



AGENDA

STAFF PRESENTATIONS

PUBLIC COMMENT

SHORELINE CITY COUNCIL

VIRTUAL/ELECTRONIC REGULAR MEETING

Monday, May 3, 2021
7:00 p.m.

Held Remotely on Zoom
<https://zoom.us/j/95015006341>

In an effort to curtail the spread of the COVID-19 virus, the City Council meeting will take place online using the Zoom platform and the public will not be allowed to attend in-person. You may watch a live feed of the meeting online; join the meeting via Zoom Webinar; or listen to the meeting over the telephone.

The City Council is providing opportunities for public comment by submitting written comment or calling into the meeting to provide oral public comment. To provide oral public comment you must sign-up by 6:30 p.m. the night of the meeting. Please see the information listed below to access all of these options:



[Click here to watch live streaming video of the Meeting on shorelinewa.gov](https://www.shorelinewa.gov)



Attend the Meeting via Zoom Webinar: <https://zoom.us/j/95015006341>



Call into the Live Meeting: 253-215-8782 | Webinar ID: 950 1500 6341



[Click Here to Sign-Up to Provide Oral Testimony](#)

Pre-registration is required by 6:30 p.m. the night of the meeting.



[Click Here to Submit Written Public Comment](#)

Written comments will be presented to Council and posted to the website if received by 4:00 p.m. the night of the meeting; otherwise they will be sent and posted the next day.

| | <u>Page</u> | <u>Estimated Time</u> |
|---|-------------|---------------------------|
| 1. CALL TO ORDER | | 7:00 |
| 2. ROLL CALL | | |
| (a) Proclamation of Mental Health Awareness Month | <u>2a-1</u> | |
| 3. APPROVAL OF THE AGENDA | | |
| 4. REPORT OF THE CITY MANAGER | | |
| 5. COUNCIL REPORTS | | |
| 6. PUBLIC COMMENT | | |

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 by 6:30 p.m. the night of the meeting via the [Remote Public Comment Sign-in form](#). Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed up.

7. CONSENT CALENDAR

- (a) Approval of Minutes of Regular Meeting of April 12, 2021 7a-1

8. ACTION ITEMS

- (a) Action on Ordinance No. 929 - Amending Certain Sections of the Shoreline Municipal Code (SMC) Title 20, Including Establishing a New Section, SMC 20.40.355, Setting Forth Regulations for Enhanced Shelters in the Mixed Business Zone, and Replacing Interim Regulations 8a-1 7:20
- (b) Action on Ordinance No. 930 - Amending Development Code Chapters 20.20, 20.30, 20.40, and 20.50 and Chapter 13.12 Floodplain Regulations for Batch #1 of the 2021 Development Code Amendments 8b-1 7:40
- (c) Action on Resolution No. 475 - Adopting a Six-Year Transportation Improvement Program (TIP) for 2022 Through 2027 and Directing the TIP to be Filed with the State Secretary of Transportation and Transportation Improvement Board 8c-1 8:00

9. STUDY ITEMS

- (a) 2020 Year End Financial Report 9a-1 8:20

10. ADJOURNMENT

8:40

Any person requiring a disability accommodation should contact the City Clerk's Office at 206-801-2230 in advance for more information. For TTY service, call 206-546-0457. For up-to-date information on future agendas, call 206-801-2230 or visit the City's website at shorelinewa.gov/councilmeetings. Council meetings are shown on the City's website at the above link and on Comcast Cable Services Channel 21 and Zply Fiber 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.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Proclamation of Mental Health Awareness Month |
| DEPARTMENT: | Recreation, Community and Cultural Services |
| PRESENTED BY: | Bethany Wolbrecht-Dunn, Community Services Manager |
| 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:

In observance of May as Mental Health Awareness Month, this proclamation recognizes the prevalence of mental illness and the significant impact it has on many individuals and families. The City of Shoreline provides support for individuals experiencing mental health impacts by providing funding to the Center for Human Services Behavioral Health Program which provides services on a sliding fee scale.

Because stigma related to mental illness can be a barrier to seeking needed treatment, it is especially important to raise awareness that mental health is an integral part of overall health, and that support and treatment options are available.

RECOMMENDATION

Staff recommends that the Mayor read the proclamation.

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



PROCLAMATION

WHEREAS, mental health is a part of overall health; and

WHEREAS, mental health sustains an individual's thought processes, relationships, productivity, and ability to adapt to change; and

WHEREAS, one in twenty-five adults live with mental illness, such as major depression, bipolar disorder, or schizophrenia; and

WHEREAS, roughly one-half of chronic mental illness begin by the mid-teens and three-fourths by the mid-20s; and

WHEREAS, early identification and treatment can make a difference in successful management of mental illness and recovery; and

WHEREAS, it is important to maintain mental health and to recognize the symptoms of mental illness and seek help when it is needed; and

WHEREAS, every citizen and community can help end the silence and stigma surrounding mental illness; and

WHEREAS, Mental Health Awareness Month is an opportunity to increase public understanding of the importance of mental health and to promote the identification and treatment of mental illness;

NOW, THEREFORE, I, Will Hall, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim May 2021, as

MENTAL HEALTH AWARENESS MONTH

in the City of Shoreline.

Will Hall, Mayor

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, April 12, 2021
7:00 p.m.

Held Remotely via Zoom

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

ABSENT: Councilmember Robertson

1. CALL TO ORDER

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

2. ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present with the exception of Councilmember Robertson.

Councilmember McGlashan moved to excuse Councilmember Robertson for personal reasons. The motion was seconded by Councilmember McConnell and approved by unanimous consent.

(a) Proclamation of Volunteer Appreciation Week

Mayor Hall expressed gratitude for the new ways people have found to volunteer in their communities during the pandemic and spoke to the importance of volunteerism.

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided an update on the COVID-19 pandemic and reported on various City meetings, projects and events.

5. COUNCIL REPORTS

Councilmember McConnell spoke to the value of the National League of Cities Transportation and Infrastructure Services Committee and shared details on her involvement on the committee.

Mayor Hall said funding for the non-motorized bridge project is in both the State House and Senate proposed budgets but is dependent on securing the related funding package.

Mayor Hall encouraged everyone to continue practicing health precautions during the pandemic even as vaccinations become more available.

6. PUBLIC COMMENT

Edgar Sioson, Shoreline resident, spoke in support of not requiring parking minimums for new development. He said he supports the upzone in his neighborhood and spoke to the value of prioritizing non-motorized transportation and stricter parking enforcement.

Dicky Leonardo, Shoreline resident, said he is concerned that the park near the Enhanced Shelter will have an increase in people experiencing homelessness sleeping there and asked what his recourse as a resident is to ensure the safety of the park for all who use it.

Jackie Kurlle, Shoreline resident, emphasized that she supports helping the homeless population, but has concerns about the administration of the Enhanced Shelter and asked that the City actively support successful shelter operations for the residents and the community.

7. CONSENT CALENDAR

Upon motion by Deputy Mayor Scully and seconded by Councilmember Chang and unanimously carried, 6-0, the following Consent Calendar items were approved:

(a) Approval of Minutes of Regular Meeting of March 29, 2021

(b) Approval of Expenses and Payroll as of March 26, 2021 in the Amount of \$2,710,344.69

***Payroll and Benefits:**

| Payroll Period | Payment Date | EFT Numbers (EF) | Payroll Checks (PR) | Benefit Checks (AP) | Amount Paid |
|-------------------|--------------|------------------|---------------------|---------------------|---------------------|
| 02/21/21-03/06/21 | 3/12/2021 | 95872-96079 | 17238-17245 | 82013-82018 | \$727,126.90 |
| | | | | | <u>\$727,126.90</u> |

***Wire Transfers:**

| Expense Register Dated | Wire Transfer Number | Amount Paid |
|------------------------|----------------------|---------------------|
| 3/24/2021 | 1174 | \$622,808.78 |
| 3/24/2021 | 1175 | \$1,282.02 |
| | | <u>\$624,090.80</u> |

***Accounts Payable Claims:**

| Expense Register Dated | Check Number (Begin) | Check Number (End) | Amount Paid |
|------------------------|----------------------|--------------------|-----------------------|
| 3/10/2021 | 81918 | 81945 | \$277,323.88 |
| 3/10/2021 | 81946 | 81947 | \$774.84 |
| 3/10/2021 | 81948 | 81954 | \$8,087.35 |
| 3/10/2021 | 81955 | 81981 | \$483,325.48 |
| 3/10/2021 | 81560 | 81560 | (\$204.00) |
| 3/10/2021 | 81982 | 81982 | \$204.00 |
| 3/17/2021 | 81983 | 81993 | \$160,362.30 |
| 3/17/2021 | 81994 | 81998 | \$64,563.28 |
| 3/17/2021 | 81999 | 82011 | \$49,222.15 |
| 3/17/2021 | 78591 | 78591 | (\$1,149.88) |
| 3/17/2021 | 82012 | 82012 | \$1,149.88 |
| 3/21/2021 | 82019 | 82019 | \$406.88 |
| 3/21/2021 | 82020 | 82021 | \$45,543.44 |
| 3/23/2021 | 82022 | 82039 | \$123,698.18 |
| 3/23/2021 | 82040 | 82057 | \$123,968.44 |
| 3/23/2021 | 82058 | 82068 | \$21,850.77 |
| | | | <u>\$1,359,126.99</u> |

(c) Adoption of the 2021-2023 City Council Goals and Work Plan

(d) Adoption of the Community Development Block Grant Round Three Funding from the Coronavirus Aid, Relief, and Economic Security Act and Authorizing the City Manager to Execute Contracts to Implement Approved Programs and Projects

(e) Authorize the City Manager to Execute an Agreement with David Evans and Associates for Wastewater Engineering Services in the amount of \$2,273,700

(f) Authorize the City Manager to Execute a Ridgcrest Park Property Exchange and Mitigation Agreement with Sound Transit

8. ACTION ITEMS

- (a) Action on Ordinance No. 928 – Repealing Ordinance No. 780, SMC Chapter 13.05 Wastewater Utility, and Replacing it With a New SMC Chapter 13.05

Randy Witt, Public Works Director, delivered the staff presentation. Mr. Witt summarized prior discussion of the Ordinance and reflected that, in response to Council direction regarding the late charges associated with wastewater fees, a Late Charge section has been added to proposed language for Shoreline Municipal Code Chapter 13.05.130, and shared the details of the policy.

Councilmember Chang moved to adopt Ordinance No. 928, repealing Ordinance No. 780, SMC Chapter 13.05 Wastewater Utility, and replacing it with a new SMC Chapter 13.05. The motion was seconded by Councilmember McConnell.

The motion passed unanimously, 6-0.

- (b) Action on Resolution No. 474 - Repealing Resolution No. 417 Regarding Wastewater Financial Policies

Randy Witt, Public Works Director, delivered the staff presentation. He reviewed the intent of Resolution No. 474, allowing the Administrative Services Director to exercise the rule-making authority granted in Ordinance No. 928 under the proposed SMC Chapter 13.05.090. He stated that no changes had been made since the Council discussion.

Councilmember Chang moved to adopt Resolution No. 474, repealing Resolution No. 417 regarding Wastewater Financial Policies. The motion was seconded by Councilmember McGlashan.

The motion passed unanimously, 6-0.

9. STUDY ITEMS

- (a) Discussion of Ordinance No. 929 - Amending Certain Sections of the Shoreline Municipal Code (SMC) Title 20, Including Establishing a New Section, SMC 20.40.355, Setting Forth Regulations for Enhanced Shelters in the Mixed Business Zone, and Replacing Interim Regulations

Steve Szafran, Senior Planner, delivered the staff presentation. Mr. Szafran reviewed the process by which an Enhanced Shelter was sited at 165th and Aurora Avenue North. He shared a vicinity map and current zoning designations and said Council will be discussing a potential rezone of this site in an upcoming meeting.

Mr. Szafran shared details of the interim regulations established by Ordinance Nos. 906 and 913 and said tonight's proposed amendments to the SMC would adopt permanent regulations concurrently with the proposed rezone of the site to Mixed Business (MB). He reviewed the new use definition for Enhanced Shelters; said it would be added to the Temporary Lodging section of the Residential Use Table and added as a permitted use subject to index criteria in the MB zone; and he outlined the proposed index criteria. He displayed a map of potentially eligible parcels in Shoreline and pointed out parcels that would not meet the criteria.

Councilmember Chang asked if the Oaks site would have to conform to any additions to the index criteria. Margaret King, City Attorney, confirmed that the existing Enhanced Shelter is vested under temporary regulations and the permanent regulations would only apply to future Enhanced Shelters. There was discussion around the question if the location was developed into permanent supportive housing, would the new facility have to conform to any updated criteria. Ms. King said more research would be required.

Councilmember Chang said she is interested in adding a provision establishing a required distance from schools and asked if that had been considered. Mr. Szafran said there has not been discussion on this, but he would create a proposed amendment. Discussion continued with Deputy Mayor Scully stating he would not support such a requirement, but Councilmember McConnell said she would be interested in considering this further. Mayor Hall said he would not want to make the Oaks site nonconforming. Councilmember Chang said her suggested distance requirement would not make the Oaks site nonconforming and commented that her concern is that other enhanced shelters have had issues with drug dealing nearby.

Councilmember Chang would like to consider including a coordination plan with the Fire Department in addition to the one required for police response. Deputy Mayor Scully expressed support for this as long as the language is not prohibitive, and Councilmember Roberts agreed.

In response to the public comment submitted earlier in the meeting, Deputy Mayor Scully said he has visited many parks during the pandemic, and he understands the importance of being able to use the parks for the purpose to which it exists. He said that should be addressed by directing people to shelter space and enforcing no camping in parks.

Deputy Mayor Scully expressed support for the criteria as written. In considering additions, he said he does not want to make it so difficult to operate a shelter that they could be driven out of business. He is delighted that the Enhanced Shelter is now operational.

Councilmember Roberts said he would like to add an amendment to SMC 20.40.355(a) changing “it shall be operated by a State, County, or City government; to “it shall be operated by a public agency”. Mayor Hall agreed with this change, stating that there is tremendous worth in recognizing that sovereign Indian nations are governmental agencies.

Councilmember McConnell voiced support for the proposed index criteria and appreciation for the guardrails it adds.

There was discussion on the maximum occupancy established in the regulations and Ms. Tarry confirmed that the current agreement with the Shelter operator is at 60 occupants. Mayor Hall said that setting a cap on the number of residents is a great idea, and the number established seems reasonable. Mayor Hall expressed appreciation for the work of the staff and the Planning Commission on designing the permanent regulations and expressed support for the provisions brought forward by staff.

It was suggested that Councilmembers submit proposed amendments by Monday, April 19, 2021.

- (b) Discussion of Ordinance No. 922 - 2021-2022 Biennial Budget Amendment - Amending Ord. No. 903 for Uncompleted 2019-2020 Operating and Capital Projects by Increasing Appropriations in Certain Funds (2020-to-2021 Carryover)

Rick Kirkwood, Budget and Tax Manager, delivered the staff presentation. Mr. Kirkwood explained how proposed Ordinance No. 922 would impact of the 2020-to-2021 Carryover requests on the 2021-to-2022 Biennial Budget. He reviewed the details of the amendment and displayed a table of the intended uses of General Fund Reserves. He stated that Ordinance No. 922 would amend the unassigned and undesignated beginning fund balance to \$11.482 Million.

Upon request, Mr. Kirkwood provided details on the revenues both set aside and appropriated for the City Maintenance Facility.

Councilmember Roberts asked if the Ronald Wastewater District's (RWD) reserve policy was similar to that proposed in this Ordinance and if 20 percent is the right amount of required reserves for utility funds. Mr. Kirkwood said this is a question that will be asked as the City moves forward with the Wastewater Master Plan but it is consistent with the Surface Water Fund. Sara Lane, Administrative Services Director, added that while RWD did not have a written policy, the District ensured there were adequate operating funds. Councilmember Roberts asked how long it will take to get to 20 percent in reserves, and Ms. Lane said the target is achievable.

Councilmember McConnell left the meeting at 8:03 p.m.

It was agreed that Ordinance No. 922 would return as a Consent Item.

- (c) Discussion of Ordinance No. 923 - 2021-2022 Biennial Budget Amendment – Amending Ord. No. 922 by Increasing Appropriations in Certain Funds (2021-2022 Biennial Budget Amendment)

Rick Kirkwood, Budget and Tax Manager, delivered the staff presentation. Mr. Kirkwood explained how proposed Ordinance No. 923 would impact expenditures and resources of the 2021-to-2022 Biennial Budget and includes amendments to establish the full appropriation level upon assumption of the Ronald Wastewater District. He displayed a table the intended uses of General Fund Reserves. He stated that Ordinance No. 923 would amend the unassigned and undesignated beginning fund balance to \$11.362 Million. He said this budget amendment includes the amendment to the City's financial policies and displayed the language establishing the Wastewater Utility fund reserve policy.

It was agreed that Ordinance No. 923 would return as a Consent Item.

10. ADJOURNMENT

At 8:13 p.m., Mayor Hall declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Action on Ordinance No. 929 - Amending Certain Sections of the Shoreline Municipal Code (SMC) Title 20, Including Establishing a New Section, SMC 20.40.355, Setting Forth Regulations for Enhanced Shelters in the Mixed Business Zone, and Replacing Interim Regulations |
| DEPARTMENT: | Planning and Community Development |
| PRESENTED BY: | Steve Szafran, AICP, Senior Planner |
| 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:

On October 26, 2020, the City Council adopted interim regulations for the operation of an enhanced shelter in the R-48 Zone, which will expire in April. Tonight, Council is scheduled to act on permanent regulations that would allow enhanced shelters in the Mixed Business (MB) zone, subject to index criteria. Proposed Ordinance No. 929 (Attachment A) would provide for these permanent develop regulations for enhanced shelters in the MB zone by establishing a new section of the Shoreline Municipal Code (SMC 20.40.355).

The City Council discussed the proposed amendments, as recommended by the Planning Commission, on April 12, 2021. Tonight, Council is scheduled to take action on these permanent regulations for enhanced shelters. Prior to taking action on proposed Ordinance No. 929, Council may also consider and move the proposed amendments as discussed on April 12th. Staff has provided amendatory motions in this staff report for Council's use, if needed.

RESOURCE/FINANCIAL IMPACT:

No direct financial impacts are expected from this proposed regulation change. The City currently has a small contract with Lake City Partners for the current enhanced shelter in Shoreline, which is expected to continue.

RECOMMENDATION

Staff recommends that the City Council adopt Ordinance No. 929 as recommended by the Planning Commission.

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

BACKGROUND

In April 2020, the City Council adopted Council Goal No. 5, Action Step No. 7, which reads:

Begin a process of developing partnerships with North King County cities and other key stakeholders in support of siting a 24/7 shelter/navigation center to serve homeless single adults in North King County.

In response to this Council Goal Action Step, staff began working to explore options for the siting of a shelter for homeless adults to serve the North King County area. Shortly thereafter, grant funding for additional homeless shelters became available through the Washington State Department of Commerce. The City then partnered with King County and Lake City Partners Ending Homelessness (a not-for-profit organization that provides shelter and services for people experiencing homelessness) in establishing an enhanced shelter for homeless adults at the former Oaks at Forest Bay Nursing Home (The Oaks), located at 16357 Aurora Avenue North.

The enhanced shelter model is a continuous-stay living environment, in that it offers living arrangements where individuals have a room or bed assigned to them throughout the duration of their stay and may store their belongings onsite. The goal of the model is to provide services oriented toward bringing people experiencing unsheltered homelessness inside and exiting shelter participants to permanent housing and positive destinations.

The current zoning district of that portion of the Oaks property where buildings are located is R-48 (Residential 48 units per acre) and did not permit homeless shelters. In addition, some of the requirements of the grant funding that King County would use to operate the shelter conflict with the zoning code index criteria for homeless shelters as currently defined in Shoreline Municipal Code (SMC) Section 20.40.405.

