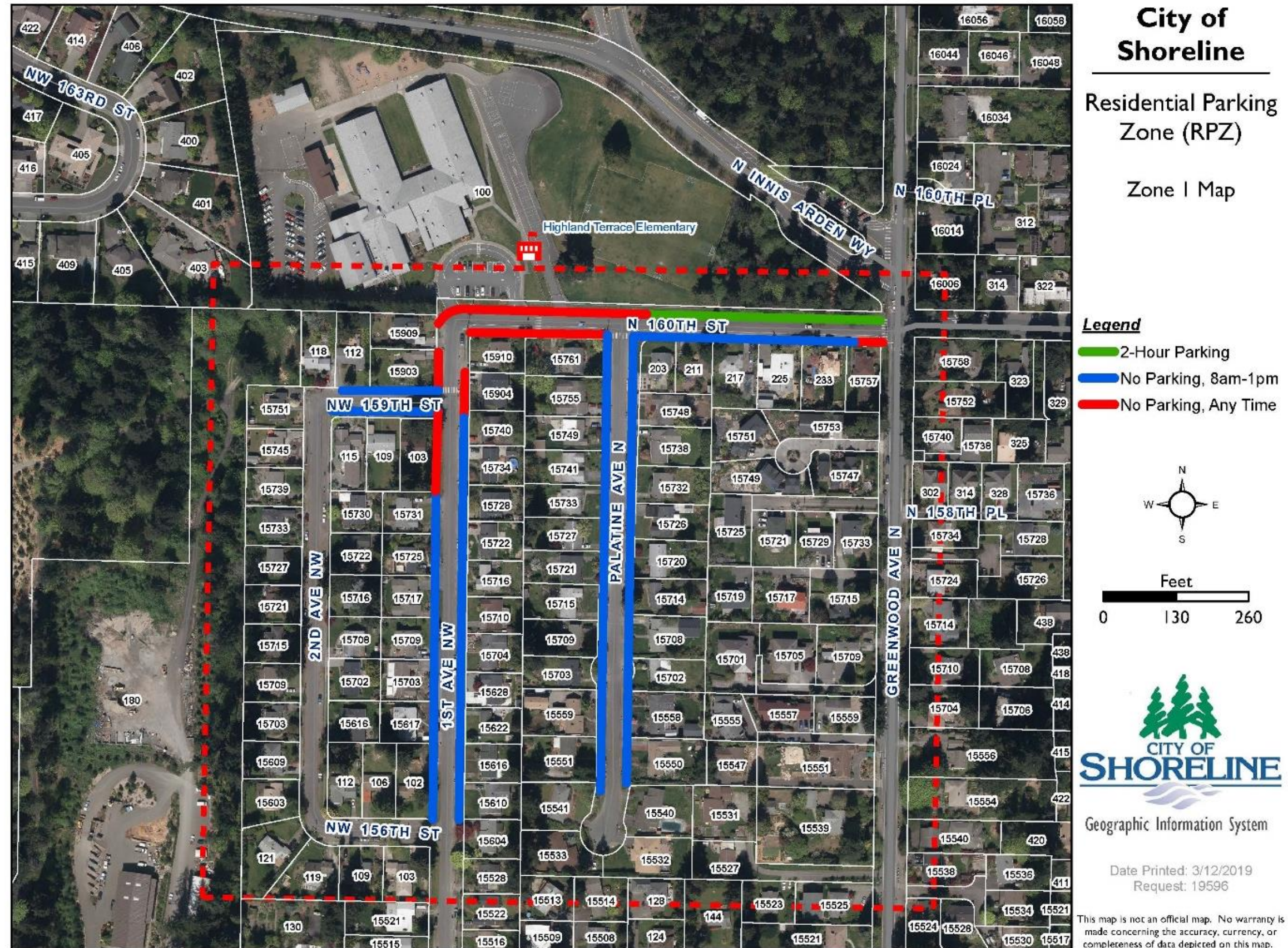
To qualify for a Residential Parking Permit you must live within the boundaries of a Residential Parking Zone (RPZ). Before applying for a permit, please visit our website at: <http://www.shorelinewa.gov/government/departments/public-works/traffic-services> or call (206) 801-2431 to verify that your house is within a zone.

To obtain an annual RPZ permit, residents need to provide the City with:

- Current (dated within the last 30 days) proof of residency showing the resident's name and address. This can be a bill, bank statement, rent receipt, or other form of official mail.
- A copy of the resident's current Washington State Vehicle Registration. The vehicle must be registered to the resident applying for the parking zone permit. Titles, temporary registrations and bills of sale are not accepted. Out-of-state registration is accepted only for active duty military personnel or out-of-state students providing proof of non-resident status

The RPZ Permit Form is available online at:

<http://www.shorelinewa.gov/government/departments/public-works/traffic-services>



Appendix H - APWA Policy 34.10 Residential Handicapped Parking Zones

Chapter No. 34	Parking
Practice No. 10	Residential Handicapped Parking Zones

Practice statement: A policy and procedure for designating handicap parking zones adjacent to residential property is adopted.

Assigned to: Kendra Dedinsky

Agency Compliance:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Fully Compliant | <input type="checkbox"/> Non-Compliant |
| <input type="checkbox"/> Substantially Compliant | <input type="checkbox"/> Non-Applicable |
| <input type="checkbox"/> Partially Compliant | |

Approval and installation of accessible parking zones within public right of way is overseen by the City Traffic Engineer. All requests for accessible parking zones within public right of way are submitted to Traffic Services for review and approval. Accessible zones are approved if:

- 1) The adjacent on-street location provides better accessibility to the residence or business than existing off-street location(s) associated with the parcel, if any; and
- 2) is in compliance with parking regulations established by Ordinance 399; and
- 3) upon review, parking at the requested location does not constitute a safety, sight distance, or traffic flow obstruction.

Where established, accessible zones will be signed in accordance with MUTCD standards.

When Traffic Services is notified that the space is no longer being utilized, contact will be made with the adjacent property and upon verification, the regulatory sign will be removed.

Documents and Directives:

[City of Shoreline Ordinance 399 – Adoption of Model Traffic Ordinance and Amendments](#)
[WAC 308-330-265 – Traffic Engineer Authority](#)
[MUTCD – Part 2B](#)
[Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way](#)

Change Record:

09/16/16 – Presentation to ARC. Adopted.

Approved By:

Public Works Director

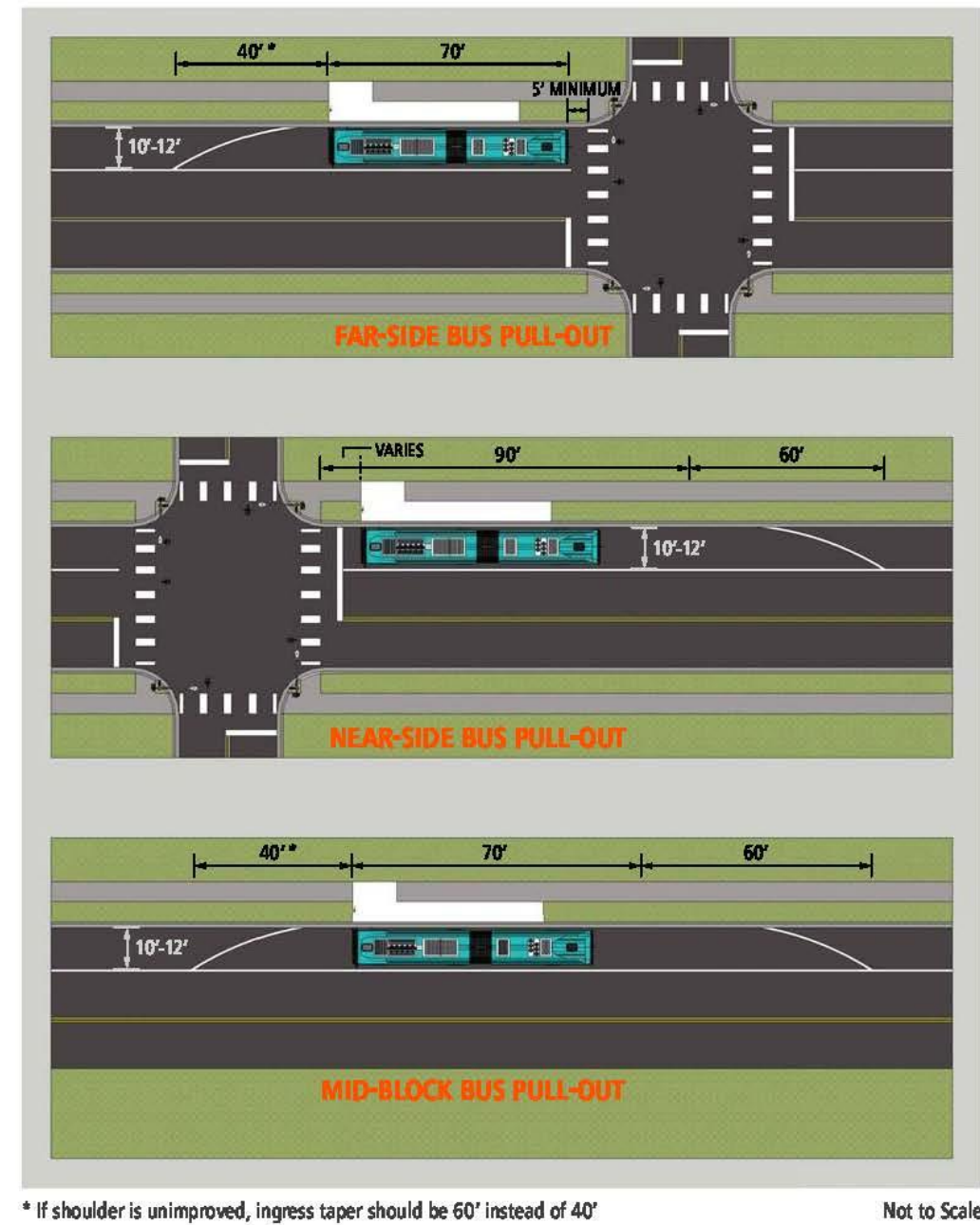
Name: Randy Witt **Signature:** _____ **Date:** _____

Accreditation Manager

Name: Susana Villamarin **Signature:** _____ **Date:** _____

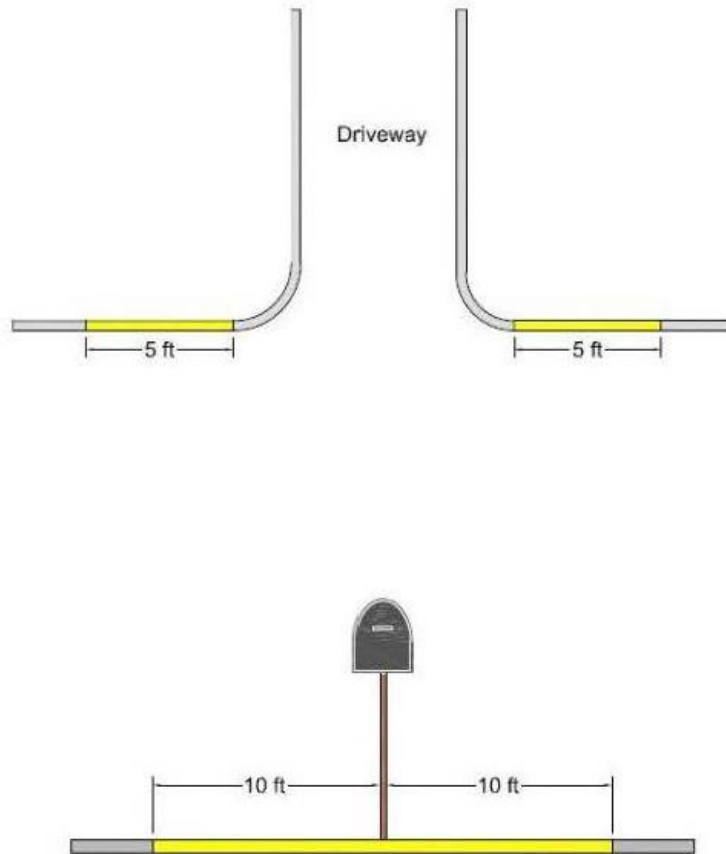
CHAPTER 3: VEHICLE AND STREET DESIGN STANDARDS

Figure 3.2-2. Bus Pull-out Designs for Streets with Speed Limits of Less than 40 mph



Appendix J - Curb Paint Diagram

According to [Shoreline Model Traffic Ordinance](#) and Washington State law, drivers are not allowed to park next to mail boxes between 10 AM and 3 PM on a scheduled mail delivery day. Additionally, it is illegal to park within 5 feet of a driveway. Residents can paint the curb adjacent to their driveways and/or curb in front of mailboxes “traffic yellow” as shown in this diagram:



Yellow Curb Paint to extend no longer than 10 ft on either side of mailbox.
If mailboxes are grouped, 10 ft can be measured from outer mailbox.