On October 26, 2020, the City Council adopted interim regulations for the operation of an Enhanced Shelter in the R-48 Zone. The staff report for the adoption of these interim regulations can be found at the following link:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2020/staffreport102620-8a.pdf>.

As these interim regulations will expire in April 2021, Council is scheduled to take action on permanent regulations that would allow enhanced shelters in the Mixed Business (MB) zone, subject to index criteria, as proposed in Ordinance No. 929 (Attachment A). The Oaks site, which is the only site in the City with an enhanced shelter, is currently the subject of a rezone from R-18 and R-48 to MB and would be a legally conforming use under these proposed development regulations, if approved. The Hearing Examiner held a public hearing on March 17, 2021 regarding this rezone and on April 2, 2021, the Hearing Examiner issued a decision recommending approval, which will come to Council for final decision making.

The Planning Commission held a study session on the proposed enhanced shelter Development Code amendments (Exhibit A to Attachment A) on February 18, 2021, where they heard from neighbors of the Oaks site and asked for additional information from staff. The meeting packet for this Planning Commission discussion is available at the following link:

<https://www.shorelinewa.gov/home/showpublisheddocument?id=50906>.

Subsequently, the Planning Commission held a public hearing on the amendments on March 18, 2021 and forwarded the changes to the City Council with a recommendation of approval (see Attachment B.) The meeting packet for this Planning Commission public hearing is available at the following link:

<https://www.shorelinewa.gov/home/showpublisheddocument?id=51112>.

Finally, the City Council discussed proposed Ordinance No. 929, as recommended by the Planning Commission, on April 12, 2021. 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/2021/staffreport041221-9a.pdf>.

DISCUSSION

Proposed Ordinance No. 929 contains a code amendment defining enhanced shelters and permitting them as a use in the MB zoning district subject to certain index criteria. The MB zone, along with Community Business (CB) and Town Center (TC) 1, 2 and 3 zones, already allow homeless shelters as permitted uses, though enhanced shelters have different operational criteria and therefore are being defined and regulated separately. A new definition would be added to the Development Code in SMC 20.20.018:

Enhanced Shelter A 24 hour a day facility which is open to adults experiencing homelessness regardless of prior criminal history, addiction, or mental health challenges as long as the individual is able to live safely in community with others and abide by established program rules. The purpose is to provide safe shelter and access to resources including, but not limited to, housing, basic needs, hygiene, case management and social programs as they transition to permanent housing.

Proposed Enhanced Shelter Indexed Criteria

During the Council's review of the interim regulations for enhanced shelters, Council developed a set of index criteria to mitigate possible incompatibilities and provide a process to resolve conflicts that might arise from the use. These criteria are very similar to what is being proposed for the permanent regulations, with some additional refinements and clarifications. Two significant changes are the inclusion of a maximum occupancy of 100 residents in enhanced shelters and a spacing requirement of one mile from any other homeless shelters. Attachment C to this staff report provides a map of the parcels that meet the enhanced shelter criteria with the current North King County Enhance Shelter at the Oaks site identified on the map.

The indexed criteria for enhanced shelters in new proposed Code section 20.40.355 is as follows:

20.40.355 Enhanced Shelter

Enhanced shelters are allowed in the MB zone subject to the criteria below:

- A. It shall be operated by state, county, or city government, a State of Washington registered nonprofit corporation; or a Federally recognized tax exempt 501(C)(3) organization that has the capacity to organize and manage an enhanced shelter;*
- B. It shall permit inspections by City, Health and Fire Department inspectors at reasonable times for compliance with the City's requirements. An inspection by the Shoreline Fire Department is required prior to occupancy;*
- C. It shall develop and enforce a code of conduct acceptable to the City that articulates the rules and regulations of the shelter. These rules shall include, at a minimum, prohibitions against criminal activities, such as theft and threats or acts of violence, and the sale, purchase, possession, or use of alcohol or illegal drugs within the facility or on the facility grounds;*
- D. It shall be located with frontage on a principal arterial and within ¼ mile of a transit stop with frequent all-day service as defined by King County Metro Transit;*
- E. To avoid a concentration of uses enhanced shelters must be located at least a mile from any other enhanced or homeless shelters, calculated as a radius from the property lines of the site;*
- F. The maximum number of residents in an enhanced shelter shall be determined by the general capacity of the building and the level of staffing to be provided, but shall in no case exceed 100;*
- G. A solid, 6-foot tall fence shall be provided along all property lines that abut residential zoning districts;*
- H. Submittal of a parking plan acceptable to the City prior to occupancy; and*
- I. The primary funding organization and shelter operator shall enter into a memorandum of agreement with the City regarding operational issues that shall include:*
 - 1. Staffing plans.*
 - 2. Requirements for regular reports to the City on how the shelter is meeting performance metrics.*
 - 3. An agreement that if calls for law enforcement service exceed an agreed upon threshold in any given quarter, the shelter operator will work with the City to reduce calls below the threshold level.*
 - 4. A coordination plan with the Shoreline Police Department which shall include protocols for Police response to the shelter and to shelter clients throughout Shoreline.*

5. *Requiring adherence to a good neighbor plan that addresses how the shelter operator will address litter, noise, security procedures, and other issues that may be of concern to the surrounding community.*
6. *Criteria to determine if/when to discontinue the shelter use if documented violations of the operational agreements are not addressed in a timely manner.*
7. *Provisions for City approval of any proposed change in shelter operator.*

Proposed Amendments and Amendatory Language

During the April 12th Council discussion, some Councilmembers had suggested certain amendments to the indexed criteria in SMC 20.40.355. There are three amendments proposed to the Planning Commission's recommendation in proposed Ordinance No. 929, which are described below:

Proposed Amendment #1

Proposed SMC 20.40.355(A) states enhanced shelters "*shall be operated by state, county, or city government, a State of Washington registered nonprofit corporation; or a Federally recognized tax exempt 501(C)(3) organization that has the capacity to organize and manage an enhanced shelter*". Councilmember Roberts suggested amending the language to replace "state, county, or city" with "public agency." This amendment recognizes the inclusion of other agencies, such as Native American tribes, as potential operators of enhanced shelters.

If Council would like to amend SMC 20.40.355(A) to state, "*It shall be operated by ~~state, county, or city government~~, a public agency, a State of Washington registered nonprofit corporation; or a Federally recognized tax exempt 501(C)(3) organization that has the capacity to organize and manage an enhanced shelter*", a Councilmember would need to move to modify the Planning Commission's recommendation as follows:

I move to modify the Planning Commission's recommendation to amend SMC 20.40.355(A) to state, "It shall be operated by a public agency, a State of Washington registered nonprofit corporation; or a Federally recognized tax exempt 501(C)(3) organization that has the capacity to organize and manage an enhanced shelter".

Proposed Amendment #2

Proposed SMC 20.40.355(1)(3) states, "*An agreement that if calls for law enforcement service exceed an agreed upon threshold in any given quarter, the shelter operator will work with the City to reduce calls below the threshold level*". Some Councilmembers believe adding fire department services into this section that establishes a threshold for calls in any given quarter will further the health and safety protections of both the residents of the shelter and the surrounding community.

If Council would like to amend SMC 20.40.355(1)(3) to state, "*An agreement that if calls for law enforcement and/or the Fire Department services exceed an agreed upon threshold in any given quarter, the shelter operator will work with the City to reduce calls below the threshold level*", a Councilmember would need to move to modify the Planning Commission's recommendation as follows:

I move to modify the Planning Commission’s recommendation to amend SMC 20.40.355(I)(3) to state, “An agreement that if calls for law enforcement and/or Fire Department services exceed an agreed upon threshold in any given quarter, the shelter operator will work with the City to reduce calls below the threshold level”.

Proposed Amendment #3

On April 12th, the Council also discussed the possibility of adding an indexed criteria to require a separation between schools and enhanced shelters. Staff has provided Council a map that shows a 1,500-foot radius around all Kindergarten through 12th Grade schools near any parcel zoned Mixed-Business adjacent to Aurora Avenue North (Attachment D). As you can see from the map, adding this requirement will not impact the existing enhanced shelter at the former Oaks nursing home. However, if an additional enhanced shelter were interested in locating in Shoreline, there would be fewer eligible parcels of where that shelter could locate if this amendment is adopted by Council.

If Council would like to amend SMC 20.40.355 to add a new indexed criteria “J” to state, “*It shall be located at least 1,500 feet from the nearest public or private Kindergarten through 12th grade school*”, a Councilmember would need to move to modify the Planning Commission’s recommendation as follows:

I move to modify the Planning Commission’s recommendation to add SMC 20.40.355(J) to state, “It shall be located at least 1,500 feet from the nearest public or private Kindergarten through 12th grade school”.

Development Code Amendment Decision Criteria

SMC 20.30.350 states, “An amendment to the Development Code is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan or respond to changing conditions or needs of the City”. Development Code amendments may also be necessary to reduce confusion and clarify existing language, respond to regional and local policy changes, update references to other codes, eliminate redundant and inconsistent language, and codify Administrative Orders previously approved by the Director. Regardless of their purpose, all amendments are to implement and be consistent with the Comprehensive Plan.

The decision criteria for a Development Code amendment in SMC 20.30.350(B) states the City Council may approve or approve with modifications a proposal for a change to the text of the land use code when all of the following are satisfied:

1. The amendment is in accordance with the Comprehensive Plan.

Relevant Comprehensive Plan Policies Regarding Homeless Services:

Goal H VII: Collaborate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.

H19: Encourage, assist, and support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the city.

H29: Support the development of public and private, short-term and long-term housing and services for Shoreline's population of people who are homeless.

Staff Analysis

The effort to site an enhanced shelter in the City of Shoreline has been a multi-agency partnership to address a regional crisis. The shelter is a collaboration between the City of Shoreline, King County, the King County Housing Authority, and Lake City Partners Ending Homelessness to provide shelter and services to those in need in underserved areas of North King County. In these ways, the proposed amendments implement the relevant Comprehensive Plan guidance listed above.

2. The amendment will not adversely affect the public health, safety or general welfare.

Staff Analysis

The proposed amendments seek to address the homelessness crisis in our region and our City by permitting enhanced shelters to locate here. The index criteria proposed will provide safeguards to prevent or address possible conflicts with the adjacent properties and neighborhood. These criteria include City collaboration with the organization operating the shelter, ongoing collaboration with Shoreline Police, defined expectations around shelter resident behavior, adequate staffing of the shelter, and location near transit facilities.

3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.

Staff Analysis

The Council has determined that there is an urgent need for services and shelter for homeless adults in our region. A confluence of factors led to the City partnering with King County to establish an enhanced shelter in Shoreline. Providing a safe, stable environment for individuals experiencing homelessness to receive services and begin to address the factors that led to the loss of their housing is known as the "Housing First" model and is becoming a best practice nationwide. Over time, providing shelter and services on the journey back to permanent housing will reduce the number of people sheltering in our parks and open spaces.

COUNCIL GOAL(S) ADDRESSED

This item directly responds to Council Goal #5, Action Step #7: Begin a process of developing partnerships with North King County cities and other key stakeholders in support of siting a 24/7 shelter/navigation center to serve homeless single adults in North King County. The proposed ordinance will implement this Action Step by permanently allowing enhanced shelters within the MB zoning district.

RESOURCE/FINANCIAL IMPACT

No direct financial impacts are expected from this proposed regulation change. The City currently has a small contract with Lake City Partners for the current enhanced shelter in Shoreline, which is expected to continue.

RECOMMENDATION

Staff recommends that the City Council adopt Ordinance No. 929 as recommended by the Planning Commission.

ATTACHMENTS

Attachment A – Proposed Ordinance No. 929

Attachment A Exhibit A – Proposed Development Code Amendments

Attachment B – Planning Commission Transmittal Letter

Attachment C – Map of Enhanced Shelter Eligible Parcels

Attachment D – Map of Schools with 1,500-foot Radius and Enhanced Shelter Eligible
Parcels

ORDINANCE NO. 929

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING CERTAIN SECTIONS OF THE SHORELINE MUNICIPAL CODE (SMC) TITLE 20, THE UNIFIED DEVELOPMENT CODE, INCLUDING ESTABLISHING A NEW SECTION, SMC 20.40.355, SETTING FORTH REGULATIONS FOR ENHANCED SHELTERS, AND REPLACING INTERIM REGULATIONS ADOPTED BY ORDINANCE NO. 906, AS AMENDED BY ORDINANCE NO. 913.

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington, and planning pursuant to the Growth Management Act, Title 36.70A RCW; and

WHEREAS, on October 26, 2020, pursuant to RCW 35A.63.220 and RCW 36.70A.390, after conducting a public hearing, the City adopted Ordinance No. 906 adopting interim regulations temporarily authorizing enhanced shelters within the R-48 zoning district, expiring on May 3, 2021; and

WHEREAS, an enhanced shelter is a facility providing a 24 hour a day facility for adults experiencing homelessness in which they can access basic and social services as they transition to permanent housing; and

WHEREAS, on November 16, 2020, the City adopted Ordinance No. 913, adopting amendments to the interim regulations so as to provide clarity and correct formatting and, retaining the May 3, 2021 expiration date; and

WHEREAS, on February 18, 2021, the City of Shoreline Planning Commission reviewed the proposed Development Code amendments and, on March 18, 2021, held a public hearing on the proposed Development Code amendments so as to receive public testimony; and

WHEREAS, at the conclusion of the public hearing, the City of Shoreline Planning Commission deliberated on the proposed Development Code amendments, and recommend approval of the Development Code amendments, as amended, to the City Council; and

WHEREAS, on April 12, 2021, the City Council held a study session on the proposed Development Code amendments; and

WHEREAS, on May 3, 2021, the interim regulations adopted by Ordinance No. 906 and amended by Ordinance No. 913 expired; and

WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights; and

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the amendment(s) to its Unified Development Code; and

WHEREAS, the environmental impacts of the amendments to SMC Title 20, the City's land use development regulations, resulted in the issuance of a Determination of Non-Significance (DNS) on March 3, 2021; and

WHEREAS, the City provided public notice of the amendments and the public hearing as provided in SMC 20.30.070; and

WHEREAS, the City Council has considered the entire public record, public comments, written and oral, and the Planning Commission's recommendation; and

WHEREAS, the City Council has determined that the amendments are consistent with and implement the Shoreline Comprehensive Plan and serves the purpose of the Unified Development Code as set forth in SMC 20.10.020;

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

Section 1. Amendment; Establishing new Section SMC 20.40.355. Title 20 of the Shoreline Municipal Code, Unified Development Code, is amended as set forth in Exhibit A to this Ordinance.

Section 2. 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 3. 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 4. 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 MAY 10, 2021.

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Julie Ainsworth-Taylor, Assistant City Attorney
On Behalf of Margaret King, City Attorney

Date of Publication: , 2021
Effective Date: , 2021

Ordinance No. 929
Proposed Code Amendments

-E-

20.20.018 E definitions.

Enhanced Shelter

A 24 hour a day facility which is open to adults experiencing homelessness regardless of prior criminal history, addiction or mental health challenges as long as the individual is able to live safely in community with others and abide by established program rules. The purpose is to provide safe shelter and access to resources including, but not limited to, housing, basic needs, hygiene, case management and social programs as they transition to permanent housing.

Table 20.40.120 Residential Uses

| NAICS # | SPECIFIC LAND USE | R4-R6 | R8-R12 | R18-R48 | TC-4 | NB | CB | MB | TC-1, 2 & 3 |
|--------------------------|-------------------------|-------|--------|---------|------|----|-----|-----|-------------|
| TEMPORARY LODGING | | | | | | | | | |
| | Homeless Shelter | | | | | | P-i | P-i | P-i |
| | <u>Enhanced Shelter</u> | | | | | | | P-i | |

20.40.355 Enhanced Shelter

Enhanced shelters are allowed in the MB zone subject to the below criteria:

- A. It shall be operated by state, county, or city government, a State of Washington registered nonprofit corporation; or a Federally recognized tax exempt 501(C)(3) organization that has the capacity to organize and manage an enhanced shelter;
- B. It shall permit inspections by City, Health and Fire Department inspectors at reasonable times for compliance with the City’s requirements. An inspection by the Shoreline Fire Department is required prior to occupancy;
- C. It shall develop and enforce a code of conduct acceptable to the City that articulates the rules and regulations of the shelter. These rules shall include, at a minimum, prohibitions against criminal activities, such as theft and threats or acts of violence, and the sale, purchase, possession, or use of alcohol or illegal drugs within the facility or on the facility grounds;
- D. It shall be located with frontage on a principal arterial and within ¼ mile of a transit stop with frequent all-day service as defined by King County Metro Transit;
- E. To avoid a concentration of uses, enhanced shelters must be located at least a mile from any other enhanced or homeless shelters, calculated as a radius from the property lines of the site;

- F. The maximum number of residents in an enhanced shelter shall be determined by the general capacity of the building and the level of staffing to be provided, but shall in no case exceed 100;
- G. A solid, 6-foot tall fence shall be provided along all property lines that abut residential zoning districts;
- H. Submittal of a parking plan acceptable to the City prior to occupancy; and
- I. The primary funding organization and shelter operator shall enter into a memorandum of agreement with the City regarding operational issues that shall include:
 - 1. Staffing plans.
 - 2. Requirements for regular reports to the City on how the shelter is meeting performance metrics.
 - 3. An agreement that if calls for law enforcement service exceed an agreed upon threshold in any given quarter, the shelter operator will work with the City to reduce calls below the threshold level.
 - 4. A coordination plan with the Shoreline Police Department which shall include protocols for Police response to the shelter and to shelter clients throughout Shoreline.
 - 5. Requiring adherence to a good neighbor plan that addresses how the shelter operator will address litter, noise, security procedures, and other issues that may be of concern to the surrounding community.
 - 6. Criteria to determine if/when to discontinue the shelter use if documented violations of the operational agreements are not addressed in a timely manner.
 - 7. Provisions for City approval of any proposed change in shelter operator.



TO: Honorable Members of the Shoreline City Council

FROM: Jack Malek, Vice Chair
Shoreline Planning Commission

DATE: March 18, 2021

RE: Enhanced Shelter Regulations

The Shoreline Planning Commission has completed its review of the proposed Enhanced Shelter Regulations. In consideration of the Planning Staff's recommendations, written and oral public testimony, the Planning Commission respectfully recommends that the City Council adopt the proposed Enhanced Shelter Regulations as attached to this recommendation.

The Planning Commission held a study session on February 18, 2021 and a public hearing on March 18, 2021. The Commission voted 5-0, Chair Mork and Commissioner Lin absent, to approve the regulations as presented by staff.

While the Planning Commission is recommending approval, the Commissioners would like to note two (2) things for further consideration by the City Council:

- At another time, consider authorizing Enhanced Shelters within the Community Business (CB) zoning district, specifically along 15th Avenue N where there is public transit service.
- Consider including a Food Plan requirement to the index criteria, similar to a Parking Plan, denoting how regular food service will be provided to residents.

Enhanced Shelters

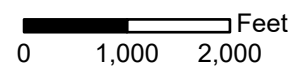
Eligible Tax Parcels Zoned MB*

- Eligible Tax Parcel*
- Tax Parcel (Zoned MB)
- Enhanced Shelter/Oaks Site
- 1 Mile Radius

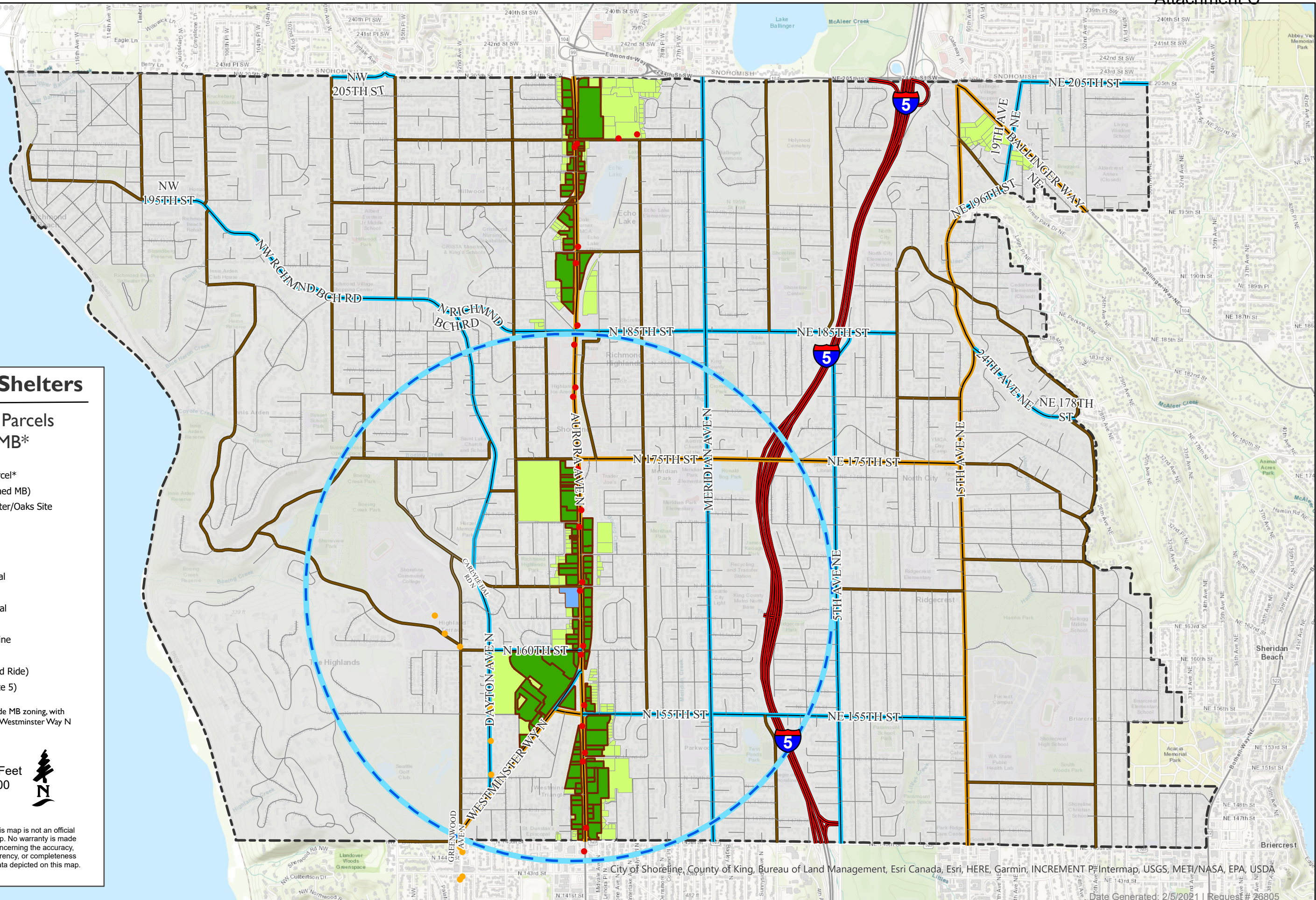
Street

- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Local
- Outside Shoreline
- City Limit
- Bus Stop (Rapid Ride)
- Bus Stop (Route 5)

*Eligibility requirements include MB zoning, with frontage on Aurora Ave N or Westminster Way N



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



Enhanced Shelters

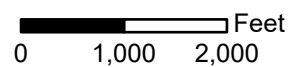
And Nearby Shoreline K-12 Schools

- 1500 ft Radius from School
- 1 Mile Radius from Oaks Site
- School (within 1 mi of Eligible Parcels)
- Bus Stop (Rapid Ride)
- Bus Stop (Route 5)
- Enhanced Shelter/Oaks Site
- Eligible Tax Parcel*
- Tax Parcel (Zoned MB)

Street

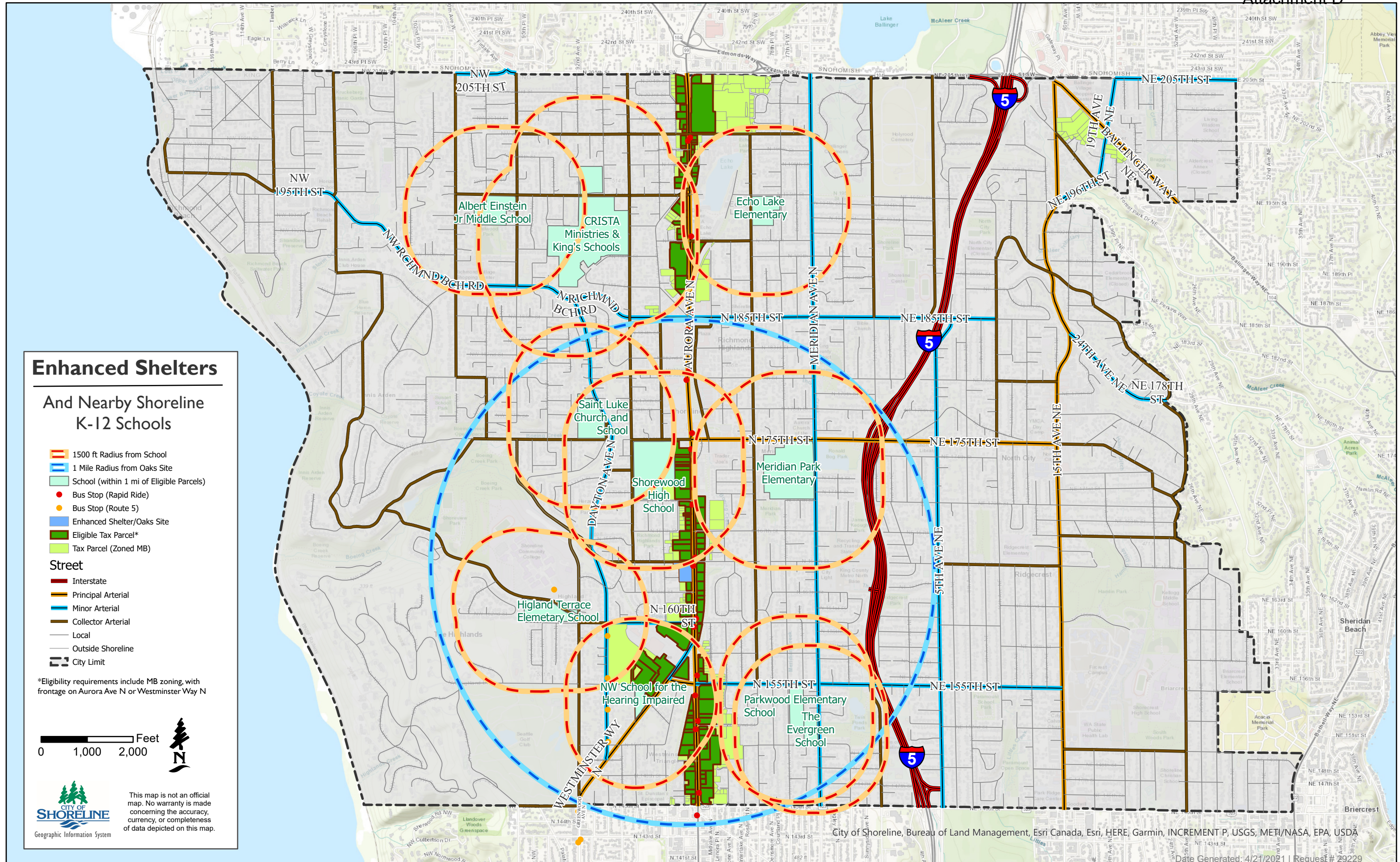
- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Local
- Outside Shoreline
- City Limit

*Eligibility requirements include MB zoning, with frontage on Aurora Ave N or Westminster Way N



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

Geographic Information System



City of Shoreline, Bureau of Land Management, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Date Generated: 4/21/2021 | Request # 29229

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Action on Ordinance No. 930 - Amending Development Code Chapters 20.20, 20.30, 20.40, and 20.50 and Chapter 13.12 Floodplain Regulations for Batch #1 of the 2021 Development Code Amendments |
| DEPARTMENT: | Planning & Community Development |
| PRESENTED BY: | Steven Szafran, AICP, Senior Planner |
| 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:

Amendments to the Development Code (Shoreline Municipal Code Title 20) are processed as legislative decisions. Legislative decisions are non-project decisions made by the City Council under its authority to establish policies and regulations. The Planning Commission is the review authority for these legislative decisions and is responsible for holding a public hearing on proposed Development Code amendments and making a recommendation to the City Council on each amendment. Similarly, the Planning Commission has review authority over amendments to floodplain management regulations.

The Planning Commission held a study session to discuss the first batch of 2021 Development Code Amendments (Batch #1) and give staff direction on the amendments on March 4, 2021. The Commission then held the required public hearing on April 1, 2021. The Planning Commission recommended that the City Council adopt the proposed amendments as detailed in proposed Ordinance No. 930 (Attachment A).

Batch #1 includes administrative, clarifying, and policy amendments. The amendments being discussed tonight address issues that are time sensitive related to: changes in State law; unclear Development Code language; omissions caused by recent amendments to the Development Code; and may directly result in projects either being developed or not. Staff will bring another batch of amendments forward to the Planning Commission and Council later this year that also address important issues such as tree protection, tree retention, and tree replacement, the Deep Green Incentive Program, SEPA, nonconforming structures, and Conditional Use Permits.

The City Council discussed proposed Ordinance No. 930, as recommended by the Planning Commission, on April 19, 2021. Tonight, Council is scheduled to act on this proposed Ordinance. Prior to action on Ordinance 930, Council may also consider and move proposed amendments as discussed on April 19. Staff has provided amendatory motions in this staff report for Council's use, if needed.

RESOURCE/FINANCIAL IMPACT:

Some of the proposed amendments in proposed Ordinance No. 930 have the ability to influence the construction of multifamily/ mixed-use buildings in the MUR-70' zones in the 145th Street Light Rail Station Areas.

RECOMMENDATION

Staff recommends that the Council adopt Ordinance No. 930 with amendments approved by Council.

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

BACKGROUND

The City's Development Code is codified in Title 20 of the Shoreline Municipal Code (SMC). Amendments to Title 20 are used to ensure consistency between the City's development regulations and the City's Comprehensive Plan, to reflect amendments to state rules and regulations, or to respond to changing conditions or needs of the City. Additionally, to ensure participation in FEMA's National Flood Insurance Program, the City's has enacted floodplain management regulations as set forth in SMC Chapter 13.12.

Amendments to the SMC are processed as legislative decisions. Legislative decisions are non-project decisions made by the City Council under its authority to establish policies and regulations. Per SMC 2.20.060, the Planning Commission is the review authority for these types of decisions and is responsible for holding an open record Public Hearing on any proposed amendments and making a recommendation to the City Council on each amendment.

Batch #1 of the 2021 Development Code amendments is comprised of 14 amendments to the Development Code (Title 20) and one (1) amendment to Chapter 13.12 of the SMC. Batch #1 amendments include administrative changes (reorganization and minor corrections), clarifying amendments, and policy amendments. The Planning Commission held one study session on March 4, 2021, and a Public Hearing on April 1, 2021, on Batch #1. The staff reports for these Planning Commission agenda items can be found at the following links:

- March 4th: <https://www.shorelinewa.gov/home/showpublisheddocument?id=51008>.
- April 1st: <https://www.shorelinewa.gov/home/showpublisheddocument?id=51250>.

At the conclusion of the Public Hearing, the Planning Commission recommended approval of the 14 proposed amendments. A memo to the City Council from the Planning Commission regarding their recommendation is included as Attachment B.

The Planning Commission-recommended Code amendments are included in proposed Ordinance No. 930 as Attachment A, Exhibits A-1, and A-2. Although most of the proposed Development Code amendments in this batch of amendments are aimed at "cleaning up" the code and are more administrative in nature, other amendments are more substantive and have the possibility of encouraging and assisting development in the station areas where the City is focused on providing growth near high-capacity transit.

The City Council discussed proposed Ordinance No. 930, as recommended by the Planning Commission, on April 19, 2021. 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/2021/staffreport041921-9a.pdf>.

During the Council's April 19th discussion, the Council had comments and proposed alterations to some of the amendments in proposed Ordinance No. 930. Staff has provided responses to those comments and has provided amendatory language for the Council to consider in the next section of this staff report. Specifically, proposed amendment numbers 3, 9, 11 and 14 have comment responses and proposed amendatory language for Council consideration. Tonight, the Council is scheduled to act on proposed Ordinance No. 930.

It must also be noted that pursuant to RCW 86.16.041, the Washington State Department of Ecology (Ecology) has review and approval authority over the amendments to SMC Chapter 13.14. Therefore, these amendments would not become effective until 30 days after the adopted Ordinance is sent to Ecology, unless Ecology disapproved the amendments. Staff did consult with Ecology staff in January 2021 on the floodplain management amendment and no comment was submitted.

DISCUSSION

All the proposed Batch #1 2021 Development Code amendments are listed below. Each amendment includes a description of the amendment, justification for the amendment and staff/Planning Commission recommendations.

Amendment #1

20.20.010 – A definitions

Adult Family Home A residential home in which a person or persons provide personal care, special care, room, and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing the services and licensed by the State pursuant to Chapter 70.128 RCW, as amended. An adult family home may have up to eight adults if approved by the State.

Justification – Washington State now allows up to eight (8) unrelated adults to reside in an Adult Family Home pursuant to RCW 70.128. This amendment will increase the allowed number of individuals in an Adult Family Home in Shoreline to be consistent with the State.

Recommendation – The Planning Commission recommends that this amendment be approved to be consistent with State law concerning the regulation of Adult Family Homes.

Amendment #2

20.20.012 – B Definitions

Best Available Science Current scientific information used in the process to designate, protect, mitigate impacts to, or restore critical areas, that is derived from a valid

scientific process as defined by and consistent with the criteria established in Chapter 365-195 WAC 6-900 through 365-196-925.

Justification – This amendment is a housekeeping amendment to update the definition of Best Available Science to be consistent with WAC 365-195, which is the section in the Growth Management Act that lists the background, purpose, and criteria for establishing Best Available Science.

Recommendation – The Planning Commission recommends approval of this amendment to comply with the State’s definition of Best Available Science.

Amendment #3

20.30.100 – Application

A. Who may apply:

1. The property owner, a public agency, or an agent of the owner with authorized proof of agency may apply for a Type A, B, or C action, or for a site-specific Comprehensive Plan amendment.
2. Prior to purchase, acquisition, or owner authorization, a regional transit authority may apply for a Type A, B, or C action, or for a site-specific Comprehensive Plan amendment in order to develop any light rail transit facility or any portion of a light rail transit system for property that has been duly authorized by the public agency for acquisition or use. No work shall commence in accordance with issued permits or approvals until all of the necessary property interests are secured and/or access to the property for such work has been otherwise approved by the owner of the property.
3. Nothing in this subsection shall prohibit the regional transit authority and City from entering into an agreement to the extent permitted by the Code or other applicable law.
4. The City Council or the Director may apply for a project-specific or site-specific rezone or for an area-wide rezone.
5. Any person may propose an amendment to the Comprehensive Plan. The amendment(s) shall be considered by the City during the annual review of the Comprehensive Plan.
6. Any person may request that the City Council, Planning Commission, or Director initiate amendments to the text of the Development Code.

Justification – This amendment will allow public agencies like Sound Transit to apply for land use permits without the requirement of property owners’ signatures for property they do not currently own, but are in the process of acquiring, for public projects within the City of Shoreline.

Recommendation – The Planning Commission recommends approval of this amendment to allow public agencies who are in the process of acquiring land for projects that promote the health, safety, and general welfare of the community in a timely manner.

April 19th Council Discussion – The Council was concerned that including the term “Public Agency” may be too broad, since the definition of public agency includes any local or State government, special purpose districts and local service districts, the United States or any state thereof or any Indian tribe recognized as such by the Federal government. The proposed amendment originally included “Sound Transit” instead of “public agency” but was changed when staff considered a multitude of other projects that are currently underway including the 145th and 185th Corridor projects, sidewalk projects, and utility upgrades. In addition, Council voiced some concern about permitting a public agency to apply for a site-specific comprehensive plan amendment prior to acquisition of property.

Staff has consulted with the City Attorney’s Office and has concluded that any project undertaken by the City would comply with the existing language in “.100(A)(1)”. Unless the property is going through actual condemnation proceedings, the City would ensure that the negotiated purchase contract includes the right to apply for permits prior to closure of the sale.

The intent of the original amendment is to allow transit agencies such as Sound Transit, King County Metro, and/or Community Transit to apply for permits in order to develop the light rail transit system and facilities and other regional transportation systems and facilities such as the 185th Corridor Project and the Stride BRT on State Route 522. The current language in SMC 20.30.100(A)(2) allows a regional transit authority to apply for permits to develop any portion of the light rail transit system or facility but is silent on newer transportation projects in the City by other types of public transit agencies.

Staff recommends not amending the language in SMC 20.30.100(A)(1) as originally proposed but, rather, amending the language in .100(A)(2) and to exclude site-specific comprehensive plan amendments. The new amendatory language would read as follows:

A. Who may apply:

1. The property owner or an agent of the owner with authorized proof of agency may apply for a Type A, B, or C action, or for a site-specific Comprehensive Plan amendment.
2. Prior to purchase, acquisition, or owner authorization, a regional transit a public agency operating an urban public transportation system providing transit services within the city authority may apply for a Type A, B, or C action, ~~or for a site-specific Comprehensive Plan amendment~~ in order to develop the urban public transportation system, including any light rail transit facility or any portion of a light rail transit system, bus rapid transit facility or system, or any portion of such facility or system, for property that the governing body of the ~~has been duly authorized by the public agency~~ has passed a resolution or motion authorizing for acquisition or use. ~~No work shall commence in accordance with issued Ppermits or approvals shall not be issued until all of the necessary property interests, such as fee simple or easement,~~ are secured and/or access to the property for such work has been otherwise approved by the owner of the property.

The above change will allow a public agency operating an urban public transportation system to only apply for Type A, B, or C permits in order to develop the public transportation system as long as the governing body of that urban public transportation system has authorized acquisition. Staff is using the term “urban public transportation system” since this is the term defined in RCW 47.04 that covers not only Sound Transit but also King County Metro and Community Transit.

Amendatory Motion - If Council would like to reject the Planning Commission’s recommendation to amend SMC 20.30.100(A)(1) and to provide for an amendment to SMC 20.30.100(A)(2) so as to apply not only to regional transit authorities but to all public agencies provided urban public transportation systems, a Councilmember would need to move to modify the Planning Commission’s recommendation as follows:

I move to reject the Planning Commission’s recommendation for Batch Amendment No. 3 to include “public agency” in SMC 20.30.100(A)(1) and to amend SMC 20.30.100(A)(2) as proposed by staff in the May 3, 2021 Staff Report, to allow all public agencies operating an urban public transportation system within Shoreline to submit permit applications prior to property acquisition when their governing body has formerly authorized acquisition but that a permit not be issued until the agency has purchased the property or received owner authorization.

Amendment #4

20.30.297 – Admirative Design Review (Type A)

A. Administrative Design Review approval of departures from the design standards in SMC 20.50.160 through 190, 20.50.220 through 20.50.250, 20.50.450 through 20.50.510 and SMC 20.50.530 through 20.50.6240 shall be granted by the Director upon their finding that the departure is:

1. Consistent with the purposes or intent of the applicable subsections; or
2. Justified due to unusual site constraints so that meeting the design standards represents a hardship to achieving full development potential.