If you need additional assistance or no curb exists, please contact Traffic Services staff.

Appendix K - Abandoned Vehicle Tagging

Abandoned Vehicle Tagging Program

Abandoned vehicle tagging is currently completed by the Code Enforcement & Customer Response Team (CECRT) at the request of Shoreline Police. The intent was to remove this task from the Shoreline Police's workplan to free up officers to address more pressing issues.

Responses are based on a single or any combination of four violations;

1. Vehicle not moved in 72 hours or greater
2. Vehicle for Sale in the Right-of-Way

KCC 14A.50.130.A2

Advertising and sales, washing, greasing, repairs.

- A. No person shall park any vehicle upon any county road for the principle purpose of:*
 - 2. Displaying such vehicle for sale*

3. Extensively Damaged/Inoperable

KCC 46.08.040.A(10) Whenever a wrecked, dismantled or inoperative vehicle is left on the public right of way, or on a publicly owned or controlled property

4. Expired License Tabs

10.05.030 Failing to display registration tabs properly mounted in accordance with RCW 46.16.240, 46.16.047, 46.16.160 and WAC 308-96A-295 and in compliance with RCW 46.55.113 as adopted in subsection (A)(2) of this section.

CECRT receives a request that there is an abandoned vehicle that needs to be investigated for tagging, these requests come in in a variety of ways, some of which are listed below;

- Walk in
- Phone
- CRTeam e-mail
- See Click Fix
- City Staff or Police/internal referral

CECRT checks the City Works service request system to help prevent request/data duplication.

If there are any concerns/red flags brought to our attention by the reporting party (habitation, stolen or suspicious) about the vehicle, Shoreline Police are notified, this report does not become a request unless Shoreline Police kicks it back as clear of these concerns.

Write up the request in City Works with the following required fields.

- Specific location
- Make
- Model
- Color
- License plate

Vehicle plates (Washington only) are run through IVIPS (DOL) to determine ownership/current plates/registered address. Out of state plates can only be run by SPD or King County Dispatch.

6/26/2019

Appendix K - Abandoned Vehicle Tagging

CECRT Staff goes to the location and finds that the vehicle is either;

- G.O.A. (gone on arrival)
- Found as described and Tagged, photo taken showing vehicle and tag location
- Does not meet requirements, falsely reported
- Is on private property

Notes are placed in the City Works file as to the findings of the site visit.

If the registered owner/responsible party contacts the City, staff speaks with them on the code and requests the owner to take corrective steps to gain compliance.

Staff goes back to the location (24 hours or more later) for a follow-up and finds that the vehicle is either;

- G.O.A. (gone on arrival)
- Not moved and is referred to Shoreline Police

Notes placed in the City Works file as to the findings of the second site visit.

The file is referred to Shoreline Police by;

- A PDF of the file is sent to the Shoreline Police Traffic SGT as an attachment in email
- An end of month Excel spreadsheet is sent to the Shoreline Police Traffic SGT with all outstanding requests currently referred to Shoreline Police

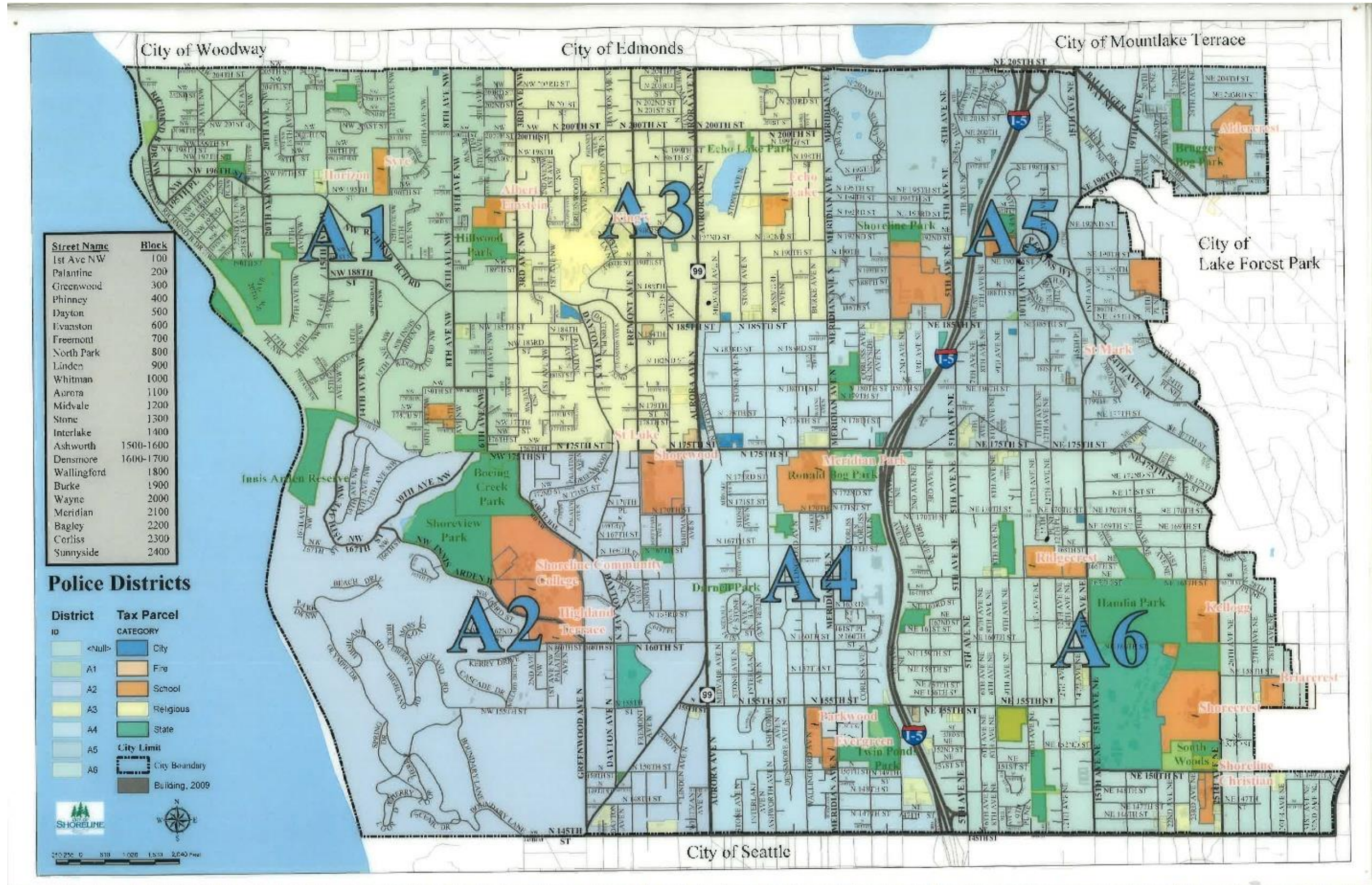
When Shoreline Police provides feedback to each request the CECRT AA;

- Puts notes in the City Works file
- Resolves it in City Works as necessary
- Removes the line item file from the Excel spreadsheet

The Excel spreadsheet should be reviewed quarterly to keep it current.

This process, depending on staffing and urgency of other requests, is intended to take no longer than 5 business days from initial request to resolution or referral to the Shoreline Police for review for towing or other corrective action.

Appendix L - Police District Map



Appendix M - King County Bail Schedule for Traffic Infractions-Violations

				Monetary Penalty
IT	46.61.606	NM	Driving on a Sidewalk	136
IT	46.61.670	NM	Driving with Wheels Off Roadway / On Shoulder	136
TRAFFIC SIGNS, SIGNALS, AND MARKINGS				
IT	KCC 14A.80.010	NM	Avoidance of Stop Signs and Stop Lights.....	89
IT	46.61.050	NM	Failure to Obey Traffic Control Device (Fail Stop at red light).....	136
IT	46.61.065	NM	Failure to Obey Flashing Red Signal	136
IT	46.61.070	NM	Failure to Obey Lane Control Device	136
IT	46.61.075	NM	Unlawful Display Traffic Control Signs or Signals	136
IT	46.61.080	NM	Interference With / Deface / Destroy Traffic Signs / Devices	136
IT	46.61.183	NM	Failure to Stop / Yield R/O/W at Non-Functioning Signal Light	136
IT	46.61.190	NM	Failure to Stop / Yield at Intersection (fail to stop at stop sign)	136
CT	47.48.040	MA	Disregard Road Closed Sign / Emergency Speed Sign	M
TURN, START AND SIGNAL ON STOPPING AND TURNING				
IT	46.61.290	NM	Improper Turn or Exceed 300' in Two-Way Left Turn Lane	136
IT	46.61.295	NM	Prohibited U-Turn.....	136
IT	46.61.300	NM	Unsafe Starting From a Parked Position.....	136
IT	46.61.305	NM	Unsafe Turn/Lane Change / Fail to Signal for 100'	136
IT	46.61.310	NM	Failure to Signal or Not Equipped With Lamps	136
IT	46.61.315	NM	Improper Hand/Arm Signal	136
SPECIAL STOPS REQUIRED				
IT	46.61.340	NM	Fail to Stop at Approach of Train / Disobey RR Crossing Gate	136
IT	46.61.345	NM	Fail to Stop at RR Crossing With Stop Sign Within 50' (But No Less Than 15') of Crossing	136
IT	46.61.350(1)	NM	Failure to Stop at RR Crossing	136
IT	46.61.365	NM	Fail to Stop Prior to Crossing Sidewalk from Alley / Driveway.....	136
IT	46.61.370	NM	Passing Stopped School Bus	419
IT	46.61.385	NM	Failure to Obey School Patrol	228
PARKING, STOPPING AND STANDING				
IN	KCC 14A.50.060	NM	Parked Blocking Mailbox 9 AM to 9 PM Mail Delivery Days	20
IN	KCC 14A.50.070	NM	Parking Vehicle on Roadway (unincorporated)	20
ILLEGAL PARKING / STANDING				
IT	46.19.050(2)	NM	Unauthorized Use of Disabled Placard/Plate/ID	450
IT	46.19.050(3)	NM	Blocking Access Aisle Next to Disabled Zone	450
IT	46.19.050(4)	NM	Parking in a Disabled Zone without a Disabled Placard/Plate	450
IN	46.61.570	NM	Double Parking	20
IN	46.61.570	NM	Parked on Sidewalk / Planting Strip	20
IN	46.61.570	NM	Parked Within an Intersection.....	20
IN	46.61.570	NM	Parked on / in a Crosswalk	20
IN	46.61.570	NM	Parked Between Safety Zones.....	20
IN	46.61.570	NM	Parked Alongside / Opposite Excavation Obstruct Traffic	20
IN	46.61.570	NM	Parked Upon Bridge / Elevated Structure / in Tunnel.....	20
IN	46.61.570	NM	Parked Upon a RR Track	20
IN	46.61.570	NM	Parked in Areas between Divided Highways.....	20

Appendix M - King County Bail Schedule for Traffic Infractions-Violations

IN	46.61.570	NM	Parked in Areas Where Prohibited by Signing.....	20
IN	46.61.570	NM	Parked in Front of / Within 5' of Curb Radius of Driveway	20
IN	46.61.570	NM	Parked Within 15' of Fire Hydrant.....	20
IN	46.61.570	NM	Parked Within 20' of Crosswalk.....	20
IN	46.61.570	NM	Parked Within 30' of Traffic Control Sign / Signal	20
IN	46.61.570	NM	Parked Within 20' of Driveway of Fire Station	20
IN	46.61.570	NM	Parked Within 75' Opposite Fire Station Entrance.....	20
IN	46.61.570	NM	Parked Within 50' on Nearest Rail of RR Crossing	20
IN	46.61.570(2)	NM	Overtime Parking.....	50
IN	46.61.575	NM	Parked With Right Wheels > 12" of Curb / Road Edge (Parked on Wrong Side of Road)	20
IN	46.61.581	NM	Fail to Maintain Disabled Parking Sign / Space Inaccessible	257
IT	46.61.590	NM	Leaving Unattended Motor Vehicle on Highway	136
IT	46.61.600	NM	Unattended Motor Vehicle Engine Running	136
IN	KCC 14A.50.100.C	NM	Stop/Stand/Parking of Taxi Cab	29
IN	KCC 14A.50.110	NM	Restricted Use of Bus Stops.....	70
IN	KCC 14A.50.130.A2	NM	Unlawful Parking for Displaying of Vehicle for Sale	86
IN	KCC 14A.50.130.A3	NM	Unlawful Parking for Sale of Merchandise from Vehicle	250
IN	KCC 14A.50.130.B	NM	Unlawful Parking for Wash / Repair (Except Emergency)	86
IN	KCC 17.04.420.D	NM	Obstructing a Fire Lane	50
IN	KCC 17.04.420.J	NM	Parked in a Fire Lane	50

MOTORCYCLES (M/C)

IT	46.20.500	NM	No / Improper Motorcycle Endorsement.....	136
IT	46.37.522	NM	Operate M/C w/o Headlights or Taillights On.....	136
IT	46.37.523	NM	Fail to Meet Lighting Requirements on a M/C	136
IT	46.37.525	NM	Defective Taillight, Brake Light, Reflectors.....	136
IT	46.37.530(1)	NM	Operate M/C w/o Eye Protection / Mirrors / Helmet.....	136
IT	46.37.530(1)(d)	NM	Operate M/C w/ Child under 5.....	136
IT	46.37.535	NM	Rent M/C w/o Having Helmet for Rent / Use.....	136
IT	46.37.537	NM	Defective Equipment / Exhaust System on M/C.....	136
IT	46.61.608	NM	Illegal Operation of M/C on Road Laned for Traffic.....	136
IT	46.61.610	NM	Riding Two on M/C Seat Designed for One	136
IT	46.61.611	NM	Operation of M/C With Handgrips >30" Above Seat	136
IT	46.61.612	NM	Operation of M/C with Both Feet on Same Side.....	136
IT	46.61.614	NM	Operation of M/C While Clinging to Other Vehicle.....	136

MOTORIZED FOOT SCOOTERS

IT	KCC 14A.40.010.A	NM	Operating Without Brake	137
IT	KCC 14A.40.010.B	NM	Operating Between Sunset and Sunrise.....	137
IT	KCC 14A.40.010.D	NM	Operating or Riding Without Helmet	137
IT	KCC 14A.40.010.E	NM	Rules of the Road Violations	137
IT	KCC 14A.40.010.F	NM	Operating Scooter on Sidewalk	137
IT	KCC 14A.40.010.G1	NM	Operating on Roadway with >25 MPH Posted Speed Limit	137

Appendix N - 145th Study Area Capacity and Demand Tables - All Segments

145TH STUDY AREA - ARTERIALS	CAPACITY				3:30-6AM COUNTS				3:30-6AM DEMAND				10-11AM COUNTS				10-11AM DEMAND			
STREET SEGMENT NAME	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E
1ST AVE NE FROM NE 146TH CT TO N 147TH ST			NP	3			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE FROM NE 145TH ST TO 145TH ST I-5 RP			NP	5			NP	1			NP	20%			NP	0			NP	0%
5TH AVE NE FROM NE 148TH ST TO NE 148TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 152ND ST TO NE 152ND ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 153RD ST TO NE 155TH ST			NP	4			NP	1			NP	25%			NP	0			NP	0%
5TH AVE NE FROM NE 155TH ST TO NE 156TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 156TH ST TO NE 157TH ST			NP	1			NP	1			NP	100%			NP	2			NP	200%
5TH AVE NE FROM NE 157TH ST TO NE 158TH ST			NP	7			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE FROM NE 158TH ST TO NE 159TH ST			NP	4			NP	2			NP	50%			NP	0			NP	0%
5TH AVE NE FROM NE 159TH ST TO NE 160TH ST			NP	2			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE FROM NE 160TH ST TO NE 161ST ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 163RD ST TO NE 165TH ST			NP	4			NP	0			NP	0%			NP	1			NP	25%
MERIDIAN AVE N FROM N 153RD ST TO N 153RD PL			NP	1			NP	0			NP	0%			NP	1			NP	100%
MERIDIAN AVE N FROM N 154TH CT TO N 155TH ST			NP	3			NP	0			NP	0%			NP	0			NP	0%
MERIDIAN AVE N FROM N 147TH ST TO N 148TH ST			2	9			2	3			100%	33%			0	10			0%	111%
MERIDIAN AVE N FROM N 149TH LN TO N 150TH ST			1	3			1	2			100%	67%			1	1			100%	33%
5TH AVE NE FROM NE 162ND ST TO NE 163RD ST			8	NP			6	NP			75%	NP			3	NP			38%	NP
5TH AVE NE FROM NE 161ST ST TO NE 162ND ST			7	NP			4	NP			57%	NP			1	NP			14%	NP
5TH AVE NE FROM NE 165TH ST TO NE 167TH ST			7	8			2	8			29%	100%			0	4			0%	50%
1ST AVE NE FROM N 148TH ST TO N 149TH ST			8	NP			2	NP			25%	NP			4	NP			50%	NP
5TH AVE NE FROM NE 148TH ST TO NE 149TH ST			6	4			1	1			17%	25%			0	2			0%	50%
1ST AVE NE FROM N 147TH ST TO N 148TH ST			7	NP			1	NP			14%	NP			0	NP			0%	NP
1ST AVE NE FROM N 145TH ST TO NE 146TH CT			2	6			0	0			0%	0%			2	0			100%	0%
1ST AVE NE FROM N 149TH ST TO N 155TH ST			52	NP			0	NP			0%	NP			18	NP			35%	NP
5TH AVE NE FROM 145TH ST I-5 RP TO NE 148TH ST			2	4			0	1			0%	25%			0	2			0%	50%
5TH AVE NE FROM NE 149TH ST TO NE 151ST ST			5	5			0	2			0%	40%			0	0			0%	0%
5TH AVE NE FROM NE 151ST ST TO NE 152ND ST			2	4			0	2			0%	50%			0	0			0%	0%
5TH AVE NE FROM NE 152ND ST TO NE 153RD ST			7	6			0	0			0%	0%			0	0			0%	0%
MERIDIAN AVE N FROM N 145TH ST TO N 147TH ST			7	11			0	1			0%	9%			0	2			0%	18%
MERIDIAN AVE N FROM N 148TH ST TO N 149TH LN			6	2			0	1			0%	50%			1	0			17%	0%
MERIDIAN AVE N FROM N 150TH ST TO N 153RD ST			13	8			0	1			0%	13%			14	7			108%	88%
MERIDIAN AVE N FROM N 153RD PL TO N 154TH ST			2	2			0	0			0%	0%			0	1			0%	50%
MERIDIAN AVE N FROM N 154TH ST TO N 154TH PL			2	4			0	0			0%	0%			0	0			0%	0%
NE 165TH ST FROM 5TH AVE NE TO 6TH AVE NE	7	NP			0				0%				5	NP			71%			