B. Projects applying for the Deep Green Incentive Program by certifying through the Living Building or Community Challenge, Petal Recognition, Emerald Star, LEED-Platinum, 5-Star, 4-Star, PHIUS+, PHIUS+ Source Zero/Salmon Safe, or Zero Energy/Salmon Safe programs may receive departures from development standards under Chapters 20.40, 20.50, 20.60, and/or 20.70 SMC upon the Director’s finding that the departures meet subsection (A)(1) and/or (2) of this section, and as further described under SMC 20.50.630. Submittal documents shall include proof of enrollment in the programs listed above.

Justification – This amendment will clarify that single-family attached developments are eligible for design departures. The amendment also clarifies that landscaping regulations are also eligible for design departures. Ordinance No. 850, adopted in January 2019, added Subsection 20.50.122 which allowed ADRs for certain standards within the Multifamily and Single-Family Attached Design Standards. Then Ordinance

No. 871, the townhouse design standards, which was adopted in January 2020, renumbered Subsection 20.50.122 to 20.50.130 and allowed design departures from all Single Family Attached design standards. However, SMC 20.30.297 was never correspondingly updated to reflect the change in Ordinance No. 850 or 871. This proposed amendment corrects that omission and makes the Code internally consistent.

This amendment also makes it possible for applicants to submit alternative landscape designs that meet the purpose and intent of the City’s landscaping code. Many new developments, especially those in the station areas, are having a difficult time meeting the landscaping requirements in the landscaping code because of lack of space in the setbacks, vegetation that will not grow next to large buildings, and requirements for pedestrian circulation on and through the site. This amendment will not forgive the landscaping requirements required, it will allow staff and the applicant to be flexible with landscape design to choose the best landscape designs for a particular project.

The last amendment in this section clarifies that signs in the Community Renewal Area (Shoreline Place) are eligible for design departures.

Recommendation – The Planning Commission recommends approval of this amendment to promote flexibility for landscaping standards that further the purpose and intent of the City’s landscaping regulations. Staff believes landscaping regulations will not be lessened based on the language of this amendment.

Amendment #5
20.40.140 – Other Uses

Table 20.40.140 Other Uses

| NAICS # | SPECIFIC USE | R4-R6 | R8-R12 | R18-R48 | TC-4 | NB | CB | MB | TC-1, 2 & 3 |
|---|---|-------|--------|---------|------|-----|-----|-----|-------------|
| EDUCATION, ENTERTAINMENT, CULTURE, AND RECREATION | | | | | | | | | |
| | Adult Use Facilities | | | | | | P-i | P-i | |
| 71312 | Amusement Arcade | | | | | | | P | P |
| 71395 | Bowling Center | | | | | C | P | P | P |
| 6113 | College and University | | | | | S | P | P | P |
| 56192 | Conference Center | C-i | C-i | C-i | C-i | P-i | P-i | P-i | P-i |
| 6111 | Elementary School, Middle/Junior High School | C | C | C | C | | | | |
| | Gambling Uses (expansion or intensification of existing nonconforming use only) | | | | | S-i | S-i | S-i | S-i |
| 71391 | Golf Facility | P-i | P-i | P-i | P-i | | | | |
| 514120 | Library | C | C | C | C | P | P | P | P |
| 71211 | Museum | C | C | C | C | P | P | P | P |

Table 20.40.140 Other Uses

| NAICS # | SPECIFIC USE | R4-R6 | R8-R12 | R18-R48 | TC-4 | NB | CB | MB | TC-1, 2 & 3 |
|---------|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Nightclubs (excludes Adult Use Facilities) | | | | | | C | P | P |
| 7111 | Outdoor Performance Center | | | | | | | S | P |
| | <u>Parking Area</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> |
| | Parks and Trails | P | P | P | P | P | P | P | P |
| | Performing Arts Companies/Theater (excludes Adult Use Facilities) | | | | | | P-i | P-i | P-i |

| | |
|--|---|
| P = Permitted Use C = Conditional Use | S = Special Use -i = Indexed Supplemental Criteria |
|--|---|

Justification – This amendment clarifies that parking areas are considered an accessory use to those primary uses allowed in each zone. The City does not allow standalone parking areas when not associated with an approved use such as a residential dwelling unit, commercial business, or transit park and ride.

Recommendation – The Planning Commission recommends approval of this amendment to provide clarity to property owners and potential applicants that stand-alone parking areas are not allowed.

Amendment #6

20.40.467 – Parking Areas

Parking areas are allowed as an accessory use to the primary use allowed in that zone. Parking areas are not allowed as a primary use.

Justification – This section is new and is related to Amendment #5 which adds the “Parking Area” use to SMC Table 20.40.140 – Other uses. The City is receiving questions about stand-alone pay parking lots and opportunities to lease existing parking areas in multifamily buildings where there may be excess parking for the residential units in the building. This is becoming a common question in the light rail station areas where they may be opportunities to locate pay parking areas near the light rail stations. Staff believes this use and the accompanying indexed criteria should be added to the Development Code to clarify that parking areas should be associated with uses allowed in the zone, such as residential dwelling units, offices, restaurants, and other commercial uses that support a mixed-use, pedestrian-oriented neighborhood. The land around the light rail stations and rapid transit corridors, especially the areas zoned MUR-70’, should be reserved for development of high-density residential dwellings and commercial businesses to support the light-rail stations and not large parking areas.

Recommendation – The Planning Commission recommends that this amendment be approved to provide clarity that parking areas are an accessory use to the primary use on a particular parcel.

Amendment #7

Table 20.50.020(1) – Dimensional Requirements

| Residential Zones | | | | | | | | |
|--|-------------------------|-------------------------|----------------|----------------|-------------------------|---|-------------------------|-------------------------------------|
| STANDARDS | R-4 | R-6 | R-8 | R-12 | R-18 | R-24 | R-48 | TC-4 |
| Base Density: Dwelling Units/Acre | 4 du/ac | 6 du/ac (7) | 8 du/ac | 12 du/ac | 18 du/ac | 24 du/ac | 48 du/ac | Based on bldg. bulk limits |
| Min. Density | 4 du/ac | 4 du/ac | 4 du/ac | 6 du/ac | 8 du/ac | 10 du/ac | 12 du/ac | Based on bldg. bulk limits |
| Min. Lot Width (2) | 50 ft | 50 ft | 50 ft | 30 ft | 30 ft | 30 ft | 30 ft | N/A |
| Min. Lot Area (2) (13) | 7,200 sq ft | 7,200 sq ft | 5,000 sq ft | 2,500 sq ft | 2,500 sq ft | 2,500 sq ft | 2,500 sq ft | N/A |
| Min. Front Yard Setback (2) (3) (14) | 20 ft | 20 ft | 10 ft | 10 ft | 10 ft | 10 ft | 10 ft | 10 ft |
| Min. Rear Yard Setback (2) (4) (5) | 15 ft | 15 ft | 5 ft | 5 ft | 5 ft | 5 ft | 5 ft | 5 ft |
| Min. Side Yard Setback (2) (4) (5) | 5 ft min. | 5 ft min. | 5 ft | 5 ft | 5 ft | 5 ft | 5 ft | 5 ft |
| Base Height (9) | 30 ft (35 ft with | 30 ft (35 ft with | 35 ft | 35 ft | 35 ft (40 ft with | 35 ft (40 ft with pitched roof) (16) | 35 ft (40 ft with | 35 ft (16) |

| Residential Zones | | | | | | | | |
|--------------------------------|---------------|---------------|-----|------|---------------|------|---------------------------|------|
| STANDARDS | R-4 | R-6 | R-8 | R-12 | R-18 | R-24 | R-48 | TC-4 |
| | pitched roof) | pitched roof) | | | pitched roof) | | pitched roof) (8) (16) | |
| Max. Building Coverage (2) (6) | 35% | 35% | 45% | 55% | 60% | 70% | 70% | N/A |
| Max. Hardscape (2) (6) | 45% | 50% | 65% | 75% | 85% | 85% | 90% | 90% |

Exceptions to Table 20.50.020(1) and Table 20.50.020(2):

- (1) Repealed by Ord. 462.
- (2) These standards may be modified to allow unit lot developments, mixed single-family attached developments and zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and hardscape limitations; limitations for individual lots may be modified.
- (3) For single-family detached development exceptions to front yard setback requirements, please see SMC 20.50.070.
- (4) For single-family detached development exceptions to rear and side yard setbacks, please see SMC 20.50.080.
- (5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC 20.50.160.
- (6) The maximum building coverage shall be 35 percent and the maximum hardscape area shall be 50 percent for single-family detached development located in the R-12 zone.
- (7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up, except when a single lot is divided by a zone boundary. Refer to 20.50.020(D)(2)(a) for calculation of density when a single lot is divided by a zone boundary.

Justification – This proposed amendment is privately-initiated. This amendment seeks to clarify how density is calculated when one parcel has multiple zoning categories and is related to Amendment #9. Please refer to Amendment #9 for the explanation of the amendment.

Recommendation – The Planning Commission recommends that this amendment be approved.

Amendment #8

20.50.020(2) – Dimensional Requirements

| STANDARDS | MUR-35' | MUR-45' | MUR-70' (10) |
|------------------------------------|---|--|--|
| Base Density: Dwelling Units/Acre | N/A | N/A | N/A |
| Min. Density | 12 du/ac (17) | 18 du/ac | 48 du/ac |
| Min. Lot Width (2) | N/A | N/A | N/A |
| Min. Lot Area (2) | N/A | N/A | N/A |
| Min. Front Yard Setback (2) (3) | 0 ft if located on an arterial street 10 ft on nonarterial street 22 ft if located on 145th Street (15) | 15 ft if located on 185th Street (15) 0 ft if located on an arterial street 10 ft on nonarterial street 22 ft if located on 145th Street (15) | 15 ft if located on 185th Street (15) 22 ft if located on 145th Street (15) 0 ft if located on <u>all other streets</u> an arterial street 10 ft on nonarterial street (18) |
| Min. Rear Yard Setback (2) (4) (5) | 5 ft | 5 ft | 5 ft (20) |
| Min. Side Yard Setback (2) (4) (5) | 5 ft | 5 ft | 5 ft (20) |
| Base Height (9) (16) | 35 ft | 45 ft | 70 ft (11) (12) (13) |
| Max. Building Coverage (2) (6) | N/A | N/A | N/A |
| Max. Hardscape (2) (6) | 85% | 90% | 90% |

Justification – This amendment makes the front yard setback in MUR-70' zero feet (0') regardless of street classification, like the front yard setback for all Commercial Zones (Neighborhood Business (NB), Community Business (CB), Mixed Business (MB) and Town Center (TC) 1, 2 & 3. During the creation of the Station Subarea Plans, there was a concern about a “canyon effect” for buildings in the MUR-70' zone. These concerns are already addressed through footnote (13), which requires buildings to be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Alternatively, a building in the MUR-70' zone may be set back 10 feet at ground level instead of providing a 10-foot step-back at 45 feet in height. It should be noted that this

proposed amendment would eliminate footnote (18) which allows a reduction in front setback from 10 feet to 5 feet if 20% of onsite trees are retained. The value of this incentive is questionable. The incentive has never been used and it is unlikely that a change from a 10-foot setback to a 5-foot setback would result in a greater ability to retain trees in MUR-70' since structured parking, which is needed on most multifamily projects, virtually eliminates all tree retention potential.

Now that development proposals in the MUR-70' zone are coming forward, especially proposed projects adjacent to the 148th Street Station, it has become evident that the required 10-foot front yard setback on nonarterial streets does not lend itself to the creation of transit-oriented development (TOD). TOD generally includes compact development that places buildings at the back of the sidewalk creating direct connections to adjacent sidewalks, trails, and the station.

Recommendation – The Planning Commission recommends that this amendment be approved. The proposed amendment will adopt the same setback standards as other like zones such as the Mixed-Business, Town Center 1, and Community Business zones. To mitigate the perceived impacts of large buildings fronting on a street, the Development Code has commercial design standards that require building step-backs, landscaping, public plazas (if commercial), window area of at least 50 percent, and weather protection for pedestrians.

Amendment #9

20.50.020(B) – Base Density Calculation

B. Base Density Calculation. The base density for an individual site shall be calculated by multiplying the site area (in acres) by the applicable number of dwelling units. When calculation results in a fraction, the fraction shall be rounded to the nearest whole number as follows:

1. Fractions of 0.50 and above shall be rounded up except for lots less than 14,400 square feet in R-6 zones. See Exception (7) to Table 20.50.020(1).
2. Fractions below 0.50 shall be rounded down.

Example #1 – R-6 zone, 2.3-acre site: $2.3 \times 6 = 13.8$
The base density for this site would be 14 dwelling units.

Example #2 – R-24 zone, 2.3-acre site: $2.3 \times 24 = 55.2$
The base density for the site would be 55 dwelling units.

Example #3 – R-6 zone, 13,999-square-foot site: $(13,999/43,560 = .3214 \text{ acres})$ so $.3214 \times 6 = 1.92$. The base density for single-family detached dwellings on this site would be one unit.

Example #4 – R-6 zone, 14,400-square-foot site $(14,400/43,560 = .331 \text{ acres})$ so $.331 \times 6 = 1.986$. The base density for the site would be two units.

3. For development in the MUR zones: minimum density calculations resulting in a fraction shall be rounded up to the next whole number.

C. All areas of a site may be used in the calculation of base density (prior to any dedication for City facilities as required in Chapter 20.70 SMC), except that submerged lands shall not be credited toward base density calculations.

D. When a lot is divided by a zone boundary, the following rules shall apply:

1. When a lot contains both residential and nonresidential zoning, the zone boundary between the zones shall be considered a lot line for determining permitted building height and required setbacks on the site.

2. When a lot contains residential zones of varying density, the following shall apply:

a. Any residential density transfer within the lot shall be allowed from the portion with the lesser residential density to that of the greater residential density. The calculation of the transfer from the lesser residential density to the greater residential density shall be rounded as an aggregate number as demonstrated in the following examples.

Example #1 – R-6 zone and R-8 zone; R-6 portion of the site: 0.55 acres; R-8 portion of the site: 0.90 acres.

Calculation $(0.55 \times 6 = 3.3) + (0.9 \times 8 = 7.2) = 10.5$, which rounds up to 11.

Conclusion: The base density for this site would be 11 dwelling units.

Example #2 – R-8 zone and R-24 zone; R-8 portion of the site: 1.1 acres; R-24 zone portion of the site: 0.70 acres.

Calculation: $(1.1 \times 8 = 8.8) + (0.70 \times 24 = 16.8) = 25.6$ which rounds up to 26.

Conclusion: The base density for this site would be 26 dwelling units.

b. Residential density transfer from the higher density zone to the lower density zone may be allowed only when:

- The transfer enhances the efficient use of needed infrastructure.
- The transfer contributes to preservation of critical areas, or other natural features; and
- The transfer does not result in significant adverse impacts to adjoining lower-density properties.

Example: A development site is 3.8 acres. 1.5 acres is zoned R-12 and 2.3 acres is zoned R-24. The base density for the R-12 portion: $1.5 \times 12 = 18$ dwelling units, for the R-24 portion: $2.3 \times 24 = 55.2$ rounded to 55 dwelling units. The overall base density for the site is $18 + 55 = 73$ dwelling units.

Justification – This is a privately initiated amendment that is related to Amendment #7. This amendment clarifies how density is calculated when one parcel has multiple zoning categories. Currently, parcels with zones of varying residential densities allow the transfer of density from the lower zoning district to the higher zoning district. The density is first calculated for one zoning district then calculated for the next zoning district. When the density is calculated for the first zoning district, the number, if a decimal, is rounded either up or down. The density for the second portion of the parcel is then calculated the same way. After the rounding is done separately, the two numbers are then added together to get the final density on the parcel.

This amendment clarifies that the density for a parcel with multiple zoning districts will be rounded after the density of each zone is calculated. The current and proposed examples of density rounding is shown below:

Recommended Example: A parcel with an R-6 and R-8 zone; R-6 portion of the site: 0.55 acres; R-8 portion of the site: 0.90 acres.

Calculation $(0.55 \times 6 = 3.3; \text{rounding down} = 3) + (0.9 \times 8 = 7.2; \text{rounding down} = 7) = 10$.

Conclusion: The base density for this site would be 10 dwelling units.

Proposed: A parcel with an R-6 and R-8 zone; R-6 portion of the site: 0.55 acres; R-8 portion of the site: 0.90 acres.

Calculation $(0.55 \times 6 = 3.3; \text{do not round} = 3.3) + (0.9 \times 8 = 7.2; \text{do not round} = 7.2) = 10.5$, which rounds up to 11.

Conclusion: The base density for this site would be 11 dwelling units.

Recommendation – The Planning Commission recommends approval of this amendment to provide clarity that when calculating density for a parcel with multiple zones, staff will calculate the density of each zone, add the densities together, then round the number to get the allowed density of the entire site.

April 19th Council Discussion – The Council had a concern that both examples in the proposed amendment round “up” to the next higher number. Council believes there should be an example where the density rounds down. Staff recommends replacing Example #2 to show how a calculation can round down. Example #2 would read as follows:

Example #2 – R-8 zone and R-24 zone; R-8 portion of the site: 1.1 acres; R-24 zone portion of the site: 0.60 acres.

Calculation: $(1.1 \times 8 = 8.8) + (0.60 \times 24 = 14.4) = 23.2$ which rounds down to 23.

Conclusion: The base density for this site would be 23 dwelling units.

Amendatory Motion – If Council would like to amend SMC 20.50.020(B) to use the examples shown above, a Councilmember would need to move to modify the Planning Commission’s recommendation as follows:

I move to modify the Planning Commission’s recommendation for Batch Amendment No. 9 to amend Example 2 for SMC 20.50.020(D)(2)(a) to use the “rounding down” Example #2 proposed by staff in the May 3, 2021 Staff Report.

Amendment #10

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.

E. If this chapter does not specify a parking requirement for a land use, the Director shall establish the minimum requirement based on a study of anticipated parking demand. Transportation demand management actions taken at the site shall be considered in determining anticipated parking demand. The study shall provide sufficient information to demonstrate the parking demand for a specific land use will be satisfied. The study shall be prepared by a professional engineer with expertise in traffic and parking analyses, or a qualified professional as authorized by the Director.

Justification – This amendment allows the Director to determine parking requirements for uses that are unlisted in the City’s Development Code. Currently, when an application is submitted for development for a use not listed in Chapter 20.40, staff tries to find the closest match in the use tables. This amendment will allow an applicant to submit a parking demand study for a proposed use that is not listed in the Code. This will prevent parking areas that may be too large for a specific use, saving the applicant development costs. This will also reduce the amount of impervious surface in the City which will lessen the amount of stormwater flowing into the City’s system.

Recommendation – The Planning Commission recommends approval of this amendment. This amendment provides a fair way for an applicant to propose a correct calculation for parking when an exact use is not listed in the Development Code. The proposed parking calculation is required to be prepared by a professional engineer who has expertise in determining parking and transportation impacts.

Amendment #11

20.50.400 – Reductions to Minimum Parking Requirements

A. Reductions of up to 25 percent may be approved by the Director when subsection (A)(1) of this section is met, or when or when a combination of two or more of the following subsections (A)(2) through (9) of this section is met:

1. A high-capacity transit service stop (e.g. bus rapid transit, light rail) is within one-quarter mile of the development’s property line with a complete pedestrian

route from the development to the transit stop that includes City-approved curbs, sidewalks, and street crossings. For developments seeking reductions prior to revenue service at new stops, a parking management plan shall be prepared that at a minimum shall address how parking demand will be managed between occupancy and the start of revenue service to the new stop. The parking management plan shall be filed with the application(s) for land use approval or building permit, as applicable to the development.

2. A parking demand analysis prepared by a qualified professional demonstrates that parking demand can be satisfied with a reduced parking requirement.