Appendix N - 145th Study Area Capacity and Demand Tables - All Segments

STREET SEGMENT NAME - LOCAL STREETS	CAPACITY	4AM-6AM COUNTS	4AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
10TH AVE NE FROM NE 151ST ST TO NE 152ND ST	12	0	0%	0	0%
10TH AVE NE FROM NE 152ND ST TO STREET END	6	4	67%	3	50%
10TH AVE NE FROM STREET END TO NE 153RD CT	17	6	35%	2	12%
10TH AVE NE FROM NE 153RD CT TO NE 155TH ST	5	0	0%	1	20%
10TH AVE NE FROM NE 155TH ST TO NE 158TH ST	37	24	65%	19	51%
10TH AVE NE FROM NE 158TH ST TO NE 160TH ST	29	15	52%	13	45%
11TH AVE NE FROM NE 155TH ST TO NE 158TH ST	37	27	73%	18	49%
11TH AVE NE FROM NE 158TH ST TO NE 162ND ST	42	17	40%	11	26%
12TH AVE NE FROM NE 145TH ST TO NE 146TH ST	4	4	100%	1	25%
12TH AVE NE FROM NE 146TH ST TO NE 147TH ST	15	7	47%	6	40%
12TH AVE NE FROM NE 147TH ST TO NE 148TH ST	15	2	13%	2	13%
12TH AVE NE FROM NE 148TH ST TO NE 150TH CT	23	5	22%	3	13%
12TH AVE NE FROM NE 150TH CT TO NE 152ND ST	13	1	8%	2	15%
12TH AVE NE FROM NE 152ND ST TO NE 153RD PL	28	1	4%	0	0%
12TH AVE NE FROM NE 153RD PL TO NE 154TH ST	6	0	0%	1	17%
12TH AVE NE FROM NE 154TH ST TO NE 155TH ST	8	1	13%	3	38%
12TH AVE NE FROM NE 155TH ST TO NE 158TH ST	41	2	5%	2	5%
12TH AVE NE FROM NE 158TH ST TO NE 162ND ST	27	3	11%	1	4%
14TH AVE NE FROM NE 155TH ST TO NE 158TH ST	40	13	33%	10	25%
14TH AVE NE FROM NE 158TH ST TO NE 162ND ST	39	18	46%	6	15%
17TH AVE NE FROM NE 145TH ST TO NE 146TH ST	8	0	0%	1	13%
17TH AVE NE FROM NE 146TH ST TO NE 147TH ST	2	0	0%	0	0%
17TH AVE NE FROM NE 147TH ST TO NE 148TH ST	7	2	29%	3	43%
17TH AVE NE FROM NE 148TH ST TO NE 150TH ST	7	4	57%	1	14%
2ND AVE NE FROM STREET END TO NE 155TH ST	12	1	8%	2	17%
20TH AVE NE FROM NE 145TH ST TO NE 146TH ST	6	2	33%	1	17%
20TH AVE NE FROM NE 146TH ST TO NE 147TH ST	15	4	27%	0	0%
20TH AVE NE FROM NE 147TH ST TO NE 148TH ST	20	2	10%	1	5%
20TH AVE NE FROM NE 148TH ST TO NE 150TH ST	19	1	5%	2	11%
22ND AVE NE FROM NE 145TH ST TO NE 147TH ST	46	12	26%	5	11%
3RD AVE NE FROM NE 151ST ST TO STREET END	11	0	0%	0	0%
3RD AVE NE FROM NE 155TH ST TO NE 156TH ST	4	0	0%	0	0%
3RD AVE NE FROM NE 156TH ST TO NE 157TH ST	12	2	17%	2	17%
3RD AVE NE FROM NE 157TH ST TO NE 158TH ST	17	4	24%	3	18%
3RD AVE NE FROM NE 158TH ST TO NE 159TH ST	19	5	26%	4	21%
3RD AVE NE FROM NE 159TH ST TO NE 161ST ST	17	5	29%	4	24%
3RD AVE NE FROM NE 161ST ST TO NE 162ND ST	13	2	15%	2	15%
3RD AVE NE FROM NE 165TH ST TO NE 165TH PL	9	0	0%	0	0%
3RD AVE NE FROM NE 165TH PL TO NE 166TH ST	13	2	15%	1	8%
3RD PL NE FROM NE 166TH ST TO NE 167TH ST	10	5	50%	2	20%
4TH AVE NE FROM NE 164TH ST TO NE 165TH ST	12	2	17%	1	8%
4TH AVE NE FROM NE 165TH ST TO STREET END	7	8	114%	2	29%
6TH AVE NE FROM NE 145TH ST TO NE 148TH ST	36	21	58%	14	39%
6TH AVE NE FROM NE 148TH ST TO NE 152ND ST	42	26	62%	12	29%
6TH AVE NE FROM NE 152ND ST TO NE 155TH ST	38	24	63%	21	55%
6TH AVE NE FROM NE 155TH ST TO NE 160TH ST	82	20	24%	14	17%
6TH AVE NE FROM NE 160TH ST TO NE 165TH ST	76	27	36%	22	29%
8TH AVE NE FROM NE 145TH ST TO NE 147TH ST	29	3	10%	6	21%
8TH AVE NE FROM NE 147TH ST TO NE 148TH ST	14	2	14%	2	14%
8TH AVE NE FROM NE 148TH ST TO NE 150TH ST	13	7	54%	2	15%
8TH AVE NE FROM NE 150TH ST TO NE 151ST ST	7	7	100%	5	71%
8TH AVE NE FROM NE 151ST ST TO NE 152ND ST	13	5	38%	2	15%
8TH AVE NE FROM NE 152ND ST TO NE 155TH ST	43	6	14%	4	9%
8TH AVE NE FROM NE 155TH ST TO NE 160TH ST	70	24	34%	14	20%
8TH AVE NE FROM NE 160TH ST TO NE 165TH ST	79	17	22%	11	14%
9TH AVE NE FROM NE 146TH ST TO NE 147TH ST	18	2	11%	4	22%
9TH AVE NE FROM NE 148TH ST TO NE 150TH ST	16	7	44%	10	63%
9TH AVE NE FROM NE 150TH ST TO NE 150TH ST	3	0	0%	0	0%
9TH AVE NE FROM NE 155TH ST TO NE 160TH ST	86	31	36%	13	15%
9TH AVE NE FROM NE 160TH ST TO NE 165TH ST	75	40	53%	26	35%
9TH PL NE FROM NE 146TH ST TO NE 147TH ST	18	8	44%	8	44%
9TH PL NE FROM NE 148TH ST TO NE 150TH ST	14	4	29%	2	14%
9TH PL NE FROM NE 150TH ST TO STREET END	1	1	100%	1	100%
BAGLEY PL N FROM N 154TH ST TO STREET END	4	6	150%	3	75%
BURKE AVE N FROM STREET END TO N 147TH ST	12	4	33%	1	8%
BURKE AVE N FROM N 147TH ST TO N 148TH ST	12	1	8%	0	0%
BURKE AVE N FROM N 149TH ST TO N 150TH ST	5	2	40%	2	40%
CORLISS AVE N FROM N 145TH ST TO N 146TH ST	8	5	63%	1	13%
CORLISS AVE N FROM N 146TH ST TO N 147TH ST	13	1	8%	1	8%
CORLISS AVE N FROM N 147TH ST TO N 148TH ST	24	3	13%	4	17%
CORLISS AVE N FROM N 148TH ST TO N 149TH ST	12	9	75%	6	50%
CORLISS AVE N FROM N 149TH ST TO N 150TH ST	10	1	10%	0	0%
CORLISS PL N FROM N 153RD ST TO N 154TH ST	12	9	75%	6	50%
CORLISS PL N FROM N 154TH ST TO STREET END	2	3	150%	5	250%
N 146TH ST FROM STREET END TO CORLISS AVE N	13	10	77%	4	31%
N 147TH ST FROM CORLISS AVE N TO 1ST AVE NE	30	12	40%	10	33%
N 147TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	27	10	37%	7	26%

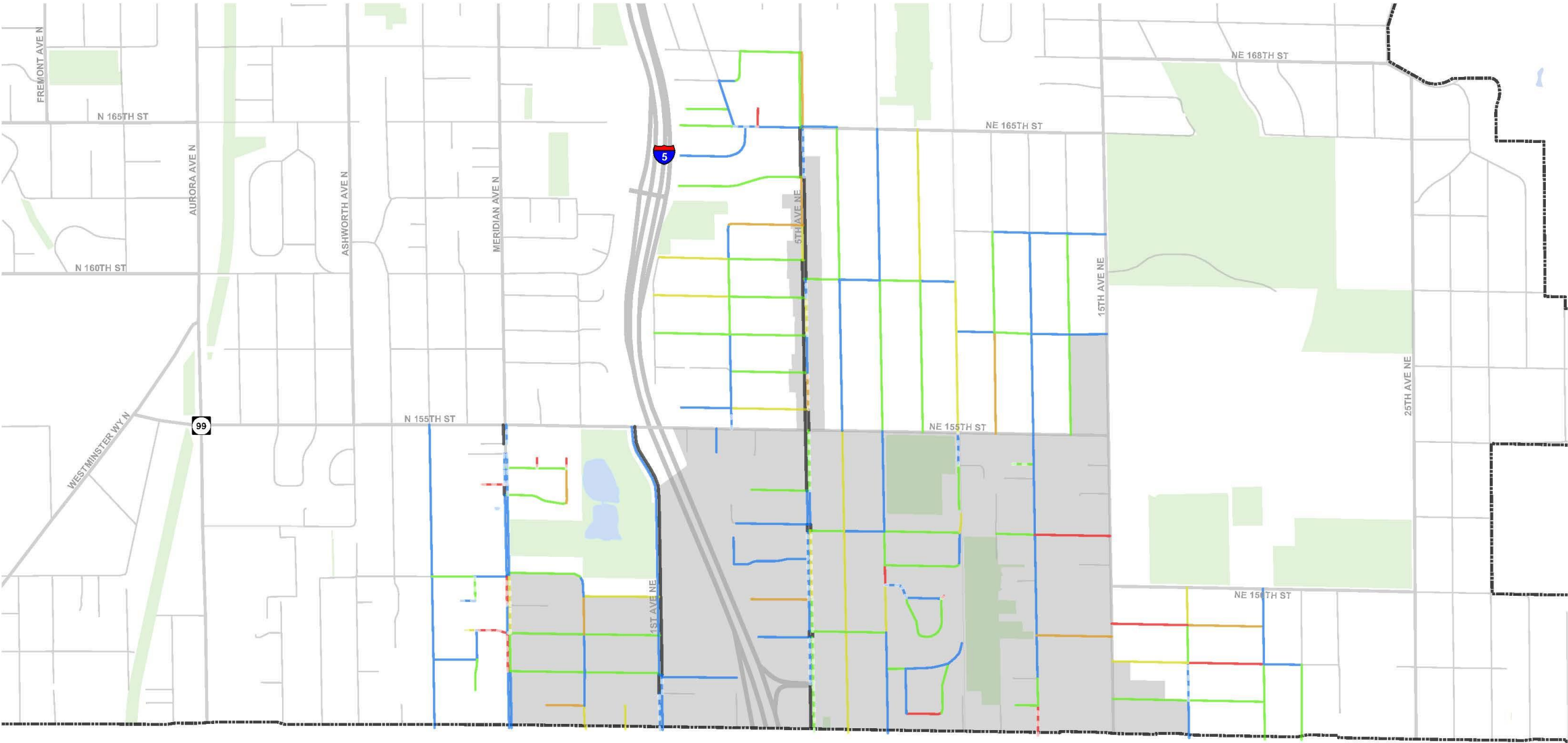
Appendix N - 145th Study Area Capacity and Demand Tables - All Segments