3. There is a shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. A record on title with King County is required.

4. A parking management plan is prepared by the applicant according to criteria established by the Director.

5. A City-approved residential parking zone (RPZ) is established for the surrounding neighborhood within a one-quarter mile radius of the development's property line. The management cost for the RPZ must be paid by the applicant and/or property owner on an annual basis.

6. A public access easement that is a minimum of eight feet wide, safely lit, and connects through a parcel between at least two different rights-of-way. The access easement shall be developed with a sidewalk or shared use path that complies with the Engineering Design Manual. This easement may include other pedestrian facilities such as plazas and bike facilities.

~~7. City-approved traffic calming or traffic diverting facilities to protect the surrounding single-family neighborhoods within a one-quarter mile radius of the development's property line.~~

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 Subsection. Deciduous trees shall be at least one and one-half inches in caliper and evergreens at least six feet in height.

10. On-site dedicated parking spaces for a car-sharing service with an agreement with the provider(s).

B. Parking reductions for Deep Green Incentive Program projects are set forth in SMC 20.50.630.

C. A request for a parking reduction shall be processed as a Type A action, as set forth in SMC 20.30, Subchapter 2 ~~an interpretation of the Development Code.~~

D. When granting a parking reduction, 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. This parking reduction may be combined with parking reductions identified in subsection A of this section.

~~F. A parking reduction of 25 percent may be approved by the Director for multifamily development within one-quarter mile of the light rail stations. This parking reduction may not be combined with parking reductions identified in subsections A and E of this section.~~

~~F. 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.

Justification – This amendment clarifies when staff can approve a 25% parking reduction when a new development is proposed with a ¼ mile of either the 148th or 185th light rail stations. Staff believes it is necessary to have the flexibility to approve the parking reduction before light rail is fully operational to the public. Buildings constructed a year or two before the opening of the stations should still qualify for the parking reduction so that developers do not have to construct excess parking and incur unnecessary expenses.

Because this amendment may allow a parking reduction before the light rail is open to the public, the developer must submit a parking management plan that addresses how parking will be managed between the time the building is built and when the station opens for regular service.

In cases where a developer or tenant believes that the parking requirement is unnecessarily high, they may provide a study to support a request for a parking reduction due to site or operational conditions. Traffic calming is removed as a justification for parking reductions as it does not directly impact parking demand.

Recommendation – The Planning Commission recommends approval of this amendment. This amendment allows an applicant to reduce parking by 25% for residential projects within ¼ mile from the light rail stations. By allowing staff to approve a parking reduction before light rail is operational will save the developer from having to over-park a residential project. Once light rail is in operation, those parking spaces will go unused as more people choose to use alternate modes of transportation.

April 19th Council Discussion – Council was concerned about requiring expensive parking studies and Parking Management Plans for developments near the City’s light-rail stations and other areas close to frequent, high-capacity transit service. Parking management plans and other parking studies may be unnecessary since the completion of new mixed-use or multifamily projects will be near the completion date of Sound Transit’s public fare service. Council suggested excluding the new language that refers to parking management plans. The intent of the amendment is to allow the full 25% parking reduction when a new project is proposed within ¼ mile of either light-rail station or other high-capacity transit system (i.e., KC Metro E-Line). To reflect Council’s suggestion, staff suggests the following language:

1. A high-capacity transit service stop (e.g. bus rapid transit, light rail) is within one-quarter mile of the development’s property line with a complete pedestrian route from the development to the transit stop that includes City-approved curbs, sidewalks, and street crossings. This provision applies to developments seeking reductions prior to and after commencement of revenue service at new stops, a parking management plan shall be prepared that at a minimum shall address how parking demand will be managed between occupancy and the start of revenue service to the new stop. The parking management plan shall be filed with the application(s) for land use approval or building permit, as applicable to the development.

Amendatory Motion – If Council would like to amend SMC 20.50.400(A)(1) to clarify when the reduction is applied and to not require a parking management plan, a Councilmember would need to move to modify the Planning Commission’s recommendation as follows:

I move to reject the Planning Commission’s recommendation in Batch Amendment No. 11 to amend SMC 20.50.400(A)(1) requiring preparation of a parking management plan and to amend SMC 20.50.400(A)(1) as proposed by staff in the May 3, 2021 Staff Report so that such a plan is not required.

Amendment #12

20.50.410 – Parking Design Standards

A. All vehicle parking and storage for single-family detached dwellings and duplexes must be in a garage, carport or on an approved impervious surface or pervious concrete or pavers. Any surface used for vehicle parking or storage must have direct and unobstructed driveway access.

B. All vehicle parking and storage for multifamily and commercial uses must be on a paved surface, pervious concrete, or pavers. All vehicle parking shall be located on the same parcel or same development area that parking is required to serve. ~~Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director.~~

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.

Justification – Table 20.50.390A – General Residential Parking Standards has been amended over time. As a result, the minimum spaces required has been reduced. The minimum required parking spaces for studio and one-bedroom units has been reduced to 0.75 spaces per dwelling unit. This reduction no longer translates into each unit having its own parking space. Therefore, staff is recommending that SMC 20.50.410(B) be amended to delete the last sentence, “Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director”. To approve a new development, the applicant must provide a parking plan that shows how parking impacts will be addressed. In some cases, the development may include car-sharing and proximity to high-capacity transit. In other cases, a development may provide more affordable units which can reduce the parking requirements of the entire building.

Recommendation – The Planning Commission recommends approval of this amendment since the number of units do not correspond to the number of parking spaces making the enforcement of this section difficult.

Amendment #13

20.50.457 – Administrative Design Review

Administrative design review approval under SMC 20.30.297 is required for all development applications that propose departures from the landscape standards in this subchapter.

Justification – This amendment is related to Amendment #4 and makes it possible for an applicant to submit alternative landscape designs that meet the purpose and intent of the City’s landscaping code. Many new developments, especially those in the station areas, are having a difficult time meeting the landscaping requirements in the landscaping code because of lack of space in the setbacks, vegetation that will not grow next to large buildings, and requirements for pedestrian circulation on and through the site. This amendment will not waive the landscaping requirements, it will allow staff and the applicant to be flexible with landscape design to choose the best landscape designs for a particular project.

Recommendation – The Planning Commission recommends that this amendment be approved to provide appropriate landscaping areas and materials in new multifamily and mixed-use buildings in order to meet the intent of the Development Code.

Amendment #14**20.50.630 - Deep Green Incentive Program (DGIP)**

D. **Incentives.** A project qualifying for the Shoreline Deep Green Incentive Program will be granted the following tiered incentive packages, based on the certification program for which they are applying:

1. A project qualifying for Tier 1 – ~~Living Building Challenge or Living Community Challenge~~ may be granted a waiver of up to 100 percent City-imposed preapplication and permit application fees. A project qualifying for Tier 2 – ~~Emerald Star or Petal Recognition~~ may be granted a waiver of up to 75 percent of City-imposed application fees. A project qualifying for Tier 3 – ~~LEED Platinum, 5-Star, PHIUS+ Source Zero/Salmon Safe, or ZE/Salmon Safe~~ may be granted a waiver of up to 50 percent of City-imposed application fees. A project qualifying for Tier 4 – ~~PHIUS+ or 4-Star~~ may be granted a waiver of up to 25 percent of City-imposed application fees.
2. Projects qualifying for the DGIP may be granted a reduced Transportation Impact Fee based on a project-level Transportation Impact Analysis.
3. Departures from Development Code requirements when in compliance with subsection E of this section.
4. Expedited permit review without additional fees provided in Chapter 3.01 SMC for Tier 1, 2 and 3 projects.

Justification – Expedited review is a major incentive for developers and can come at a significant cost to the City if projects need to be sent out for consultant review. The City has limited capacity to offer this incentive when there are high levels of development activity. Therefore, this level of incentive should be reserved for projects with a higher level of environmental achievement.

Recommendation – The Planning Commission recommends approval of this amendment. The incentives offered under the DGIP should be reserved for those projects that build to a higher level of environmental sustainability and energy savings, especially since Tier 4 is the base and required in the Station Areas.

April 19th Council Discussion – This amendment will remove the incentive of expedited permitting for projects meeting Tier 4 of the Deep Green Incentive Program. Staff brought this forward to Council to either confirm or not confirm that projects in the MUR-70' zone should qualify for this incentive since 4-star Built Green is required in the MUR zones. Staff have been applying this incentive to projects in the MUR zones and there are projects currently in development in the MUR-70' zone that are relying on this provision. Council is concerned that we have told applicants in past preapplication meetings that this incentive will be available and by approving the proposed amendment, the City will be changing course from what was explained before. Staff agrees that comments documented in past communications and preapplication letters should be honored.

Staff believes there are two ways to address concerns around the topic of expedited permit incentives for Tier 4 DGIP in the MUR-70' zone. *Option 1* would delay the implementation of this amendment to a date in the future, and staff would recommend the last day of the year - December 31, 2021. This will allow those applicants that have held preapplication meetings with the City the opportunity to submit a complete building permit application, which will vest the application to the codes in effect.

Option 2 would be to withdraw this amendment from the Batch #1 and consider the topic of incentives when Council discusses the entire suite of options to encourage development in the MUR-70' zone in the next year. This will allow a complete picture of the issues and opportunities for new development around the two light-rail stations.

Amendatory Motion #1 – If Council would like to approve the Planning Commission's recommendation and delay adoption of the amendment until December 31, 2021, a Councilmember would need to move the following:

I move to approve the Planning Commission's recommendation to amend SMC 20.50.630(D)(4) with an implementation date of December 31, 2021.

Or

Amendatory Motion #2 – If Council would like to modify the Planning Commission's recommendation to withdraw Amendment #14, a Councilmember would need to move to modify the Planning Commission's recommendation as follows:

I move to modify the Planning Commission's recommendation to withdraw Amendment #14 and consider the amendment during the MUR-70' development discussion.

SMC Chapter 13.12 Amendment

13.12.500(B) – General Flood Protection Standards

- A. In the special flood hazard area, all new structures and substantial improvements shall be protected from flood damage below the flood protection elevation, including:
1. Construction or placement of a new structure.
 2. Reconstruction, rehabilitation, or other improvement that will result in a substantially improved building.
 3. Repairs to an existing building that has been substantially damaged.
 4. Placing a manufactured home on a site.
 5. Placing a recreational vehicle or travel trailer on a site for more than 180 days.

B. General Flood Protection Standards.

1. The structure shall be aligned parallel with the direction of flood flows where practicable.
2. The structure shall be anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads including the effects of buoyancy.
3. All materials below the FPE shall be resistant to flood damage and firmly anchored to prevent flotation. Materials harmful to aquatic wildlife, such as creosote, are prohibited below the FPE.
4. Electrical, heating, ventilation, ductwork, plumbing, and air conditioning equipment and other service facilities shall be elevated above the FPE. Water, sewage, electrical, and other utility lines below the FPE shall be constructed to prevent water from entering or accumulating within them during conditions of flooding.
5. Fully enclosed areas below the lowest floor that are subject to flooding are prohibited or shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement shall meet or exceed the following minimum criteria:
 - a. Include a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided.
 - b. The bottom of all openings shall be no higher than one foot above grade.
 - c. Openings may be equipped with screens, louvers, or other coverings or devices; provided, that they permit the automatic entry and exit of floodwater; and
 - d. A garage attached to a residential structure, constructed with the garage floor slab below the base flood elevation, must be designed to allow for the automatic entry and exist of floodwaters.
6. If structures are constructed or substantially improved with fully enclosed areas below the lowest floor, the areas shall be used solely for parking of vehicles, building access, or storage.

Justification – This amendment clarifies that areas below the lowest floor can only be used for parking, storage, or building access. This amendment is being recommended by the State Department of Ecology as a requirement of continued membership in the National Flood Insurance Program (NFIP).

Recommendation – Staff recommends approval of this amendment to comply with the State of Washington Department of Ecology’s regulations for floodplains.

NOTE - This amendment is subject to Washington State Department of Ecology review and approval pursuant to RCW 86.16.041. If adopted by Council, a copy of Ordinance No. 930 and this amendment will be transmitted to the Department of Ecology. Unless disapproved by Ecology, the amendment would become effective 30 days after it was sent.

RESOURCE/FINANCIAL IMPACT

Some of the proposed amendments in proposed Ordinance No. 930 have the ability to influence the construction of multifamily/mixed-use buildings in the MUR-70' zones in the 145th Street Light Rail Station Areas.

RECOMMENDATION

Staff recommends that the Council adopt Ordinance No. 930 with amendments approved by Council.

ATTACHMENTS

Attachment A – Proposed Ordinance No. 930

Attachment A, Exhibit A-1 – Proposed Amendments SMC Title 20

Attachment A, Exhibit A-2 – Proposed Amendments SMC Chapter 13.12

Attachment B – April 1, 2021 Memorandum from the Shoreline Planning Commission

ORDINANCE NO. 930

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING CERTAIN SECTIONS OF THE SHORELINE MUNICIPAL CODE TITLE 20, THE UNIFIED DEVELOPMENT CODE, AND CHAPTER 13.12 FLOODPLAIN MANAGEMENT, REPRESENTING PART ONE OF THE 2021 DEVELOPMENT CODE BATCH AMENDMENTS TO PROVIDE CLARITY TO EXISTING REGULATIONS, PROVIDE FOR BETTER ADMINISTRATION OF THE REGULATIONS, AND REFLECT POLICY MODIFICATIONS IN RESPONSE TO THE CHANGING NEEDS OF THE CITY.

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington, and planning pursuant to the Growth Management Act, Title 36.70A RCW; and

WHEREAS, Shoreline Municipal Code (SMC) Title 20, sets for the City's Unified Development Code and Chapter 13.12 sets forth specific regulations in relationship to floodplain management to ensure eligibility for FEMA's National Flood Insurance Program; and

WHEREAS, the 2021 Development Code Amendments are being processed in multiple batches with the first batch including administrative, clarifying, and policy amendments reflecting changes in state law, unclear language, typographic errors or omissions, and the applicability of existing code to projects; and

WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights; and

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the amendment(s) to its Unified Development Code; and

WHEREAS, the environmental impacts of the amendments to the amendments resulted in the issuance of a Determination of Non-Significance (DNS) on March 17, 2021; and

WHEREAS, on March 4, 2021, the City of Shoreline Planning Commission reviewed the proposed amendments; on April 1, 2021, the Planning Commission held a public hearing on the proposed amendments so as to receive public testimony; and

WHEREAS, at the conclusion of public hearing, the City of Shoreline Planning Commission voted that the proposed amendments, as presented by Staff, be approved by the City Council; and

WHEREAS, on April 19, 2021, the City Council held a study session on the proposed amendments; and

WHEREAS, the City Council has considered the entire public record, public comments, written and oral, and the Planning Commission's recommendation; and

WHEREAS, the City provided public notice of the amendments and the public hearing as provided in SMC 20.30.070; and

WHEREAS, the City Council has determined that the amendments to Title 20 are consistent with and implement the Shoreline Comprehensive Plan and serves the purpose of the Unified Development Code as set forth in SMC 20.10.020; and

WHEREAS, additionally, the City Council has determined that the amendment to Chapter 13.12 is consistent with the Shoreline Comprehensive Plan and the Unified Development Code, and promotes the purpose of the floodplain management regulations as set forth in SMC 13.12.100(B);

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

Section 1. Amendments.

A. Unified Development Code. Title 20 of the Shoreline Municipal Code, Unified Development Code, is amended as set forth in Exhibit A-1 to this Ordinance.

B. Floodplain Management. Chapter 13.12 of the Shoreline Municipal Code, Floodplain Management, is amended as set forth in Exhibit A-2 to this Ordinance.

Section 2. Transmittal of Amendments to State Agencies.

A. Washington State Department of Commerce. Pursuant to RCW 36.70A.106, the Director of Planning and Community Development, or designee, is directed to transmit a complete and accurate copy of this Ordinance and Exhibit A-1 and Exhibit A-2, to the Washington State Department of Commerce within ten (10) calendar days of the date of passage.

B. Washington State Department of Ecology. Pursuant to RCW 86.16.051, the Director of Planning and Community Development, or designee, is directed to promptly transmit a certified copy of this Ordinance and Exhibit A-2 to the Washington State Department for review and approval.

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 Dates.

A. Publication. A summary of this Ordinance consisting of the title shall be published in the official newspaper.

B. Effective Dates.

1. Exhibit A-1. Exhibit A-1 to this Ordinance shall take effect five days after publication.

2. Exhibit A-2. Unless disapproved by the Washington State Department of Ecology, Exhibit A-2 to this Ordinance shall take effect thirty (30) days from filing with the Department of Ecology as provided in Section 2.

PASSED BY THE CITY COUNCIL ON MAY 3, 2021.

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Julie Ainsworth-Taylor
Assistant City Attorney
On behalf of Margaret King
City Attorney

Date of Publication: , 2021

Exhibit A-1
Effective Date: , 2021

Exhibit A-2
Date filed with Ecology: , 2021
Effective Date: , 2021

DEVELOPMENT CODE AMENDMENTS

20.20 Amendments

Amendment #1

20.20.010 – A definitions

Adult Family Home A residential home in which a person or persons provide personal care, special care, room, and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing the services and licensed by the State pursuant to Chapter 70.128 RCW, as amended. An adult family home may have up to eight adults if approved by the State.

Amendment #2

20.20.012 – B Definitions

Best Available Science Current scientific information used in the process to designate, protect, mitigate impacts to, or restore critical areas, that is derived from a valid scientific process as defined by and consistent with the criteria established in Chapter 365-195 WAC 6-900 through 365-196-925.

20.30 Amendments

Amendment #3

20.30.100 – Application

A. Who may apply:

1. The property owner, a public agency, or an agent of the owner with authorized proof of agency may apply for a Type A, B, or C action, or for a site-specific Comprehensive Plan amendment.
2. Prior to purchase, acquisition, or owner authorization, a regional transit authority may apply for a Type A, B, or C action, or for a site-specific Comprehensive Plan amendment in order to develop any light rail transit facility or any portion of a light rail transit system for property that has been duly authorized by the public agency for acquisition or use. No work shall commence in accordance with issued permits or approvals until all of the necessary property interests are secured and/or access to the property for such work has been otherwise approved by the owner of the property.
3. Nothing in this subsection shall prohibit the regional transit authority and City from entering into an agreement to the extent permitted by the Code or other applicable law.
4. The City Council or the Director may apply for a project-specific or site-specific rezone or for an area-wide rezone.

5. Any person may propose an amendment to the Comprehensive Plan. The amendment(s) shall be considered by the City during the annual review of the Comprehensive Plan.
6. Any person may request that the City Council, Planning Commission, or Director initiate amendments to the text of the Development Code.

Amendment #4

20.30.297 – Admirative Design Review (Type A)

A. Administrative Design Review approval of departures from the design standards in SMC 20.50.160 through 190, 20.50.220 through 20.50.250, 20.50.450 through 20.50.510 and SMC 20.50.530 through 20.50.6240 shall be granted by the Director upon their finding that the departure is:

1. Consistent with the purposes or intent of the applicable subsections; or
2. Justified due to unusual site constraints so that meeting the design standards represents a hardship to achieving full development potential.

B. Projects applying for the Deep Green Incentive Program by certifying through the Living Building or Community Challenge, Petal Recognition, Emerald Star, LEED-Platinum, 5-Star, 4-Star, PHIUS+, PHIUS+ Source Zero/Salmon Safe, or Zero Energy/Salmon Safe programs may receive departures from development standards under Chapters 20.40, 20.50, 20.60, and/or 20.70 SMC upon the Director’s finding that the departures meet subsection (A)(1) and/or (2) of this section, and as further described under SMC 20.50.630. Submittal documents shall include proof of enrollment in the programs listed above.