STREET SEGMENT NAME - LOCAL STREETS	CAPACITY	4AM-6AM COUNTS	4AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
N 147TH ST FROM WALLINGFORD AV N TO BURKE AVE N	19	1	5%	0	0%
N 148TH ST FROM STREET END TO BURKE AVE N	5	3	60%	1	20%
N 148TH ST FROM BURKE AVE N TO MERIDIAN AVE N	5	5	100%	3	60%
N 148TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	29	12	41%	7	24%
N 148TH ST FROM CORLISS AVE N TO 1ST AVE NE	19	9	47%	3	16%
N 149TH ST FROM STREET END TO BURKE AVE N	3	0	0%	1	33%
N 149TH ST FROM CORLISS AVE N TO 1ST AVE NE	19	11	58%	11	58%
N 150TH ST FROM WALLINGFORD AV N TO BURKE AVE N	8	3	38%	5	63%
N 150TH ST FROM BURKE AVE N TO MERIDIAN AVE N	12	0	0%	13	108%
N 150TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	24	11	46%	7	29%
N 153RD PL FROM STREET END TO MERIDIAN AVE N	3	4	133%	2	67%
N 153RD ST FROM MERIDIAN AVE N TO CORLISS PL N	22	9	41%	4	18%
N 154TH ST FROM MERIDIAN AVE N TO BAGLEY PL N	11	4	36%	3	27%
N 154TH ST FROM BAGLEY PL N TO CORLISS PL N	15	7	47%	3	20%
NE 146TH ST FROM 9TH AVE NE TO 9TH PL NE	7	6	86%	7	100%
NE 146TH ST FROM STREET END TO 12TH AVE NE	8	4	50%	1	13%
NE 146TH ST FROM 15TH AVE NE TO 17TH AVE NE	26	12	46%	6	23%
NE 146TH ST FROM 17TH AVE NE TO 20TH AVE NE	25	11	44%	9	36%
NE 147TH ST FROM 1ST AVE NE TO STREET END	34	7	21%	6	18%
NE 147TH ST FROM 8TH AVE NE TO 9TH AVE NE	7	2	29%	1	14%
NE 147TH ST FROM 9TH AVE NE TO 9TH PL NE	14	2	14%	1	7%
NE 147TH ST FROM 9TH PL NE TO STREET END	14	3	21%	1	7%
NE 147TH ST FROM 15TH AVE NE TO 17TH AVE NE	24	15	63%	8	33%
NE 147TH ST FROM 17TH AVE NE TO 20TH AVE NE	20	19	95%	16	80%
NE 147TH ST FROM 20TH AVE NE TO 22ND AVE NE	20	4	20%	0	0%
NE 148TH ST FROM STREET END TO 5TH AVE NE	24	3	13%	2	8%
NE 148TH ST FROM 5TH AVE NE TO 6TH AVE NE	11	3	27%	1	9%
NE 148TH ST FROM 6TH AVE NE TO 8TH AVE NE	15	7	47%	2	13%
NE 148TH ST FROM 9TH AVE NE TO 9TH PL NE	15	5	33%	2	13%
NE 148TH ST FROM 12TH AVE NE TO 15TH AVE NE	24	17	71%	19	79%
NE 148TH ST FROM 15TH AVE NE TO 17TH AVE NE	34	29	85%	32	94%
NE 148TH ST FROM 17TH AVE NE TO 20TH AVE NE	27	19	70%	13	48%
NE 149TH ST FROM STREET END TO 5TH AVE NE	25	20	80%	17	68%
NE 150TH ST FROM 8TH AVE NE TO 9TH AVE NE	3	0	0%	0	0%
NE 150TH ST FROM 9TH AVE NE TO 9TH PL NE	10	0	0%	0	0%
NE 151ST ST FROM 3RD AVE NE TO 5TH AVE NE	24	5	21%	5	21%
NE 151ST ST FROM 8TH AVE NE TO 10TH AVE NE	34	11	32%	10	29%
NE 152ND ST FROM 3RD AVE NE TO 5TH AVE NE	30	4	13%	5	17%
NE 152ND ST FROM 5TH AVE NE TO 6TH AVE NE	8	3	38%	4	50%
NE 152ND ST FROM 6TH AVE NE TO 8TH AVE NE	17	2	12%	1	6%
NE 152ND ST FROM 8TH AVE NE TO 10TH AVE NE	31	8	26%	3	10%
NE 152ND ST FROM 11TH AVE NE TO 12TH AVE NE	11	3	27%	1	9%
NE 152ND ST FROM 12TH AVE NE TO 15TH AVE NE	18	20	111%	14	78%
NE 153RD ST FROM STREET END TO 5TH AVE NE	21	6	29%	3	14%
NE 154TH ST FROM STREET END TO 12TH AVE NE	5	2	40%	2	40%
NE 156TH ST FROM STREET END TO 3RD AVE NE	16	4	25%	1	6%
NE 156TH ST FROM 3RD AVE NE TO 5TH AVE NE	32	20	63%	9	28%
NE 157TH ST FROM 3RD AVE NE TO 5TH AVE NE	28	14	50%	7	25%
NE 158TH ST FROM 1ST AVE NE TO 3RD AVE NE	33	12	36%	9	27%
NE 158TH ST FROM 3RD AVE NE TO 5TH AVE NE	36	16	44%	15	42%
NE 158TH ST FROM 10TH AVE NE TO 11TH AVE NE	7	1	14%	0	0%
NE 158TH ST FROM 11TH AVE NE TO 12TH AVE NE	15	7	47%	3	20%
NE 158TH ST FROM 12TH AVE NE TO 14TH AVE NE	20	1	5%	2	10%
NE 158TH ST FROM 14TH AVE NE TO 15TH AVE NE	11	1	9%	0	0%
NE 159TH ST FROM 1ST AVE NE TO 3RD AVE NE	33	21	64%	12	36%
NE 159TH ST FROM 3RD AVE NE TO 5TH AVE NE	28	10	36%	5	18%
NE 160TH ST FROM 5TH AVE NE TO 6TH AVE NE	15	5	33%	3	20%
NE 160TH ST FROM 6TH AVE NE TO 8TH AVE NE	22	4	18%	4	18%
NE 160TH ST FROM 8TH AVE NE TO 9TH AVE NE	18	6	33%	5	28%
NE 160TH ST FROM 9TH AVE NE TO 10TH AVE NE	14	1	7%	2	14%
NE 161ST ST FROM 1ST AVE NE TO 3RD AVE NE	27	15	56%	13	48%
NE 161ST ST FROM 3RD AVE NE TO 5TH AVE NE	28	14	50%	12	43%
NE 162ND ST FROM 3RD AVE NE TO 5TH AVE NE	31	23	74%	12	39%
NE 162ND ST FROM 11TH AVE NE TO 12TH AVE NE	17	0	0%	0	0%
NE 162ND ST FROM 12TH AVE NE TO 14TH AVE NE	18	3	17%	0	0%
NE 162ND ST FROM 14TH AVE NE TO 15TH AVE NE	17	1	6%	0	0%
NE 163RD ST FROM STREET END TO 5TH AVE NE	47	15	32%	11	23%
NE 164TH ST FROM STREET END TO 4TH AVE NE	14	3	21%	2	14%
NE 165TH ST FROM STREET END TO 3RD AVE NE	10	3	30%	4	40%
NE 165TH ST FROM 3RD AVE NE TO 4TH AVE NE	1	0	0%	1	100%
NE 165TH ST FROM 4TH AVE NE TO 4TH AVE NE	1	0	0%	0	0%
NE 165TH ST FROM 4TH AVE NE TO 5TH AVE NE	15	1	7%	9	60%
NE 165TH PL FROM STREET END TO 3RD AVE NE	6	3	50%	2	33%
NE 166TH ST FROM 3RD AVE NE TO 3RD PL NE	9	0	0%	0	0%
NE 167TH ST FROM 3RD PL NE TO 5TH AVE NE	19	6	32%	2	11%
SUNNYSIDE AVE N FROM N 145TH ST TO STREET END	13	7	54%	5	38%
WALLINGFORD AV N FROM N 145TH ST TO N 147TH ST	25	5	20%	4	16%

Appendix N - 145th Study Area Capacity and Demand Tables - All Segments

STREET SEGMENT NAME - LOCAL STREETS	CAPACITY	4AM-6AM COUNTS	4AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
WALLINGFORD AV N FROM N 147TH ST TO N 150TH ST	28	5	18%	3	11%
WALLINGFORD AV N FROM N 150TH ST TO N 155TH ST	50	11	22%	22	44%

Appendix O – 145th Study Area Parking Demand Maps



Parking Utilization
Shoreline South Station Area
Early AM Demand

- Parking Utilization**
- Up to 25%
 - 25% to 50%
 - 50% to 70%
 - 70% to 85%
 - Greater than 85%
 - Parking Prohibited
- Dashed lines represent roads with a car capacity of 5 or less

Note: Some high demand streets have low capacity parking and/or overparking

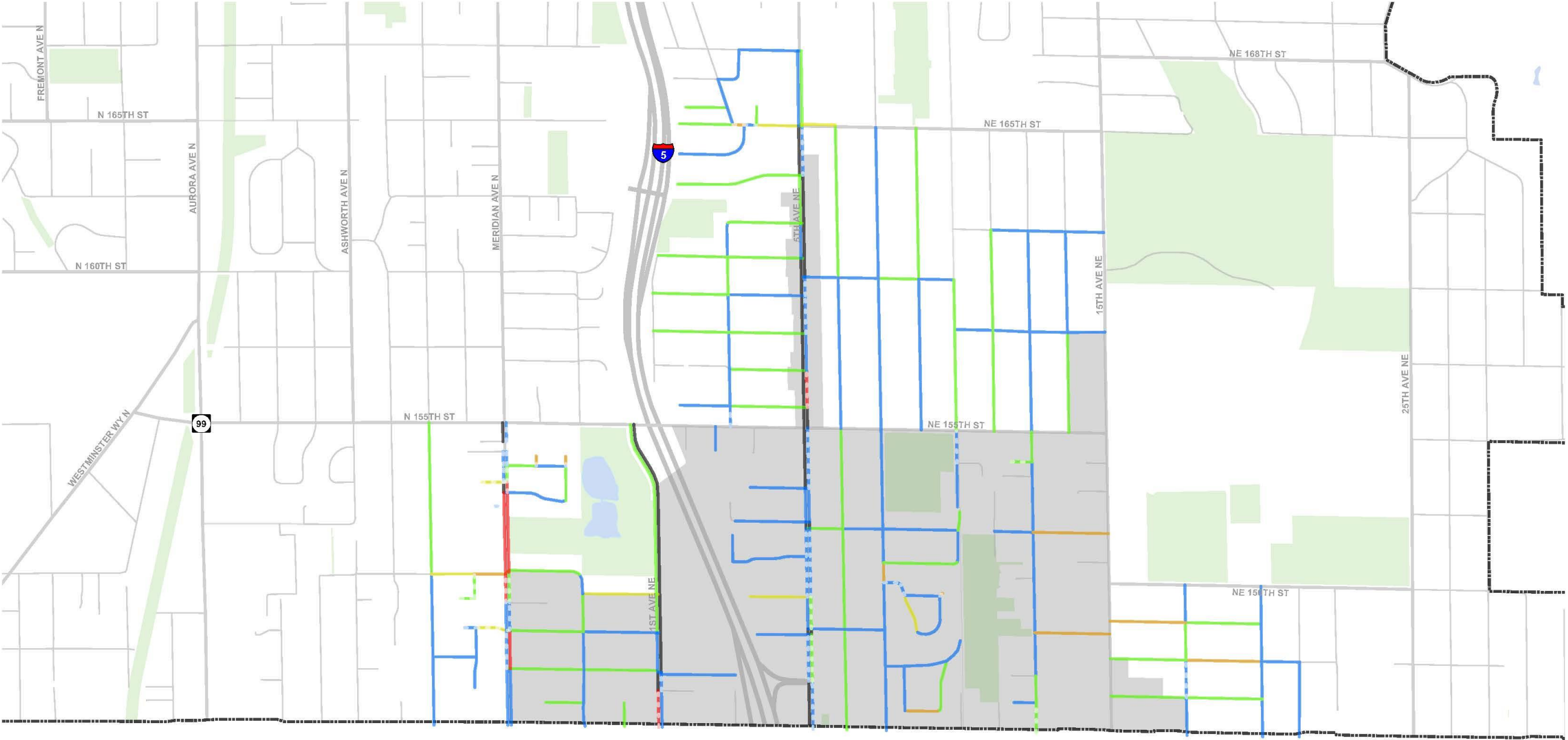
Date: 10/4/2019
Request ID: 22671



0 250 500 1,000 Feet

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Appendix O – 145th Study Area Parking Demand Maps



Parking Utilization
Shoreline South Station Area
Late AM Demand

Parking Utilization

Up to 25%	70% to 85%
25% to 50%	Greater than 85%
50% to 70%	Parking Prohibited

Dashed lines represent roads with a car capacity of 5 or less

Note: Some high demand streets have low capacity parking and/or overparking

Date: 10/4/2019
Request ID: 22671

0 250 500 1,000 Feet

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Appendix P - 185th Study Area Capacity and Demand Tables - All Segments

185TH STUDY AREA - ARTERIALS	CAPACITY				3:30-6AM COUNTS				3:30-6AM DEMAND				10-11AM COUNTS				10-11AM DEMAND			
STREET SEGMENT NAME	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E
10TH AVE NE FROM NE 175TH ST TO NE SERPENTINE PL			4	3			0	0			0%	0%			0	3			0%	100%
10TH AVE NE FROM NE SERPENTINE PL TO NE 177TH PL			6	8			0	4			0%	50%			0	3			0%	38%
10TH AVE NE FROM NE 177TH PL TO NE 178TH PL			NP	2			NP	1			NP	50%			NP	2			NP	100%
10TH AVE NE FROM NE 178TH PL TO NE 180TH ST			7	3			3	2			43%	67%			2	0			29%	0%
10TH AVE NE FROM NE 180TH ST TO NE 182ND ST			9	5			1	1			11%	20%			0	2			0%	40%
10TH AVE NE FROM NE 182ND ST TO NE 185TH ST			17	8			1	0			6%	0%			6	2			35%	25%
10TH AVE NE FROM NE 185TH ST TO NE 188TH ST			6	15			2	2			33%	13%			2	2			33%	13%
10TH AVE NE FROM NE 188TH ST TO NE 189TH ST			NP	7			NP	2			NP	29%			6	2			NP	29%
10TH AVE NE FROM NE 189TH ST TO NE 190TH ST			NP	5			NP	4			NP	80%			0	3			NP	60%
15TH AVE NE FROM NE 170TH ST TO NE 171ST ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE FROM NE 171ST ST TO NE 172ND ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE FROM NE 172ND ST TO NE 175TH ST			NP	6			NP	0			NP	0%			NP	0			NP	0%
15TH AVE NE FROM NE 175TH ST TO NE 177TH ST			TL	2			TL	2				100%			TL	2				100%
15TH AVE NE FROM NE 177TH ST TO NE 179TH ST			2	4			2	7			100%	175%			1	4			50%	100%
15TH AVE NE FROM NE 179TH ST TO NE 180TH ST			lul	TL			lul	TL							lul	TL				
15TH AVE NE FROM NE 180TH ST TO 15TH PL NE			NP	2			NP	3			NP	150%			NP	1			NP	50%
15TH AVE NE FROM 15TH PL NE TO 24TH AVE NE			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE FROM 24TH AVE NE TO NE 188TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE FROM NE 188TH ST TO NE PERKINS WY			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 185TH ST TO N 187TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 187TH ST TO N 188TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 188TH ST TO N 190TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 190TH ST TO N 190TH CT			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 190TH CT TO N 192ND ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 192ND ST TO N 193RD ST			2	NP			2	NP			100%	NP			1	NP			50%	NP
5TH AVE NE FROM NE SERPENTINE PL TO NE 178TH ST			1	4			0	1			0%	25%			0	1			0%	25%
5TH AVE NE FROM NE 178TH ST TO NE 178TH PL			2	4			0	1			0%	25%			0	1			0%	25%
5TH AVE NE FROM NE 178TH PL TO NE 179TH PL			5	4			0	1			0%	25%			0	0			0%	0%
5TH AVE NE FROM NE 179TH PL TO NE 180TH ST			2	4			0	0			0%	0%			2	0			100%	0%
5TH AVE NE FROM NE 180TH ST TO NE 182ND CT			3	9			0	3			0%	33%			1	3			33%	33%
5TH AVE NE FROM NE 182ND CT TO NE 183RD CT			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 183RD CT TO 7TH AVE NE			NP	4			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE FROM NE 185TH ST TO NE 189TH ST			NP	10			NP	6			NP	60%			0	5			NP	50%
5TH AVE NE FROM NE 189TH ST TO NE 189TH CT			NP	2			NP	0			NP	0%			0	1			NP	50%
5TH AVE NE FROM NE 189TH CT TO NE 190TH ST			2	NP			1	NP			50%	NP			2	NP			100%	NP
5TH AVE NE FROM NE 190TH ST TO NE 190TH PL			NP	8			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE FROM NE 190TH PL TO NE 192ND ST			NP	1			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE FROM NE 192ND ST TO NE 193RD ST			NP	5			NP	3			NP	60%			NP	2			NP	40%
5TH AVE NE FROM NE 193RD ST TO NE 195TH ST			1	5			0	1			0%	20%			0	1			0%	20%
ASHWORTH AVE N FROM N 180TH ST TO N 183RD ST			NP	0			NP	NP			NP				NP	NP			NP	
ASHWORTH AVE N FROM N 183RD ST TO N 185TH ST			6	2			0	1			0%	50%			0	1			0%	50%
ASHWORTH AVE N FROM N 185TH ST TO N 188TH ST			12	2			4	1			33%	50%			3	0			25%	0%
ASHWORTH AVE N FROM N 188TH ST TO N 190TH ST			13	4			5	1			38%	25%			0	0			0%	0%
ASHWORTH AVE N FROM N 190TH ST TO N 192ND ST			8	4			2	2			25%	50%			2	1			25%	25%
MERIDIAN AVE N FROM N 178TH ST TO N 179TH ST			10	6			0	0			0%	0%			2	0			20%	0%
MERIDIAN AVE N FROM N 179TH ST TO N 180TH ST			9	12			0	1			0%	8%			4	2			44%	17%
MERIDIAN AVE N FROM N 180TH ST TO N 183RD ST			17	21			0	0			0%	0%			8	0			47%	0%
MERIDIAN AVE N FROM N 183RD ST TO N 184TH ST			2	2			0	0			0%	0%			0	0			0%	0%
MERIDIAN AVE N FROM N 184TH ST TO N 184TH PL			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
MERIDIAN AVE N FROM N 184TH PL TO N 185TH ST			6	NP			0	NP			0%	NP			0	NP			0%	NP
MERIDIAN AVE N FROM N 185TH ST TO N 187TH ST			3	3			2	1			67%	33%			1	2			33%	67%
MERIDIAN AVE N FROM N 187TH ST TO N 188TH ST			3	2			1	0			33%	0%			2	0			67%	0%
MERIDIAN AVE N FROM N 188TH ST TO N 189TH ST			2	7			0	2			0%	29%			0	1			0%	14%
MERIDIAN AVE N FROM N 189TH ST TO N 190TH ST			9	7			0	4			0%	57%			0	3			0%	43%
NE 175TH ST FROM 12TH AVE NE TO 15TH AVE NE	6	NP			7	NP			117%	NP			7	NP			117%	NP		
NE 180TH ST FROM 10TH AVE NE TO 11TH AVE NE	3	6			3	1			100%	17%			0	1			0%	17%		
NE 180TH ST FROM 11TH AVE NE TO 12TH AVE NE	5	6			7	5			140%	83%			6	2			120%	33%		
NE 180TH ST FROM 12TH AVE NE TO 14TH AVE NE	NP	9			NP	0			NP	0%			NP	0			NP	0%		
NE 180TH ST FROM 14TH AVE NE TO 15TH AVE NE	1	11			1	11			100%	100%			1	6			100%	55%		
NE 185TH ST FROM 2ND AVE NE TO 3RD AVE NE	NP	6			NP	2			NP	33%			NP	0			NP	0%		
NE 185TH ST FROM 3RD AVE NE TO 5TH AVE NE	NP	8			NP	4			NP	50%			NP	4			NP	50%		
NE 185TH ST FROM 5TH AVE NE TO 5TH AVE NE	NP	17			NP	2			NP	12%			NP	2			NP	12%		
NE 185TH ST FROM 5TH AVE NE TO 8TH AVE NE	NP	5			NP	0			NP	0%			NP	0			NP	0%		
NE 185TH ST FROM 8TH AVE NE TO 9TH AVE NE	NP	11			NP	0			NP	0%			NP	0			NP	0%		
NE 185TH ST FROM 9TH AVE NE TO 10TH AVE NE	NP	6			NP	0			NP	0%			NP	1			NP	17%		
NE PERKINS WY FROM 10TH AVE NE TO 11TH AVE NE	NP	2			NP	2			NP	100%			NP	2			NP	100%		
NE PERKINS WY FROM 11TH AVE NE TO 12TH AVE NE	NP	NP			NP	NP			NP	NP			NP	NP			NP	NP		
NE PERKINS WY FROM 12TH AVE NE TO 15TH AVE NE	NP	12			NP	8			NP	67%			NP	7			NP	58%		

Appendix P - 185th Study Area Capacity and Demand Tables - All Segments

STREET SEGMENT NAME - LOCAL STREETS	CAPACITY	4AM-6AM COUNTS	4AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
10TH AVE NE FROM NE 170TH ST TO NE 171ST PL	8	2	25%	3	38%
10TH AVE NE FROM NE 171ST PL TO NE 172ND PL	6	1	17%	1	17%
10TH AVE NE FROM NE 172ND PL TO NE 174TH ST	24	5	21%	1	4%
10TH AVE NE FROM NE 174TH ST TO NE 175TH ST	10	1	10%	2	20%
10TH AVE NE FROM NE 190TH ST TO NE PERKINS WY	2	1	50%	0	0%
10TH AVE NE FROM NE PERKINS WY TO NE 194TH ST	62	10	16%	10	16%
10TH AVE NE FROM NE 194TH ST TO NE 195TH ST	10	0	0%	1	10%
11TH AVE NE FROM NE 170TH ST TO NE 175TH ST	35	20	57%	20	57%
11TH AVE NE FROM NE SERPENTINE PL TO NE 180TH ST	58	28	48%	19	33%
11TH AVE NE FROM NE 182ND ST TO NE 185TH ST	33	26	79%	19	58%
11TH AVE NE FROM STREET END TO NE 190TH ST	13	4	31%	5	38%
12TH AVE NE FROM NE 170TH ST TO NE 175TH ST	44	48	109%	32	73%
12TH AVE NE FROM NE 175TH ST TO NE 177TH ST	24	36	150%	24	100%
12TH AVE NE FROM NE 177TH ST TO NE 180TH ST	22	20	91%	12	55%
12TH AVE NE FROM NE 180TH ST TO NE 181ST PL	14	9	64%	10	71%
12TH AVE NE FROM NE 181ST PL TO NE 183RD ST	8	2	25%	1	13%
12TH AVE NE FROM NE 183RD ST TO NE 184TH ST	11	1	9%	0	0%
12TH AVE NE FROM NE 184TH ST TO NE 185TH ST	8	1	13%	1	13%
12TH AVE NE FROM NE 187TH ST TO NE 188TH ST	17	6	35%	5	29%
13TH AVE NE FROM 12TH PL NE TO STREET END	28	25	89%	16	57%
14TH AVE NE FROM NE 170TH ST TO STREET END	27	21	78%	16	59%
14TH AVE NE FROM NE 185TH ST TO NE 187TH ST	5	5	100%	2	40%
15TH PL NE FROM 15TH AVE NE TO NE 184TH PL	8	0	0%	0	0%
1ST AVE NE FROM N 178TH ST TO N 179TH ST	12	2	17%	3	25%
1ST AVE NE FROM N 179TH ST TO N 180TH ST	10	3	30%	2	20%
1ST AVE NE FROM N 180TH ST TO N 185TH ST	34	13	38%	8	24%
2ND AVE NE FROM NE 180TH ST TO NE 185TH ST	49	17	35%	12	24%
2ND PL NE FROM STREET END TO NE 178TH ST	16	0	0%	0	0%
3RD AVE NE FROM NE 178TH ST TO STREET END	11	1	9%	0	0%
3RD AVE NE FROM NE 180TH ST TO NE 185TH ST	41	19	46%	18	44%
3RD AVE NE FROM NE 192ND ST TO NE 193RD ST	10	0	0%	0	0%
7TH AVE NE FROM NE 180TH ST TO NE 183RD ST	33	10	30%	7	21%
7TH AVE NE FROM NE 183RD ST TO STREET END	1	0	0%	1	100%
7TH AVE NE FROM STREET END TO NE 195TH ST	22	4	18%	3	14%
8TH AVE NE FROM NE SERPENTINE PL TO NE 179TH ST	17	1	6%	1	6%
8TH AVE NE FROM NE 179TH ST TO NE 180TH ST	10	0	0%	0	0%
8TH AVE NE FROM NE 180TH ST TO NE 183RD ST	47	7	15%	5	11%
8TH AVE NE FROM NE 183RD ST TO NE 185TH ST	18	4	22%	3	17%
8TH AVE NE FROM NE 185TH ST TO NE 188TH ST	18	4	22%	3	17%
8TH AVE NE FROM NE 188TH ST TO NE 189TH ST	16	6	38%	5	31%
8TH AVE NE FROM NE 189TH ST TO NE 190TH ST	16	9	56%	6	38%
9TH AVE NE FROM NE 180TH ST TO NE 185TH ST	68	35	51%	24	35%
BAGLEY PL N FROM N 183RD PL TO STREET END	5	4	80%	1	20%
BAGLEY PL N FROM N 187TH ST TO N 186TH ST	2	1	50%	0	0%
BAGLEY PL N FROM STREET END TO BAGLEY AVE N	9	3	33%	3	33%
BAGLEY AVE N FROM BAGLEY PL N TO STREET END	10	4	40%	3	30%
BURKE AVE N FROM STREET END TO N 183RD ST	7	1	14%	2	29%
BURKE AVE N FROM N 185TH ST TO N 189TH ST	35	9	26%	4	11%
BURKE AVE N FROM N 189TH ST TO N 190TH ST	11	2	18%	1	9%
CORLISS AVE N FROM N 180TH ST TO N 183RD PL	48	10	21%	9	19%
CORLISS AVE N FROM N 183RD PL TO N 184TH ST	11	6	55%	5	45%
CORLISS AVE N FROM N 184TH ST TO N 185TH ST	10	2	20%	0	0%
CORLISS AVE N FROM N 186TH ST TO N 188TH ST	25	9	36%	12	48%
CORLISS AVE N FROM N 188TH ST TO N 189TH ST	13	1	8%	0	0%
CORLISS AVE N FROM N 189TH ST TO N 190TH ST	8	0	0%	0	0%
CORLISS AVE N FROM N 190TH ST TO N 192ND ST	27	5	19%	4	15%
CORLISS AVE N FROM N 192ND ST TO N 193RD ST	20	5	25%	2	10%
DENSMORE AVE N FROM N 185TH ST TO N 188TH ST	31	10	32%	6	19%
DENSMORE AVE N FROM N 188TH ST TO STREET END	10	5	50%	4	40%
MIDVALE AVE N FROM N 185TH ST TO N 185TH CT	NP	NP	#VALUE!	NP	#VALUE!
MIDVALE AVE N FROM N 185TH CT TO N 188TH ST	16	8	50%	6	38%
MIDVALE AVE N FROM N 188TH ST TO STREET END	14	9	64%	15	107%
N 178TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	24	4	17%	4	17%
N 178TH ST FROM CORLISS AVE N TO SUNNYSIDE CT N	5	2	40%	1	20%
N 178TH ST FROM SUNNYSIDE CT N TO 1ST AVE NE	8	3	38%	3	38%
N 179TH ST FROM MERIDIAN AVE N TO 1ST AVE NE	54	10	19%	6	11%
N 180TH ST FROM STONE AVE N TO ASHWORTH AVE N	16	0	0%	2	13%
N 180TH ST FROM ASHWORTH AVE N TO WALLINGFORD AV	28	3	11%	1	4%
N 180TH ST FROM WALLINGFORD AV N TO BURKE AVE N	8	2	25%	0	0%
N 180TH ST FROM BURKE AVE N TO WAYNE AVE N	12	0	0%	0	0%
N 180TH ST FROM WAYNE AVE N TO MERIDIAN AVE N	7	0	0%	0	0%
N 180TH ST FROM STREET END TO CORLISS AVE N	7	2	29%	2	29%
N 180TH ST FROM CORLISS AVE N TO SUNNYSIDE AVE N	14	4	29%	4	29%
N 180TH ST FROM SUNNYSIDE AVE N TO 1ST AVE NE	18	1	6%	0	0%
N 183RD ST FROM MIDVALE AVE N TO STONE AVE N	21	15	71%	12	57%
N 183RD ST FROM STONE AVE N TO ASHWORTH AVE N	18	5	28%	4	22%
N 183RD ST FROM ASHWORTH AVE N TO WALLINGFORD AV	27	9	33%	9	33%
N 183RD ST FROM WALLINGFORD AV N TO BURKE AVE N	10	2	20%	2	20%