20.40 Amendments

Amendment #5

20.40.140 – Other Uses

Table 20.40.140 Other Uses

| NAICS # | SPECIFIC USE | R4-R6 | R8-R12 | R18-R48 | TC-4 | NB | CB | MB | TC-1, 2 & 3 |
|--|--|-------|--------|---------|------|-----|-----|-----|-------------|
| EDUCATION, ENTERTAINMENT, CULTURE, AND RECREATION | | | | | | | | | |
| | Adult Use Facilities | | | | | | P-i | P-i | |
| 71312 | Amusement Arcade | | | | | | | P | P |
| 71395 | Bowling Center | | | | | C | P | P | P |
| 6113 | College and University | | | | | S | P | P | P |
| 56192 | Conference Center | C-i | C-i | C-i | C-i | P-i | P-i | P-i | P-i |
| 6111 | Elementary School, Middle/Junior High School | C | C | C | C | | | | |

Table 20.40.140 Other Uses

| NAICS # | SPECIFIC USE | R4-R6 | R8-R12 | R18-R48 | TC-4 | NB | CB | MB | TC-1, 2 & 3 |
|---------|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Gambling Uses (expansion or intensification of existing nonconforming use only) | | | | | S-i | S-i | S-i | S-i |
| 71391 | Golf Facility | P-i | P-i | P-i | P-i | | | | |
| 514120 | Library | C | C | C | C | P | P | P | P |
| 71211 | Museum | C | C | C | C | P | P | P | P |
| | Nightclubs (excludes Adult Use Facilities) | | | | | | C | P | P |
| 7111 | Outdoor Performance Center | | | | | | | S | P |
| | <u>Parking Area</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> | <u>P-i</u> |
| | Parks and Trails | P | P | P | P | P | P | P | P |
| | Performing Arts Companies/Theater (excludes Adult Use Facilities) | | | | | | P-i | P-i | P-i |

| | |
|--|---|
| P = Permitted Use C = Conditional Use | S = Special Use -i = Indexed Supplemental Criteria |
|--|---|

Amendment #6

20.40.467 – Parking Areas

Parking areas are allowed as an accessory use to the primary use allowed in that zone. Parking areas are not allowed as a primary use.

20.50 Amendments

Amendment #7

Table 20.50.020(1) – Dimensional Requirements

| Residential Zones | | | | | | | | |
|---|---------|----------------|------------|-------------|----------|----------|----------|-------------------------------------|
| STANDARDS | R-4 | R-6 | R-8 | R-12 | R-18 | R-24 | R-48 | TC-4 |
| Base Density: Dwelling Units/Acre | 4 du/ac | 6 du/ac (7) | 8 du/ac | 12 du/ac | 18 du/ac | 24 du/ac | 48 du/ac | Based on bldg. bulk limits |

| Residential Zones | | | | | | | | |
|--------------------------------------|------------------------------------|------------------------------------|-------------|-------------|------------------------------------|---|---|----------------------------|
| STANDARDS | R-4 | R-6 | R-8 | R-12 | R-18 | R-24 | R-48 | TC-4 |
| Min. Density | 4 du/ac | 4 du/ac | 4 du/ac | 6 du/ac | 8 du/ac | 10 du/ac | 12 du/ac | Based on bldg. bulk limits |
| Min. Lot Width (2) | 50 ft | 50 ft | 50 ft | 30 ft | 30 ft | 30 ft | 30 ft | N/A |
| Min. Lot Area (2) (13) | 7,200 sq ft | 7,200 sq ft | 5,000 sq ft | 2,500 sq ft | 2,500 sq ft | 2,500 sq ft | 2,500 sq ft | N/A |
| Min. Front Yard Setback (2) (3) (14) | 20 ft | 20 ft | 10 ft | 10 ft | 10 ft | 10 ft | 10 ft | 10 ft |
| Min. Rear Yard Setback (2) (4) (5) | 15 ft | 15 ft | 5 ft | 5 ft | 5 ft | 5 ft | 5 ft | 5 ft |
| Min. Side Yard Setback (2) (4) (5) | 5 ft min. | 5 ft min. | 5 ft | 5 ft | 5 ft | 5 ft | 5 ft | 5 ft |
| Base Height (9) | 30 ft (35 ft with pitched roof) | 30 ft (35 ft with pitched roof) | 35 ft | 35 ft | 35 ft (40 ft with pitched roof) | 35 ft (40 ft with pitched roof) (16) | 35 ft (40 ft with pitched roof) (8) (16) | 35 ft (16) |
| Max. Building Coverage (2) (6) | 35% | 35% | 45% | 55% | 60% | 70% | 70% | N/A |
| Max. Hardscape (2) (6) | 45% | 50% | 65% | 75% | 85% | 85% | 90% | 90% |

Exceptions to Table 20.50.020(1) and Table 20.50.020(2):

- (1) Repealed by Ord. 462.
- (2) These standards may be modified to allow unit lot developments, mixed single-family attached developments and zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and hardscape limitations; limitations for individual lots may be modified.
- (3) For single-family detached development exceptions to front yard setback requirements, please see SMC 20.50.070.
- (4) For single-family detached development exceptions to rear and side yard setbacks, please see SMC 20.50.080.
- (5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC 20.50.160.
- (6) The maximum building coverage shall be 35 percent and the maximum hardscape area shall be 50 percent for single-family detached development located in the R-12 zone.
- (7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up, except when a single lot is divided by a zone boundary. Refer to 20.50.020(D)(2)(a) for calculation of density when a single lot is divided by a zone boundary.

Amendment #8

20.50.020(2) – Dimensional Requirements

| STANDARDS | MUR-35' | MUR-45' | MUR-70' (10) |
|-----------------------------------|---|--|--|
| Base Density: Dwelling Units/Acre | N/A | N/A | N/A |
| Min. Density | 12 du/ac (17) | 18 du/ac | 48 du/ac |
| Min. Lot Width (2) | N/A | N/A | N/A |
| Min. Lot Area (2) | N/A | N/A | N/A |
| Min. Front Yard Setback (2) (3) | 0 ft if located on an arterial street 10 ft on nonarterial street 22 ft if located on 145th Street (15) | 15 ft if located on 185th Street (15) 0 ft if located on an arterial street 10 ft on nonarterial street 22 ft if located on 145th Street (15) | 15 ft if located on 185th Street (15) 22 ft if located on 145th Street (15) 0 ft if located on <u>all other streets</u> an arterial street 10 ft on nonarterial street (18) |

| STANDARDS | MUR-35' | MUR-45' | MUR-70' (10) |
|------------------------------------|---------|---------|----------------------|
| Min. Rear Yard Setback (2) (4) (5) | 5 ft | 5 ft | 5 ft (20) |
| Min. Side Yard Setback (2) (4) (5) | 5 ft | 5 ft | 5 ft (20) |
| Base Height (9) (16) | 35 ft | 45 ft | 70 ft (11) (12) (13) |
| Max. Building Coverage (2) (6) | N/A | N/A | N/A |
| Max. Hardscape (2) (6) | 85% | 90% | 90% |

Amendment #9

20.50.020(B) – Base Density Calculation

B. Base Density Calculation. The base density for an individual site shall be calculated by multiplying the site area (in acres) by the applicable number of dwelling units. When calculation results in a fraction, the fraction shall be rounded to the nearest whole number as follows:

1. Fractions of 0.50 and above shall be rounded up except for lots less than 14,400 square feet in R-6 zones. See Exception (7) to Table 20.50.020(1).
2. Fractions below 0.50 shall be rounded down.

Example #1 – R-6 zone, 2.3-acre site: $2.3 \times 6 = 13.8$
The base density for this site would be 14 dwelling units.

Example #2 – R-24 zone, 2.3-acre site: $2.3 \times 24 = 55.2$
The base density for the site would be 55 dwelling units.

Example #3 – R-6 zone, 13,999-square-foot site: $(13,999/43,560 = .3214 \text{ acres})$ so $.3214 \times 6 = 1.92$. The base density for single-family detached dwellings on this site would be one unit.

Example #4 – R-6 zone, 14,400-square-foot site $(14,400/43,560 = .331 \text{ acres})$ so $.331 \times 6 = 1.986$. The base density for the site would be two units.

3. For development in the MUR zones: minimum density calculations resulting in a fraction shall be rounded up to the next whole number.

C. All areas of a site may be used in the calculation of base density (prior to any dedication for City facilities as required in Chapter 20.70 SMC), except that submerged lands shall not be credited toward base density calculations.

D. When a lot is divided by a zone boundary, the following rules shall apply:

1. When a lot contains both residential and nonresidential zoning, the zone boundary between the zones shall be considered a lot line for determining permitted building height and required setbacks on the site.
2. When a lot contains residential zones of varying density, the following shall apply:

a. Any residential density transfer within the lot shall be allowed from the portion with the lesser residential density to that of the greater residential density. The calculation of the transfer from the lesser residential density to the greater residential density shall be rounded as an aggregate number as demonstrated in the following examples.

Example #1 – R-6 zone and R-8 zone; R-6 portion of the site: 0.55 acres; R-8 portion of the site: 0.90 acres.

Calculation $(0.55 \times 6 = 3.3) + (0.9 \times 8 = 7.2) = 10.5$, which rounds up to 11.

Conclusion: The base density for this site would be 11 dwelling units.

Example #2 – R-8 zone and R-24 zone; R-8 portion of the site: 1.1 acres; R-24 zone portion of the site: 0.70 acres.

Calculation: $(1.1 \times 8 = 8.8) + (0.70 \times 24 = 16.8) = 25.6$ which rounds up to 26.

Conclusion: The base density for this site would be 26 dwelling units.

b. Residential density transfer from the higher density zone to the lower density zone may be allowed only when:

- The transfer enhances the efficient use of needed infrastructure.
- The transfer contributes to preservation of critical areas, or other natural features; and
- The transfer does not result in significant adverse impacts to adjoining lower-density properties.

Example: A development site is 3.8 acres. 1.5 acres is zoned R-12 and 2.3 acres is zoned R-24. The base density for the R-12 portion: $1.5 \times 12 = 18$ dwelling units, for the R-24 portion: $2.3 \times 24 = 55.2$ rounded to 55 dwelling units. The overall base density for the site is $18 + 55 = 73$ dwelling units.

Amendment #10

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.

E. If this chapter does not specify a parking requirement for a land use, the Director shall establish the minimum requirement based on a study of anticipated parking demand. Transportation demand management actions taken at the site shall be considered in determining anticipated parking demand. The study shall provide sufficient information to demonstrate the parking demand for a specific land use will be satisfied. The study shall be prepared by a professional engineer with expertise in traffic and parking analyses, or a qualified professional as authorized by the Director.

Amendment #11

20.50.400 – Reductions to Minimum Parking Requirements

A. Reductions of up to 25 percent may be approved by the Director when subsection (A)(1) of this section is met, or when or when a combination of two or more of the following subsections (A)(2) through (9) of this section is met:

1. A high-capacity transit service stop (e.g. bus rapid transit, light rail) is within one-quarter mile of the development's property line with a complete pedestrian route from the development to the transit stop that includes City-approved curbs, sidewalks, and street crossings. For developments seeking reductions prior to revenue service at new stops, a parking management plan shall be prepared that at a minimum shall address how parking demand will be managed between occupancy and the start of revenue service to the new stop. The parking management plan shall be filed with the application(s) for land use approval or building permit, as applicable to the development.

2. A parking demand analysis prepared by a qualified professional demonstrates that parking demand can be satisfied with a reduced parking requirement.

3. There is a shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. A record on title with King County is required.

4. A parking management plan is prepared by the applicant according to criteria established by the Director.

5. A City-approved residential parking zone (RPZ) is established for the surrounding neighborhood within a one-quarter mile radius of the development's property line. The management cost for the RPZ must be paid by the applicant and/or property owner on an annual basis.

6. A public access easement that is a minimum of eight feet wide, safely lit, and connects through a parcel between at least two different rights-of-way. The access easement shall be developed with a sidewalk or shared use path that complies with the

Engineering Design Manual. This easement may include other pedestrian facilities such as plazas and bike facilities.

~~7. City-approved traffic calming or traffic diverting facilities to protect the surrounding single-family neighborhoods within a one-quarter mile radius of the development's property line.~~

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 Subsection. Deciduous trees shall be at least one and one-half inches in caliper and evergreens at least six feet in height.

10. On-site dedicated parking spaces for a car-sharing service with an agreement with the provider(s).

B. Parking reductions for Deep Green Incentive Program projects are set forth in SMC 20.50.630.

C. A request for a parking reduction shall be processed as a Type A action, as set forth in SMC 20.30, Subchapter 2 ~~an interpretation of the Development Code.~~

D. When granting a parking reduction, 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. This parking reduction may be combined with parking reductions identified in subsection A of this section.

~~F. A parking reduction of 25 percent may be approved by the Director for multifamily development within one-quarter mile of the light rail stations. This parking reduction may not be combined with parking reductions identified in subsections A and E of this section.~~

F. ~~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.

Amendment #12

20.50.410 – Parking Design Standards

A. All vehicle parking and storage for single-family detached dwellings and duplexes must be in a garage, carport or on an approved impervious surface or pervious concrete or pavers. Any surface used for vehicle parking or storage must have direct and unobstructed driveway access.

B. All vehicle parking and storage for multifamily and commercial uses must be on a paved surface, pervious concrete, or pavers. All vehicle parking shall be located on the same parcel or same development area that parking is required to serve. ~~Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director.~~

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.

Amendment #13

20.50.457 – Administrative Design Review

Administrative design review approval under SMC 20.30.297 is required for all development applications that propose departures from the landscape standards in this subchapter.

Amendment #14

20.50.630 - Deep Green Incentive Program (DGIP)

D. **Incentives.** A project qualifying for the Shoreline Deep Green Incentive Program will be granted the following tiered incentive packages, based on the certification program for which they are applying:

1. A project qualifying for Tier 1 – ~~Living Building Challenge or Living Community Challenge~~ may be granted a waiver of up to 100 percent City-imposed preapplication and permit application fees. A project qualifying for Tier 2 – ~~Emerald Star or Petal Recognition~~ may be granted a waiver of up to 75 percent of City-imposed application fees. A project qualifying for Tier 3 – ~~LEED Platinum, 5-Star, PHIUS+ Source Zero/Salmon Safe, or ZE/Salmon Safe~~ may be granted a waiver of up to 50 percent of City-imposed application fees. A project qualifying for Tier 4 – ~~PHIUS+ or 4-Star~~ may be granted a waiver of up to 25 percent of City-imposed application fees.
2. Projects qualifying for the DGIP may be granted a reduced Transportation Impact Fee based on a project-level Transportation Impact Analysis.
3. Departures from Development Code requirements when in compliance with subsection E of this section.
4. Expedited permit review without additional fees provided in Chapter 3.01 SMC for Tier 1, 2 and 3 projects.

Title 13 Amendments

13.12.500(B) – General Flood Protection Standards

A. In the special flood hazard area, all new structures and substantial improvements shall be protected from flood damage below the flood protection elevation, including:

1. Construction or placement of a new structure.
2. Reconstruction, rehabilitation, or other improvement that will result in a substantially improved building.
3. Repairs to an existing building that has been substantially damaged.
4. Placing a manufactured home on a site.
5. Placing a recreational vehicle or travel trailer on a site for more than 180 days.

B. General Flood Protection Standards.

1. The structure shall be aligned parallel with the direction of flood flows where practicable.
2. The structure shall be anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads including the effects of buoyancy.
3. All materials below the FPE shall be resistant to flood damage and firmly anchored to prevent flotation. Materials harmful to aquatic wildlife, such as creosote, are prohibited below the FPE.
4. Electrical, heating, ventilation, ductwork, plumbing, and air conditioning equipment and other service facilities shall be elevated above the FPE. Water, sewage, electrical, and other utility lines below the FPE shall be constructed to prevent water from entering or accumulating within them during conditions of flooding.
5. Fully enclosed areas below the lowest floor that are subject to flooding are prohibited or shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement shall meet or exceed the following minimum criteria:
 - a. Include a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided.
 - b. The bottom of all openings shall be no higher than one foot above grade.

- c. Openings may be equipped with screens, louvers, or other coverings or devices; provided, that they permit the automatic entry and exit of floodwater; and
- d. A garage attached to a residential structure, constructed with the garage floor slab below the base flood elevation, must be designed to allow for the automatic entry and exist of floodwaters.

6. If structures are constructed or substantially improved with fully enclosed areas below the lowest floor, the areas shall be used solely for parking of vehicles, building access, or storage.



TO: Honorable Members of the Shoreline City Council

FROM: Laura Mork, Chair
Shoreline Planning Commission

DATE: April 2, 2021

RE: Development Code Amendments – Batch #1

The Shoreline Planning Commission has completed its review of the proposed Development Code Amendments – Batch #1. Staff from the City Planning and Community Development Department presented a total of 14 amendments intended to implement changes in the law, clarify existing code provisions, or address policy changes.

The Planning Commission held a study session on March 4, 2021 and a Public Hearing on April 1, 2021. The Planning Commission appreciated design changes within the MUR zones and, while the Planning Commission remained concerned about parking, especially in the station areas, and incentivizing green building outside of the station areas, the Planning Commission felt that the amendments provided the needed modifications and clarifications.

In consideration of the Planning Staff's recommendations, written and oral public testimony, the Planning Commission respectfully recommends that the City Council adopt the Development Code Amendments – Batch #1, as presented by Staff.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Action on Resolution No. 475 - Adopting a Six-Year Transportation Improvement Plan (TIP) for 2022 Through 2027 |
| DEPARTMENT: | Public Works |
| PRESENTED BY: | Nytasha Walters, Transportation Service Manager |
| 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:

In accordance with state law, the City is required to prepare a six-year Transportation Improvement Plan (TIP). The TIP should include transportation projects, such as road and bridge work, as well as new or enhanced bicycle or pedestrian facilities. In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP. The City's TIP is used to secure federal funding for transportation projects as part of the Statewide TIP.

The draft 2022-2027 TIP was presented to the City Council on April 5, 2021 for discussion. The staff presentation was immediately followed by a Public Hearing on the plan, as required by state law, where one person provided comment on the TIP. After the hearing, Council commented and asked several questions regarding listed projects, funding, and possible new projects to consider which are addressed in this staff report. Councilmember Roberts suggested the addition of a project on NE 200th Avenue to the TIP. With the exception of the addition of a statutorily required item pertaining to the preservation of railroad right-of-way, the draft 2022-2027 TIP narrative has not been edited since presented on April 5, 2021.

Adoption of proposed Resolution No. 475 (Attachment A) would adopt the 2022-2027 TIP (Exhibit A). Tonight, the Council is scheduled to take action on proposed Resolution No. 475.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City will monitor and/or would like to undertake should funding become available (limited to those unfunded projects where this seems feasible for this six-year period). The majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects unless included in a jurisdiction's TIP. All funded programs are considered underfunded as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 475, which would adopt the 2022-2027 Transportation Improvement Plan.

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

BACKGROUND

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation improvement plan (TIP). A city's TIP must be consistent with its comprehensive plan transportation element. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and to submit the adopted TIP to the Washington State Secretary of Transportation. The TIP must be adopted no later than July 1, 2021.

The TIP identifies projects to meet local transportation needs, as well as projects of regional significance, such as the 145th Street corridor improvements. It also includes several on-going programs, including the Sidewalk Rehabilitation Program (formerly referred to as the Curb Ramp, Gutter and Sidewalk Program) and the Traffic Safety Improvements Program as well as the New Sidewalk Program (New Sidewalk Construction). The New Sidewalk Program resulted from a voter approved Sales & Use Tax in November 2018. The City identified a minimum of 12 specific projects that are considered fully funded (through bonds issued) over the next 10-15 years. This program is considered underfunded and ongoing as additional new sidewalk identified in the 2018 Sidewalk Prioritization Plan could be constructed as additional funding becomes available.

The TIP identifies projects for all modes of transportation, including bicycles, pedestrians, vehicles, and transit. The City's TIP is used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan.