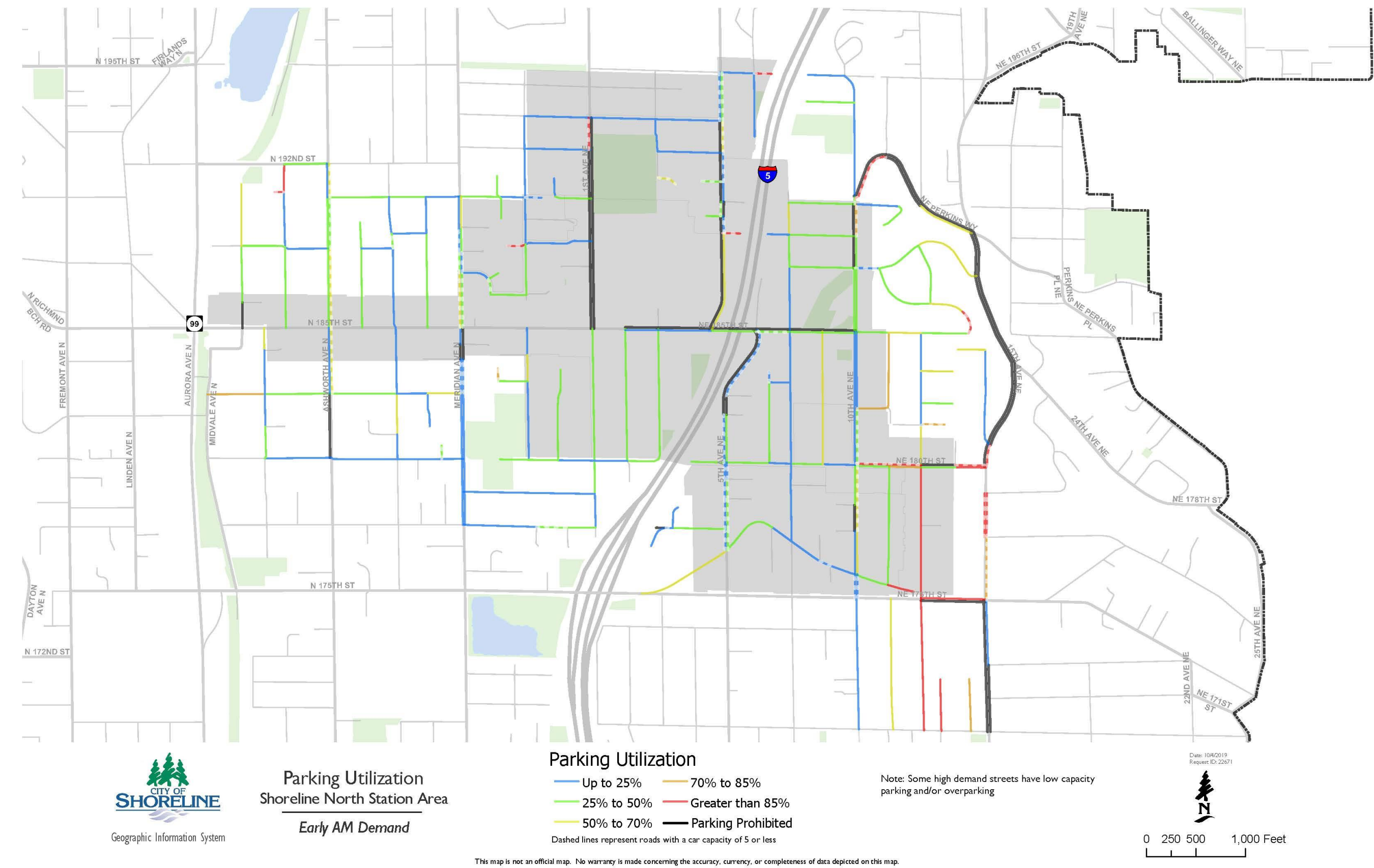
Appendix P - 185th Study Area Capacity and Demand Tables - All Segments

STREET SEGMENT NAME - LOCAL STREETS	CAPACITY	4AM-6AM COUNTS	4AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
N 183RD ST FROM BURKE AVE N TO MERIDIAN AVE N	15	10	67%	8	53%
N 183RD PL FROM BAGLEY PL N TO CORLISS AVE N	11	5	45%	2	18%
N 186TH ST FROM BAGLEY PL N TO CORLISS AVE N	11	5	45%	4	36%
N 187TH ST FROM MERIDIAN AVE N TO BAGLEY PL N	10	1	10%	2	20%
N 187TH ST FROM BAGLEY PL N TO STREET END	10	3	30%	1	10%
N 188TH ST FROM MIDVALE AVE N TO STONE AVE N	6	3	50%	2	33%
N 188TH ST FROM STONE AVE N TO ASHWORTH AVE N	13	2	15%	0	0%
N 188TH ST FROM DENSMORE AVE N TO WALLINGFORD AV	12	2	17%	2	17%
N 188TH ST FROM STREET END TO CORLISS AVE N	5	5	100%	4	80%
N 188TH ST FROM CORLISS AVE N TO 1ST AVE NE	28	3	11%	3	11%
N 189TH ST FROM WALLINGFORD AV N TO BURKE AVE N	22	1	5%	2	9%
N 190TH ST FROM ASHWORTH AVE N TO WALLINGFORD AV	17	5	29%	3	18%
N 190TH ST FROM WALLINGFORD AV N TO BURKE AVE N	19	6	32%	6	32%
N 190TH ST FROM BURKE AVE N TO MERIDIAN AVE N	12	2	17%	0	0%
N 190TH ST FROM MERIDIAN AVE N TO BAGLEY AVE N	6	2	33%	3	50%
N 190TH ST FROM BAGLEY AVE N TO CORLISS AVE N	14	0	0%	0	0%
N 190TH ST FROM CORLISS AVE N TO STREET END	5	0	0%	1	20%
N 190TH ST FROM SUNNYSIDE AVE N TO 1ST AVE NE	11	3	27%	3	27%
N 191ST ST FROM STREET END TO STONE AVE N	2	2	100%	0	0%
N 192ND ST FROM STONE AVE N TO ASHWORTH AVE N	23	9	39%	3	13%
N 192ND ST FROM CORLISS AVE N TO 1ST AVE NE	28	3	11%	3	11%
N 193RD ST FROM CORLISS AVE N TO 1ST AVE NE	26	6	23%	7	27%
NE 178TH ST FROM STREET END TO 2ND PL NE	NP	NP	#VALUE!	NP	#VALUE!
NE 178TH ST FROM 2ND PL NE TO 3RD AVE NE	2	0	0%	1	50%
NE 178TH ST FROM 3RD AVE NE TO 5TH AVE NE	10	5	50%	4	40%
NE 180TH ST FROM 1ST AVE NE TO 2ND AVE NE	12	2	17%	1	8%
NE 180TH ST FROM 2ND AVE NE TO 3RD AVE NE	13	5	38%	5	38%
NE 180TH ST FROM STREET END TO 5TH AVE NE	18	5	28%	2	11%
NE 180TH ST FROM 5TH AVE NE TO 7TH AVE NE	18	8	44%	3	17%
NE 180TH ST FROM 7TH AVE NE TO 8TH AVE NE	11	0	0%	0	0%
NE 180TH ST FROM 8TH AVE NE TO 9TH AVE NE	11	3	27%	3	27%
NE 180TH ST FROM 9TH AVE NE TO 10TH AVE NE	16	2	13%	3	19%
NE 181ST PL FROM 12TH AVE NE TO STREET END	5	4	80%	3	60%
NE 182ND ST FROM 10TH AVE NE TO 11TH AVE NE	12	10	83%	7	58%
NE 183RD ST FROM 7TH AVE NE TO 8TH AVE NE	6	0	0%	0	0%
NE 183RD ST FROM 12TH AVE NE TO STREET END	12	5	42%	4	33%
NE 184TH ST FROM 12TH AVE NE TO STREET END	12	7	58%	6	50%
NE 184TH PL FROM STREET END TO 15TH PL NE	11	7	64%	1	9%
NE 185TH ST FROM 10TH AVE NE TO 11TH AVE NE	6	3	50%	2	33%
NE 185TH ST FROM 11TH AVE NE TO 12TH AVE NE	10	6	60%	1	10%
NE 185TH ST FROM 12TH AVE NE TO 14TH AVE NE	17	5	29%	2	12%
NE 187TH ST FROM NE 188TH ST TO 12TH AVE NE	23	9	39%	6	26%
NE 187TH ST FROM 12TH AVE NE TO 14TH AVE NE	11	6	55%	5	45%
NE 188TH ST FROM 8TH AVE NE TO 10TH AVE NE	41	19	46%	13	32%
NE 188TH ST FROM 10TH AVE NE TO NE 187TH ST	2	0	0%	0	0%
NE 188TH ST FROM NE 187TH ST TO 12TH AVE NE	11	5	45%	1	9%
NE 188TH ST FROM 12TH AVE NE TO 15TH AVE NE	18	12	67%	4	22%
NE 189TH ST FROM 5TH AVE NE TO STREET END	3	5	167%	4	133%
NE 189TH ST FROM STREET END TO 8TH AVE NE	8	0	0%	0	0%
NE 189TH ST FROM 8TH AVE NE TO 10TH AVE NE	33	11	33%	5	15%
NE 189TH CT FROM STREET END TO 5TH AVE NE	6	3	50%	2	33%
NE 190TH ST FROM 8TH AVE NE TO 10TH AVE NE	45	12	27%	36	80%
NE 190TH ST FROM 10TH AVE NE TO 11TH AVE NE	26	1	4%	0	0%
NE 190TH PL FROM STREET END TO 5TH AVE NE	5	2	40%	1	20%
NE 191ST ST FROM 3RD AVE NE TO STREET END	5	3	60%	1	20%
NE 192ND ST FROM 3RD AVE NE TO 5TH AVE NE	28	3	11%	2	7%
NE 193RD ST FROM 1ST AVE NE TO 3RD AVE NE	34	8	24%	5	15%
NE 193RD ST FROM 3RD AVE NE TO 5TH AVE NE	35	8	23%	5	14%
NE 194TH ST FROM STREET END TO 10TH AVE NE	22	8	36%	7	32%
NE 195TH ST FROM 5TH AVE NE TO 7TH AVE NE	8	0	0%	1	13%
NE 195TH ST FROM 7TH AVE NE TO STREET END	4	7	175%	12	300%
NE 195TH ST FROM STREET END TO 10TH AVE NE	8	0	0%	5	63%
NE SERPENTINE PL FROM NE 175TH ST TO 5TH AVE NE	15	9	60%	4	27%
NE SERPENTINE PL FROM 5TH AVE NE TO 7TH AVE NE	12	4	33%	0	0%
NE SERPENTINE PL FROM 7TH AVE NE TO 8TH AVE NE	9	0	0%	3	33%
NE SERPENTINE PL FROM 8TH AVE NE TO 8TH LN NE	11	2	18%	0	0%
NE SERPENTINE PL FROM 8TH LN NE TO 9TH CT NE	5	0	0%	0	0%
NE SERPENTINE PL FROM 9TH CT NE TO 10TH AVE NE	6	0	0%	0	0%
NE SERPENTINE PL FROM 10TH AVE NE TO 11TH AVE NE	14	7	50%	5	36%
NE SERPENTINE PL FROM 11TH AVE NE TO STREET END	6	10	167%	1	17%
STONE AVE N FROM N 180TH ST TO N 182ND PL	17	7	41%	2	12%
STONE AVE N FROM N 182ND PL TO N 183RD ST	15	3	20%	1	7%
STONE AVE N FROM N 183RD ST TO N 184TH CT	16	4	25%	4	25%
STONE AVE N FROM N 184TH CT TO N 185TH ST	6	4	67%	1	17%
STONE AVE N FROM N 185TH ST TO N 188TH ST	29	10	34%	5	17%
STONE AVE N FROM N 188TH ST TO N 191ST ST	24	1	4%	4	17%
STONE AVE N FROM N 191ST ST TO N 192ND ST	11	13	118%	8	73%
SUNNYSIDE AVE N FROM N 180TH ST TO STREET END	32	16	50%	7	22%

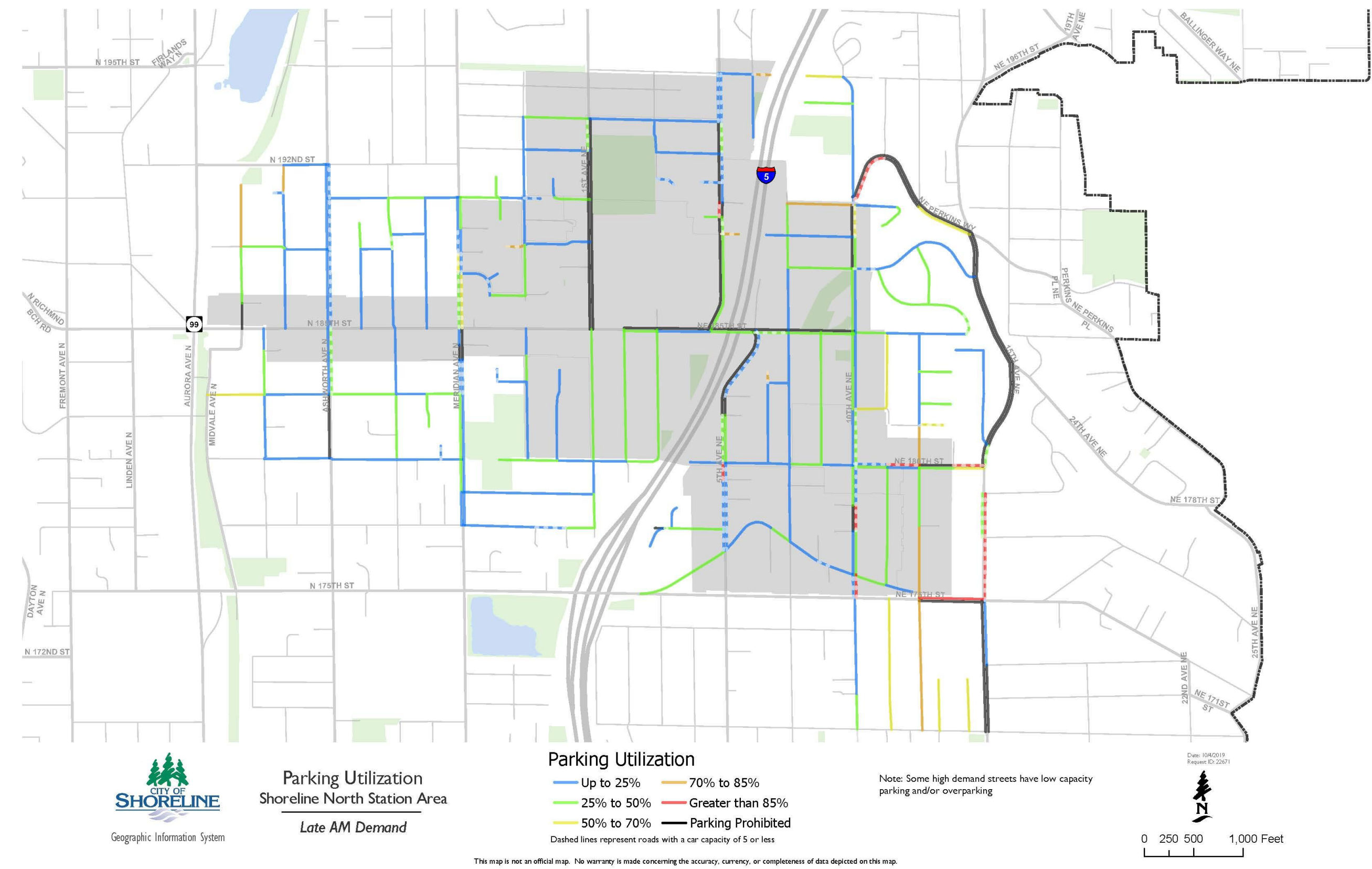
Appendix P - 185th Study Area Capacity and Demand Tables - All Segments

STREET SEGMENT NAME - LOCAL STREETS	CAPACITY	4AM-6AM COUNTS	4AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
SUNNYSIDE AVE N FROM N 190TH ST TO STREET END	7	0	0%	0	0%
WALLINGFORD AV N FROM N 180TH ST TO N 181ST ST	8	2	25%	2	25%
WALLINGFORD AV N FROM N 181ST ST TO N 183RD ST	18	11	61%	5	28%
WALLINGFORD AV N FROM N 183RD ST TO N 185TH ST	19	3	16%	2	11%
WALLINGFORD AV N FROM N 185TH ST TO N 188TH ST	37	7	19%	3	8%
WALLINGFORD AV N FROM N 188TH ST TO N 189TH ST	4	2	50%	2	50%
WALLINGFORD AV N FROM N 189TH ST TO N 190TH ST	17	4	24%	4	24%
WAYNE AVE N FROM N 180TH ST TO STREET END	5	2	40%	1	20%

Appendix Q – 185th Study Area Parking Demand Maps



Appendix Q – 185th Study Area Parking Demand Maps



Appendix R - Supporting data for parking demand projection chart

185th Subarea	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households ¹	3507	3632	3756	3881	4005	4130	4255	4379	4504	4628	4753	4878	5002	5127	5251	5376	5501
Estimated Total Parking Demand - Conservative Car Ownership ²	7014	7263	7512	7762	8011	8260	8509	8758	9008	9257	9506	9755	10004	10254	10503	10752	11001
Estimated Total Parking Demand - Reduced Car Ownership ³	7014	7256	7497	7739	7981	8223	8464	8706	8948	9190	9431	9606	9780	9955	10129	10303	10478
Estimated On Site Parking Available ⁴	5917	6034	6151	6267	6384	6471	6559	6646	6733	6820	6908	6995	7082	7169	7256	7344	7431
Estimated On Street Parking Demand - Conservative Car Owersnship ⁵	1097	1229	1362	1494	1627	1789	1951	2112	2274	2436	2598	2760	2922	3084	3246	3408	3570
Estimated On Street Parking Demand - Reduced Car Ownership ⁶	1097	1222	1347	1472	1597	1751	1906	2060	2215	2369	2524	2611	2698	2785	2873	2960	3047
Estimated On Street Parking Utilization - Conservative Car Ownership ⁷	34%	38%	42%	46%	50%	55%	60%	65%	70%	76%	81%	86%	91%	96%	101%	106%	111%
Estimated On Street Parking Utilization - Reduced Car Ownership ⁸	34%	38%	42%	46%	49%	54%	59%	64%	69%	73%	78%	81%	84%	86%	89%	92%	94%
145th Subarea	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households ¹	3652	3779	3906	4032	4159	4286	4413	4540	4666	4793	4920	5047	5174	5300	5427	5554	5681
Estimated Total Parking Demand - Conservative Car Ownership ²	7304	7558	7811	8065	8318	8572	8826	9079	9333	9586	9840	10094	10347	10601	10854	11108	11362
Estimated Total Parking Demand - Reduced Car Ownership ³	7304	7550	7796	8042	8288	8534	8780	9026	9272	9518	9764	9941	10119	10296	10474	10652	10829
Estimated On Site Parking Available ⁴	6118	6237	6356	6475	6594	6682	6771	6860	6949	7037	7126	7215	7304	7392	7481	7570	7659
Estimated On Street Parking Demand - Conservative Car Owersnship ⁵	1186	1321	1455	1590	1725	1890	2055	2219	2384	2549	2714	2879	3044	3208	3373	3538	3703
Estimated On Street Parking Demand - Reduced Car Ownership ⁶	1186	1313	1440	1567	1694	1852	2009	2166	2323	2481	2638	2727	2815	2904	2993	3082	3170
Estimated On Street Parking Utilization - Conservative Car Ownership ⁷	35%	38%	42%	46%	50%	55%	60%	65%	69%	74%	79%	84%	89%	93%	98%	103%	108%
Estimated On Street Parking Utilization - Reduced Car Ownership ⁸	35%	38%	42%	46%	49%	54%	59%	63%	68%	72%	77%	79%	82%	85%	87%	90%	92%

¹See "Study Area Household Growth Assumptions" table below

²Based on continued 2 cars/household

³Based on 2 cars/household for existing residents + 1.4 car/household for future residents by 2029

⁴Based on existing conditions and accounting for 25% 2 bedroom, 75% 1 bedroom for an average of .9375 stalls/unit until 2023. In 2024, rate is reduced by 25%

⁵Based on existing conditions, accounting for 2 cars/household, and reduced rate of on site parking stalls/dwelling unit in the future

⁶Based on existing conditions, accounting for 1.4 cars/household by 2029, and reduced rate of on site parking stalls/dwelling unit in the future

⁷Based on estimated demand - conservative car ownership divided by current on street parking capacity shown in "Study Area On-Street Parking Capacity Assumptions" table below

⁸Based on estimated demand - reduced car ownership divided by current on street parking capacity shown in "Study Area On-Street Parking Capacity Assumptions" table below

Study Area Household Growth Assumptions	145 th Subarea	185 th Subarea
2019 Households ¹	3467	3507
2035 Household Threshold ²	3652	5500
Households added per year (assuming linear growth)	126.8	124.6

¹Based on 2014 household baseline with net new units added from 2014 to present.

²Based on upper threshold for households shown in Table 3.2-13 from 145th/185th Subarea Final Environmental Impact Statements.

Study Area On Street Parking Capacity Assumptions ¹	Number of on-street parking spaces
145 th Study Area	3434
185 th Study Area	3227

¹Based on data collected for 2019 study