Projects in the TIP can be funded, partially funded, or unfunded and the draft 2022-2027 TIP includes many transportation projects previously identified and then included in the 2021-2026 Capital Improvement Plan (CIP). Including projects in the TIP improves the City's eligibility to secure grant funding. The TIP is prepared and presented to Council in advance of the CIP. Although the City approves a Biennial Budget, the CIP, as the TIP, is adopted annually. The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review and discuss CIP updates of the City's proposed six-year 2022-2027 CIP as part of the mid-bi update later this year.

The current draft 2022-2027 TIP utilizes last year's TIP as its foundation. Projects and programs included in the TIP include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, projects based on critical data such as collisions, and bicycle and pedestrian projects.

DISCUSSION

The draft 2022-2027 TIP was presented to the City Council on April 5, 2021. The staff presentation was immediately followed by a public hearing on the plan, as required by state law (RCW 35.77.010). The staff report for the April 5th meeting can be reviewed at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport040521-8a.pdf>.

After the hearing, Council discussion was held, and Councilmembers had several questions and comments which are addressed in this staff report.

April 5, 2021 Public Hearing

One comment was received during the Public Hearing from a Richmond Beach neighborhood resident. This comment pertained to whether any of the Vehicle License Fees (VLF) or grant funding could be used for asphalt treatment on local streets rather than utilizing a chip seal, asserting cost savings for asphalt. The City Manager provided clarity as to VLF Funding, stating that a \$20 VLF was adopted in 2018 for sidewalk maintenance adding to the original \$20 VLF, which is used for the road maintenance program, including regular chip seal/BST (bituminous surface treatment) and asphalt overlays based on the appropriate treatment for the condition of the roadway. The VLF alone does not cover the full cost of the Annual Road Surface Treatment program; City Real Estate Excise Tax (REET) funds also contribute to this program. Currently, the City does not have funding to provide asphalt overlays on all its streets. BST is used on roadways to protect and preserve the roadway before it deteriorates to a condition that requires a more costly overlay.

April 5, 2021 Council Discussion

The Council had questions and comments on a few topics, including the recent discussion on lowering speed limits and how this might affect the need for any specific project, Safe Routes to School projects, and funding match. These questions and comments and staff's responses are summarized below.

Lower Speed Limits and Project Need

Councilmember Roberts was interested in the 15th Avenue Project, noting that the City is evaluating lowering the speed limit on this roadway and asked if a change in speed limit would affect it or how the City would move ahead with proposed improvements for this TIP project. Staff responded that a reduction in speed would help overall safety on the street and would not affect moving forward with the TIP project on 15th Avenue (175th – 205th). Councilmember Roberts asked if staff would be looking at road reconfiguration in the project and staff replied that this would be analyzed and may be different by segment. When asked if the project improvements would be divided into segments, staff replied that entire project could be designed then constructed in segments; all this has yet to be determined. Councilmember Roberts noted the engagement with businesses and the community in this area and staff assured that this engagement would continue as the City looks to improve safety and mobility while also recognizing a need for business parking and access.

Other Councilmembers weighed in for clarification of how the possible speed reductions would be incorporated in project analysis. Councilmember Robertson wanted to verify that lower speeds and project improvements were not being analyzed in a mutually exclusive approach but looked at holistically. Staff replied that any speed reductions will be evaluated along with any potential improvements segment by segment and by context to understand where which improvements make sense.

Funding

In reviewing funding and City match for grants, Councilmembers asked for clarity on whether there is currently sufficient grant match set aside. There had recently been an increase to the grant match funds from the General Fund. Councilmember McGlashan wanted to know if staff had ever not proceeded with a grant application due to lack of funding match. Staff replied that the grant match fund had recently been increased by Council by approximately \$1 million (in addition to the annual \$250,000 from REET) and that to date, staff have been able to strategically balance funding sources for match. The City Manager verified that staff have not been stopped in pursuing a grant due to lack of match. The strategic balance will continue as the City has many projects not yet completely funded and competing for funds over the next many years.

Several Councilmembers voiced their concern and support for making sure the City is poised to apply for grant funding. Council indicated to staff that a conversation should be had with Council regarding matching funds prior to any project not pursuing a grant due to lack of funding match. These conversations should be had at any time; it is important to continue to go after outside funding and Council would like the opportunity to discuss potential match if staff is trying to find those dollars.

It was also suggested that for multi-year projects that relied on City grant match, rather than using the existing match fund for subsequent years, when going through the next budget cycle, staff could ask Council to appropriate new funding specifically for that project rather than continuing to deplete the existing grant match fund.

3rd Avenue NE Woonerf

The 3rd Avenue NE Woonerf is listed in the draft TIP as one of the five Unfunded Projects. Councilmember Scully commented that the Ballinger and 15th Avenue projects should be at a higher classification than the Woonerf. If specific funding were to become available for the Woonerf, Councilmember Scully asked that it come before Council prior to moving forward with any applications; even if the funding could not be used for any other project, it may still not warrant taking staff hours from other projects. Mayor Hall indicated support for the Woonerf recognizing that there will be a significant number of pedestrians accessing the Shoreline South/148th light rail station and that it is important to have some space next to the station where pedestrians have priority.

Safe Routes to School Projects (SRTS)

Councilmember Roberts noted the Ridgecrest Safe Route to School project and asked if these projects are only added to the TIP once funded. Staff replied that if a project looks competitive for SRTS, it will likely show up in the TIP prior to the CIP. Staff reviews the Sidewalk Prioritization Plan, ADA Plan, and collision records, and other City information with the grant criteria when evaluating the need and what project may compete well in any given funding cycle. Councilmember Roberts indicated that he would like to see 200th Street (25th Avenue NE to 30 Avenue NE) added to the TIP as a potential SRTS project.

Councilmember Roberts also subsequently followed up with staff regarding two other potential projects via email. Although not discussed on April 5th, staff would like to provide additional information. The SRTS funding does not require a project be listed in the TIP for consideration. So, although many potential projects exist in the TIP within

the New Sidewalk Program, as part of the Sidewalk Prioritization Plan, a SRTS project does not need to be in the TIP and the City can submit any project during the application process. The next round of SRTS funding will have applications due in Fall 2022.

In his email, Councilmember Roberts asked about improvements on Wallingford near Echo Lake and Parkwood Elementary Schools. These would be among those areas considered for future SRTS projects during the next funding cycle. Staff will evaluate criteria at that time to determine highest need and best chance for funding.

Edits to Draft 2022-2027 TIP

After the draft 2022-2027 TIP was presented to Council on April 5, 2021, it was identified that a TIP requirement had not been addressed. RCW 35.77.010(3) states that, "Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction."

To address this requirement, the following text has been added as an Item 8 in the narrative portion of the 2022-2027 TIP and is now included in Attachment A, Exhibit A:

RCW 35.77.010(3) requires that the TIP address the preservation of railroad right-of-way in the event that a railroad ceases to operate. The Burlington Northern Santa Fe (BNSF) Railway maintains tracks that abut and are roughly parallel to the entire Puget Sound shoreline within the City limits. This corridor provides both freight movement (the region's primary connection to the north) and intercity passenger rail (Amtrak and Sound Transit's Sounder). Given the extensive use of this corridor, it is unlikely that operations would cease in the near future. However, if operations were to cease, the City would seek to preserve the corridor for future use as a non-motorized trail given its location on the Puget Sound shoreline and potential connection to City parks along this line.

Proposed Amendment to the Draft 2022-2027 TIP and Amendatory Language

At the April 5th Council meeting and in a follow-up email, Councilmember Roberts stated that he would be proposing an amendment to add the NE 200th Street (25th Avenue NE to 30th Avenue NE) project as a Safe Route to School project to the 2022-2027 TIP. If a Councilmember would like to include this project in the 2022-2027 TIP, a Councilmember would need to move an amendment as follows:

I move to amend the draft 2022-2027 Transportation Improvement Plan as presented by staff in Exhibit A to Resolution No. 475 by adding the north side of NE 200th Street, 25th Avenue NE to 30th Avenue NE, to the unfunded project list as a safe route to school project.

Tonight's Council Action

Adoption of proposed Resolution No. 475 (Attachment A) would adopt the 2022-2027 TIP (Exhibit A). Proposed Resolution No. 475 also authorizes the Public Works Director to file a copy of the TIP with the Secretary of Transportation and the Transportation

Improvement Board for the State of Washington. Tonight, the Council is scheduled to take action on proposed Resolution No. 475.

COUNCIL GOAL(S) ADDRESSED

Adoption of the TIP supports Council Goal 2, “Continue to deliver highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment.” By identifying and developing a plan for multi-modal transportation improvements, the City is working to preserve and enhance the infrastructure. Adoption of the TIP also addresses Council Goal 5: “Promote and enhance the City’s safe community and neighborhood programs and initiatives” by supporting the Traffic Safety Improvements program and most of the other programs and projects as many include a safety element.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with adoption of the TIP. The projects identified in the City’s TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City will monitor and/or would like to undertake should funding become available (limited to those unfunded projects where this seems feasible for this six-year period). Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction’s TIP. The majority of projects included in the TIP are unfunded or partially funded. All funded programs are considered underfunded as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 475, which would adopt the 2022-2027 Transportation Improvement Plan.

ATTACHMENTS

Attachment A – Proposed Resolution No. 475

Attachment A, Exhibit A – 2022-2027 Transportation Improvement Plan

RESOLUTION NO. 475**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING A REVISED AND EXTENDED SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CALENDAR YEARS 2022 THROUGH 2027 AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND TRANSPORTATION IMPROVEMENT BOARD.**

WHEREAS, the City Council of the City of Shoreline has previously adopted a Comprehensive Plan pursuant to the Growth Management Act, 36.70A RCW, which includes a Transportation Element that serves as the basis for the six-year comprehensive transportation program, commonly referred to as the Transportation Improvement Program (“TIP”), as required by RCW 35.77.010; and

WHEREAS, RCW 35.77.010 requires the City to revise and extend the TIP annually to assure that the City has a guide in carrying out a coordinated transportation program; and

WHEREAS, the City has reviewed the work accomplished under the 2021-2026 TIP adopted by Resolution No. 458, reviewed the City’s Comprehensive Plan, determined current and future City transportation needs, and based upon these findings, a revised and extended TIP for the ensuing six (6) calendar years (2022 through 2027) has been prepared; and

WHEREAS, on April 5, 2021, the City Council held a properly noticed public hearing to receive public input on the revised and extended TIP for the years 2022 through 2027; and

WHEREAS, the City Council, having determined that the revised and extended TIP for the years 2022 through 2027 addresses the City’s transportation needs for the ensuing six years and is consistent with the City’s Comprehensive Plan;

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

Section 1. Plan Adopted. The Six-Year Transportation Improvement Program for the City of Shoreline for the ensuing six (6) calendar years, 2022 through 2027, attached hereto as Exhibit A and incorporated herein by this reference, is hereby adopted.

Section 2. Filing of Plan. Pursuant to RCW 35.77.010, the Director of Public Works is hereby authorized and directed to file a copy of this Resolution no later than thirty (30) days after adoption, together with the Exhibit A attached hereto, with both the Secretary of Transportation and the Transportation Improvement Board for the State of Washington.

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

ADOPTED BY THE CITY COUNCIL ON MAY 3, 2021.

Mayor Will Hall

ATTEST:

Jessica Simulcik Smith
City Clerk

Per Section 2, filed on the date indicated:

Washington State Secretary of Transportation _____ 2021

Washington State Transportation Improvement Board _____ 2021

City of Shoreline 2022-2027 Transportation Improvement Plan

1. What is the Six-Year Transportation Improvement Plan (TIP)?

The City of Shoreline Six-Year Transportation Improvement Plan (TIP) is a short-range planning document that is updated annually based upon needs and policies identified in the City's Comprehensive Plan and Transportation Master Plan. It identifies Shoreline's current needed transportation projects and programs feasible for the next six years. Some projects identified in the TIP are significant enough in nature that they will take longer than six years to complete.

2. What is included in the TIP?

A project sheet for each project or program in the TIP has been developed and includes the following:

- **Scope/Narrative:** A description of the project or program including the specific work to be performed, project elements, project/program purpose and/or interagency coordination efforts.
- **Funding:** Identifies whether a project is funded, partially funded or unfunded and known funding sources.
- **Funding Outlook:** A description of the current funding projection for the project, including possible funding sources (when applicable).
- **Project Status:** Identifies Council goals achieved by each project and the stage of a project (such as design, environmental review, or construction).
- **Purpose/Goals Achieved:** Identifies which of several purposes the project satisfies and/or general goals the project achieves including Non-motorized Transportation; System Preservation; Growth Management; Improves Efficiency and Operations; Safety; Major Structures; Corridor Study; and/or Interjurisdictional Coordination.

Projects in the TIP are sorted into three categories: Funded Programs & Plans, Funded Projects (Fully or Partially), and Unfunded Projects. Projects that are underfunded or partially funded are included in the funded categories. Generally, funded projects are those included in the City's 2022-2027 Capital Improvement Plan. All of the funded Programs & Plans are considered underfunded, as additional work could be completed through these programs with supplemental funding.

3. Project Costs and Funding

Each project listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s) for the six-year period covered by the TIP. Existing and new project and program costs need to cover all phases of a project (described below), including the staff time necessary to administer them. If grant

funding has been secured from a specific source, it is identified. Potential grant funding sources are also identified in this section. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Level of Service (LOS) may be funded in part by Transportation Impact Fees (TIFs). The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter years have been developed with less specificity, as the projects are generally less defined. Unless otherwise noted, project costs do not include the costs for placing overhead utilities underground.

4. Developing the TIP

The annual TIP update starts with the previously adopted TIP. Projects in the previously adopted TIP are reviewed and projects that have been completed, or because of changing conditions are no longer needed, are removed from the TIP. Existing projects may also be updated based upon completed studies, refined project scopes or revised cost estimates. The remaining projects carried over from the previous TIP are reviewed for changes to cost estimates, project funding, schedule, or scope during the update process to ensure that the best information is represented in the TIP.

New projects are generated from many sources, including the City's adopted Transportation Master Plan (TMP), Comprehensive Plan, Council priorities, identification of new issues or deficiencies, response to growth, accident locations, or the potential to secure grant funding. The City may use tools such as pavement management rating, analysis of accident data, and transportation modeling to help identify potential new projects. Potential new projects undergo a review of scope, priority, schedule, and cost analysis.

Updated projects from the previous TIP and new projects are then used to create a draft TIP project list. The phasing and funding of these projects in the draft TIP is based on an evaluation of project priority compared with priorities laid out in the TMP and Comprehensive Plan, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered into with other jurisdictions and agencies, and new opportunities that arise to leverage local transportation funding in combination with other funding sources.

Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community to comment on the plan. Based on the results of the public hearing and comments from the Shoreline City Council, a final version of the TIP is developed. This final version is then adopted by the City Council.

5. Lifecycle of a Project

Depending upon the size and/or degree of complexity associated with a project, it can take several years to complete. For example, the three-mile Aurora Corridor Improvement Project which was substantially completed in 2016, began the initial planning work in 1997. Large projects may be divided into several smaller projects in order to manage the project more effectively, comply with requirements of or secure

additional grant funding, or minimize inconvenience to the community during construction.

Throughout all phases of a project, the City is committed to maintaining open communications with the community. Title VI practices are included throughout the project. Project staff work to identify potential impacts to any specific group and reach out to the affected community for a diverse and inclusive partnership. The process to develop projects generally includes the following steps.

Planning and Alternatives Development – During this phase, conceptual ideas for a project are identified, evaluated, and narrowed, sometimes to a single option. Citizens, community organizations, neighboring jurisdictions and other stakeholders help shape the project. Public meetings provide updates to the community and help the City gather feedback.

Preliminary Design and Environmental Review – This phase identifies potential environmental impacts of the project alternative(s). The level of review and documentation depends on the scope of the project and its potential for environmental impacts. An Environmental Impact Statement (EIS) is prepared for large projects with potentially significant impacts. Development of a State Environmental Policy Act (SEPA) checklist may be prepared for projects not requiring an EIS. A similar review under the National Environmental Policy Act (NEPA) is required for projects that receive federal funding. The project's design moves from conceptual to preliminary as initial engineering begins.

During this phase:

- If required, a SEPA checklist or Draft EIS is published followed by a public comment period. Responses to those comments are found in the Final EIS.
- Preliminary design is completed.
- The City selects the project that will eventually be built.

Right-of-way (ROW) Acquisition - If it is determined that a project footprint will require additional ROW to be implemented, the project will include a ROW acquisition phase that is conducted concurrently with reaching Final Design. The City may need to purchase private property ranging from small strips to full acquisitions, permanent easements (such as for locating utilities), and temporary easements (to utilize a portion of a property during construction, etc.).

Final Design– In this phase, architects and engineers define what the project will look like as well as the technical specifications for the project. Field work is performed including testing soil conditions and ground water levels, surveying, and locating utilities. This phase culminates in the completion of contract-ready documents and the engineer's cost estimate.

The project design activity that follows planning development and concludes with final design is often referred to as "Plans, Specifications, and Estimates (PS&E)".

Construction – Construction time varies widely from project to project. The City balances the need to complete the project on time and on budget while minimizing construction impacts to the community. Unforeseen site conditions, weather, design corrections and the complexity of a project are some of the factors that can influence the schedule. Construction schedules can also be affected by environmental restrictions, such as permissible timeframes to work in fish bearing waters.

6. Funding Challenges for 2022 and Beyond

As is the case for most jurisdictions, the need for transportation improvements in Shoreline greatly outweighs the City's ability to fund them in both the short and long term. In addition to major capital projects such as intersection or corridor improvements, there is an on-going need to maintain the existing system. This includes repair, maintenance and preservation work, such as Bituminous Surface Treatment (BST) or overlays, upgrades and repairs to traffic signals, installation of new streetlights and curb ramp upgrades. It is difficult to estimate the annual backlog or degree to which the City's transportation program is underfunded, as new projects are identified annually, and maintenance is a continuous necessity.

The five Programs & Plans listed in the TIP do not include a total project cost as these are programs where either costs are ongoing (such as maintenance) or more can always be done if additional funding is found. Of the total cost for funded/partially funded projects, \$185 million, approximately \$84.7 million is still unfunded. The five unfunded projects included in this six-year TIP (not including the unfunded portions of partially funded projects) total an additional \$88.5 million.

The City of Shoreline funds transportation capital projects from the General Fund, Real Estate Excise Tax (REET), Transportation Benefit District (TBD), and grant revenue from local, state, and federal governments. Because some of these revenue sources are so closely tied to the health of the economy, they can be somewhat unpredictable, making it challenging for the City to plan for transportation improvements with assurance that funding will be available.

Historically the largest sources of funding for Shoreline's transportation programs and projects have been grants. Funding for transportation projects is available from federal, state, and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded and timelines for expenditure of funds.

Most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project and/or secure additional funding of a different source (i.e. federal funds cannot match federal funds, but state funding often can match federal funding). The granting agency may have additional restrictions. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects. Quite often, granting agencies prefer to fund construction of projects rather than planning, design, or environmental work. Having projects fully designed and "shovel ready" improves

their ability to compete for funding. The competitive nature of grant funding and the specific requirements associated with available grants narrow the opportunities for many of the City's high priority projects to obtain outside funding.

In November 2018, a new funding source was secured for the construction of new sidewalk when voters approved a Sales & Use Tax. More information can be found about the Sidewalk Plan under Programs & Plans No. 2 in this TIP.

In 2018, a \$20 increase in Vehicle License Fees (VLF) was adopted by City Council for sidewalk rehabilitation. Then shortly after funds started being collected, the program was defunded by the passing of Proposition I-976 and then was subsequently put on hold while being challenged in court. In October 2020, the Washington Supreme Court ruled the initiative unconstitutional and VLFs collected by the City are secure for now. Program 1, Sidewalk Rehabilitation Program (Repair and Maintenance), and Program 4, the City's Annual Road Surface Maintenance Program in part rely on this funding source which will now resume.

7. Relationship of the TIP to other Transportation Documents

A. Six-Year Capital Improvement Plan

Once adopted, the TIP helps to guide funding and implementation priorities during the development of the transportation portion of the Capital Improvement Plan (CIP). The CIP is a six-year financial plan addressing capital needs and is updated along with the development of the City's operating budget. The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows the complete project list, including unfunded projects and programs. The first two years of the CIP are adopted as part of the biennial budget, with any updates adopted annually.

B. Transportation Master Plan

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted Comprehensive Plan. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering, and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement plans. The TMP covers transportation facilities for the movement of services and goods as well as all forms of personal travel including travel by foot, bicycle, wheelchair, transit, and automobile.

In 2020, the City began a multi-year process to update the current TMP (last updated in 2011) that will identify additional multi-modal transportation policies, programs, and projects. In concert with the TMP update, the City will be re-examining its traffic concurrency model which sets the relationship among the City's LOS standards for

general-purpose vehicles, the funding needs to accommodate estimated general-purpose traffic growth, and land use assumptions. Concurrency is balanced when growth is matched with needed transportation facilities. During the TMP update process, the City may consider shifting to a Multimodal LOS, as well as consider restructuring TIFs and associated growth projects to help fund the design and construction of additional roadway segments and intersections throughout the city.

The TMP update is a multi-year process with the final updated TMP scheduled to be completed by 2023. Because the types of changes and additions to City's transportation policies, projects, and programs will not be known until the completion of the TMP process, it is not possible to include them in the TIP at this time. Once the TMP update is finalized and new projects and/or programs are defined, they can be included in future TIPs.

C. State and Federal Requirements

State law requires that each city develop a local TIP and that it be annually updated (RCW 35.77.010). It also requires that projects be included in the TIP in order for cities to compete for transportation funding grants from most federal and state sources. Federal grant funded and regionally significant projects from the first three years of the City's TIP are included in the Regional TIP, which is assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. The Regional TIPs from around the State are then combined to form the State TIP, which is approved by the Governor and then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

8. Preservation of Railroad Right-of-Way

RCW 35.77.010(3) requires that the TIP address the preservation of railroad right-of-way in the event that a railroad ceases to operate. The Burlington Northern Santa Fe (BNSF) Railway maintains tracks that abut and are roughly parallel to the entire Puget Sound shoreline within the City limits. This corridor provides both freight movement (the region's primary connection to the north) and intercity passenger rail (Amtrak and Sound Transit's Sounder). Given the extensive use of this corridor, it is unlikely that operations would cease in the near future. However, if operations were to cease, the City would seek to preserve the corridor for future use as a non-motorized trail given its location on the Puget Sound shoreline and potential connection to City parks along this line.

Contact Information

For additional information, contact Nytasha Walters, Transportation Services Manager, (206) 801-2481 or nwalters@shorelinewa.gov.

The following is a list of projects included in the 2022-2027 TIP. A description of each project can be found in the following pages.

PROGRAMS & PLANS *(all programs are considered underfunded)*

1. Sidewalk Rehabilitation Program (Repair & Maintenance)
2. New Sidewalk Program (New Sidewalk Construction)
3. Traffic Safety Improvements
4. Road Surface Maintenance Program
5. Traffic Signal Rehabilitation Program

FUNDED PROJECTS *(noted if only partially funded)*

6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5 *(partially)*
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements
8. 148th Street Non-Motorized Bridge *(partially)*
9. Trail Along the Rail *(partially)*
10. Meridian Avenue N (N 155th Street to N 175th Street)
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5) *(partially)*
12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE, 145th to 155th
15. Light Rail Access Improvements: 5th Ave NE, 175th to 182nd
16. Ridgecrest Safe Routes to School

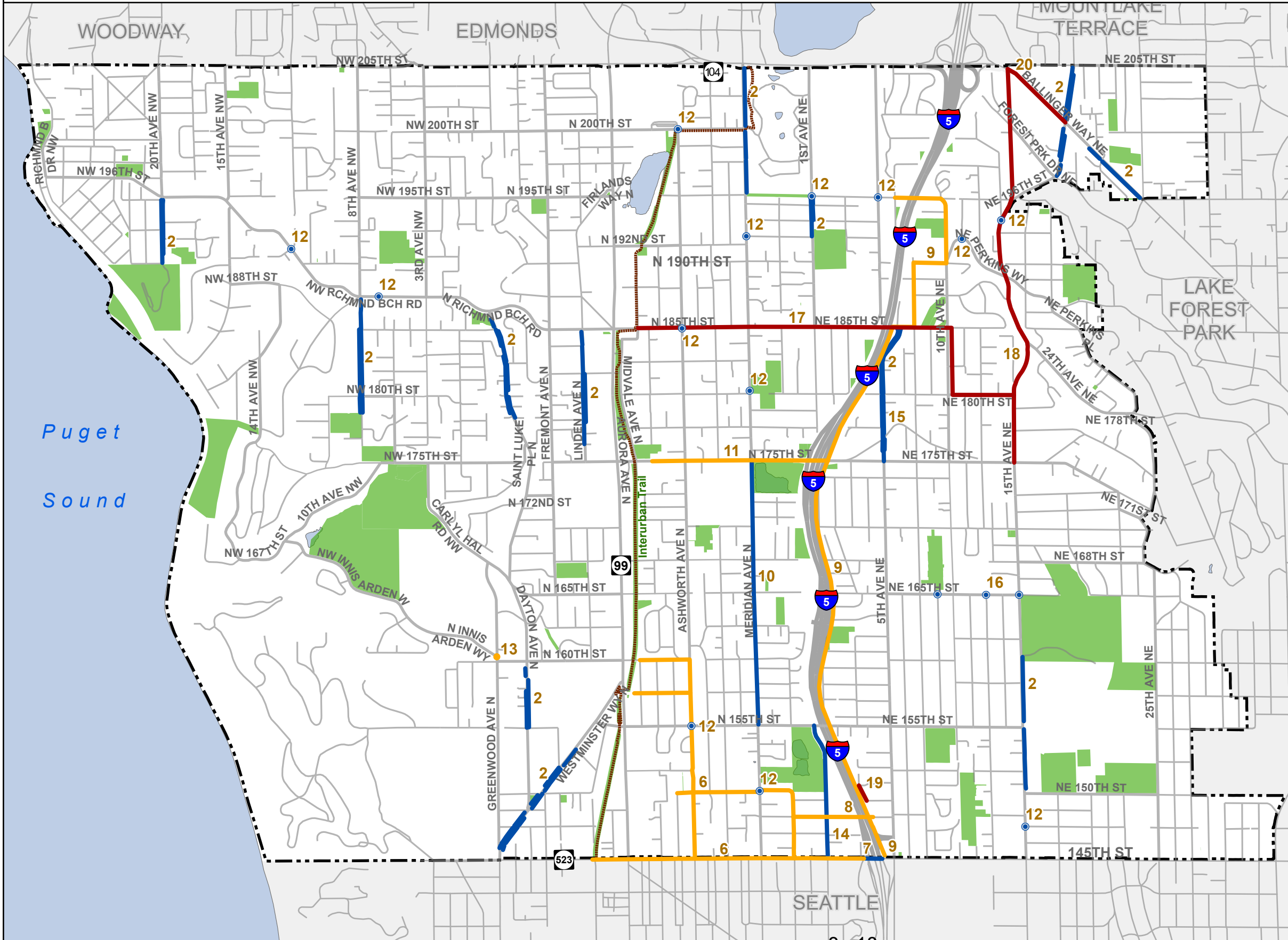
UNFUNDED PROJECTS

17. N/NE 185th Street Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Woonerf
20. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
21. Eastside Off-Corridor Bike Network

PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2021

| PROJECT NAME | PROJECT DESCRIPTION | COST | FUNDING SOURCES |
|-------------------------------------|--|-------------|--|
| 195th Pedestrian and Bike Connector | Construction of a shared-use path along NE 195th Street from 5th Avenue NE to the WSDOT Limited Access line east of 7th Avenue NE. | \$500,000 | The City secured a Transportation Improvement Board (TIB) Complete Streets grant. Grant funds will be spent in 2021. |

Transportation Improvement Plan 2022 to 2027



Individual Project Locations

Fully or Partially Funded Citywide Programs

1. Sidewalk Rehabilitation Program (not mapped)
2. New Sidewalk Program - New Construction, 12 funded projects
3. Traffic Safety Improvements (not mapped)
4. Annual Road Surface Maintenance Program (not mapped)
5. Traffic Signal/ITS Improvements (not mapped)

Fully or Partially Funded Projects

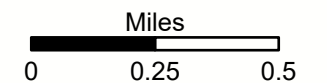
6. 145th St (SR 523) Corridor Improvements (Aurora to I-5)
7. 145th St/I-5 Interchange Improvements
8. 148th St N Non-motorized Bridge
9. Trail along the Rail
10. Meridian Ave N (N 155th St to N 175th St)
11. N/NE 175th St - Corridor Improvements
12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs
13. Greenwood/Innis Arden/I60th Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)
15. Light Rail Access Improvements: 5th Ave NE (175th to 182nd)
16. Ridgcrest Safe Routes to School

Unfunded Projects

17. N/NE 185th St - Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Woonerf
20. Ballinger Way (NE 205th St to 19th Ave NE)

Funding Status

- Funded
- Partially Funded
- Unfunded
- - - Interurban Trail
- Park



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

FUNDED PROGRAMS & PLANS
(FULLY OR PARTIALLY)

Project # and Name

1. Sidewalk Rehabilitation Program (Repair & Maintenance)

Scope / Narrative

Title II under the Americans with Disabilities Act (ADA) requires a public entity to perform a self-evaluation of its programs, activities, and services, along with all policies, practices, and procedures that govern their administration. Shoreline is also required to create and implement an ADA Transition Plan to make reasonable modifications to remove barriers - both physical and programmatic.

In 2017-2018, the City completed an assessment and inventory of all sidewalk facilities and developed a draft Transition Plan (www.shorelinewa.gov/home/showdocument?id=45538) focused on facilities in the right-of-way such as curb, ramps, and sidewalks. Prioritization and preliminary schedules were also included in the report. Under the Sidewalk Rehabilitation program, the City will be identifying those priority projects to be completed within the next 6 years and moving forward with those improvements, as funding allows.

First year: Sidewalks that can be ground to improve vertical discontinuity and coordination with existing projects. This approach was selected because larger projects require longer lead times for design.

Next 5 years: Focus on removing some of the worst barriers.

As the sum to complete all ADA upgrades and provide maintenance is very high, this will be an ongoing program. The City of Shoreline designed the first of these sidewalk improvements for N 200th Street between Ashworth and Meridian Avenues. The design repaired and replaced existing concrete sidewalks damaged by tree roots, cracking, or settlement.

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2022-2027 Total |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Transortation Benefit Dist. | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 4,980,000 |
| General Fund | \$ 76,300 | | | | | | \$ 76,300 |
| PROJECT TOTAL 2022-2027 | \$ 906,300 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 5,056,300 |

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Funding Outlook

Sidewalk, curb, and gutter repairs and maintenance had historically been funded through an annual transfer from the General Fund and was underfunded. In 2018, City Council approved a \$20 increase in Vehicle License Fees (VLF) to supplement funding for repair and maintenance. VLF was collected starting in March 2019.

In November 2019, voters passed State Initiative 976 (I-976) which would invalidate the City Council's 2018 VLF approval. In November 2020, the Washington Supreme Court invalidated I-976 and the program is now fully funded.

Based on the City's assessment and initial estimates, the cost to complete retrofits and remove all barriers in the right of way to meet ADA standards in the City is in excess of \$191 million (2018 dollars).

Project Status

Staff began developing the program implementation plan in late 2019 and will begin design for 2020 construction at mid-2020 with the initial funding collected prior to I-976. This program helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

2. New Sidewalk Plan (New Sidewalk Construction)

Scope / Narrative

The City Council approved the 2018 Sidewalk Prioritization Plan on June 4, 2018 which created the groundwork for a ballot measure in the November 2018 general election. The ballot measure, Proposition 1, was approved by voters to fund new sidewalk construction. The New Sidewalk Program will be funded through the issuance of bonds supported by Transportation Benefit District 0.2% Sales Tax collected over a 20-year period. The ballot measure identified 12 specific projects to be completed under this program. These projects are listed below in no particular order:

1. 15th Ave NE (from NE 150th ST to NE 160th ST)
2. Meridian Ave N (from N 194th ST to N 205th ST)*
3. 8th Ave NW (from north side of Sunset Park to Richmond Beach RD NW)
4. Dayton Ave N (from N 178th ST to N Richmond Beach RD)
5. 19th Ave NE (from NE 196th ST to NE 205th ST)
6. 1st Ave NE (NE 192nd ST to NE 195th ST)
7. Westminster Way N (from N 145th ST to N 153rd ST)
8. Ballinger Way NE (19th Ave NE to 25th Ave NE)*
9. Dayton Ave N (from N 155th ST to N 160th ST)**
10. 5th Ave NE (from NE 175th ST to NE 185th ST)**
11. Linden Ave N (from N 175th ST to N 185th ST)
12. 20th Ave NW (from Saltwater Park entrance to NW 195th ST)

* Puts sidewalk on second side (bus route)

** Two sides of the street (bus route)

Prioritization of these projects will be driven by the 2018 sidewalk prioritization plan and specific opportunities to combine with other capital projects and funding. The City is currently designing two of the twelve new sidewalk projects:

1st Avenue NE (N 192nd to NE 195th Street) will connect with existing public facilities in the area. **5th Avenue NE** (175th Street to NE 182nd Court) will be built on both sides of the street and will connect to other new sidewalks that are under construction on 5th Avenue NE, north of 182nd Court, as part of Sound Transit's 185th Street Link Light Rail Station (see Project No. 15 which combines these sidewalk improvements with Sound Transit funds to include bicycle facilities).

If there should be additional funds from this source after completion of the 12 projects listed, additional projects will be selected from the 2018 Sidewalk Prioritization Plan. The 2018 Sidewalk Prioritization Plan identifies and provides initial prioritization for additional new construction. The City will continue to look for outside funding opportunities. New sidewalk will also be constructed as the result of private development.

[Link to the 2018 Sidewalk Prioritization Plan](#)

Continued on next page

| Funding | | | | | | | |
|----------------|---|---------------|---------------|---------------|---------------|---------------|-----------------|
| | FUNDED (annual amounts are currently estimates) | | | | | | |
| FUNDING SOURCE | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2022-2027 Total |
| Bond Issued | \$ 3,500,000 | \$ 3,500,000 | \$ 4,000,000 | \$ 4,000,000 | \$ 4,500,000 | \$ 4,500,000 | \$ 24,000,000 |

Funding Outlook

A series of Limited Tax General Obligation bonds will be issued that will be repaid by the revenue generated by the 0.2% TBD Sales Tax. The principal amount will be limited to \$42 million, which is the amount that staff estimates could be supported by the estimated \$59 million in revenue. The bond series authorized for issuance will have a decreasing laddered maturity with a maximum 20-year maturity to match the remaining term of the tax.

Staff will compare the revenue projections and the expenditures to determine and assess opportunities to build additional projects in accordance with the ballot measure during each biennial budget process and prior to issuing each debt series.

Project Status

This program helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

- ### Purpose / Goals Achieved
- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

3. Traffic Safety Improvements

Scope / Narrative

This program addresses priority transportation safety concerns on both arterial and local streets. The primary purpose of this program is to design and implement small spot improvement projects to improve safety and enhance the livability of neighborhoods. Projects include traffic calming devices (speed humps, radar speed display signs, etc.), capital infrastructure (curb ramps, sidewalks, etc.), and operational changes (bike lanes, turn lanes, school signing, etc.).

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | | | | | 2022-2027 Total |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Roads Capital | \$ 184,100 | \$ 193,300 | \$ 199,100 | \$ 199,100 | \$ 199,100 | \$ 199,100 | \$ 1,173,800 |

Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting and projects identified by the Annual Traffic Report.

Project Status

Annual program, 2022-2027. This program helps to implement **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5:** Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

4. Road Surface Maintenance Program

Scope / Narrative

This is an annual program that is designed to maintain the City's roadway network in good condition over the long term, within the limits of the funding provided by the Roads Capital Fund, federal and state grants, and other funding approved by the City Council. Road condition is expressed as Pavement Condition Index (PCI), which is reassessed City-wide on a 5-year cycle. In 2015, the PCI of all Shoreline streets averaged 82 on a 100-point scale. For comparison, highway departments nationwide consider a system-wide average PCI of 75 as "very good". Each street's condition is tracked using a Pavement Management software system, with the goal of maintaining the street's structural condition and ride quality without the necessity of full reconstruction.

Historically, this program has employed a combination of asphalt concrete overlays and Bituminous Surface Treatment (sometimes called chip-seal) to maintain arterial and residential streets; both are designed to extend typical pavement life between 10 and 15 years. Each year, the City uses the Pavement Management system to select streets for preventive maintenance. As part of the program, the City renews pavement markings, channelization, signing and incorporates Complete Street elements.

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2022-2027 Total |
|--------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Roads Capital | \$ 1,350,000 | \$ 530,000 | \$ 530,000 | \$ 530,000 | \$ 530,000 | \$ 530,000 | \$ 4,000,000 |
| Vehicle License Fee | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 4,980,000 |
| PROJECT TOTAL 2022-2027 | \$ 2,180,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 8,980,000 |

Funding Outlook

In 2009, the City Council approved a \$20 Vehicle License Fee (VLF) to fund this program and subsequently added additional annual funding from the Roads Capital Fund.

In November 2019, State Initiative 976 (I-976) was passed by voters, invalidating the City Council's 2009 decision and suspending funding from this source. In 2020, I-976 was determined to be invalid by the State Supreme Court and funding from the 2009 VLF was restored.

Continued on next page

Project Status

This annual program project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

5. Traffic Signal Rehabilitation Program

Scope / Narrative

The maintenance of safe and efficient traffic signals is an important part of the City's responsibility to all users of the transportation network including drivers, transit providers, pedestrians, and bicyclists. New traffic signal technology provides superior functionality compared to older, obsolete equipment. Intersection improvements are one of the most cost effective ways to improve traffic flow while effective maintenance and operation of traffic signals can increase safety and extend the life of the signal, decreasing overall program costs. Examples of signalized intersection improvements include, but are not limited to:

- New controllers which can accommodate transit signal priority, dynamic emergency vehicle preemption, and coordination of traffic signals along a corridor for increased efficiency.
- Functional detection to ensure signals operate dynamically, based on actual user demand.
- Back up battery systems to keep signals operational during power outages.
- Communication to a central system for efficient signal timing changes, troubleshooting, and reporting.
- Accessible Pedestrian Signals and countdown signal heads for improved safety and ADA compliance.

The ability to keep traffic signals operating and vehicles moving is a key part of Shoreline's Emergency Management Plan.

Intelligent Transportation Systems (ITS) is the application of advanced information and communications technology to transportation. ITS helps roadway users make more informed decisions about travel routes thereby improving efficiency, safety, productivity, travel time and reliability. Elements of an ITS system can include variable message signs, license plate or bluetooth/wi-fi readers, real-time traffic flow maps, traffic monitoring cameras, and communication between traffic signals and a Traffic Management Center (TMC). Existing City ITS components include fiber optic lines, traffic monitoring cameras, and a central signal system for signals along Aurora. The City began operation of a TMC in 2013 to help manage these systems which may be expanded or modified as the City's ITS system grows. This project will fully integrate all City signals, with ITS improvements where appropriate, including traffic monitoring cameras. Future expansions of the system may include coordination with traffic signals in Seattle, cities to the north, and those operated by WSDOT.

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | | | | | 2022-2027 Total |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Roads Capital | \$ 147,800 | \$ 152,200 | \$ 156,700 | \$ 156,700 | \$ 156,700 | \$ 156,700 | \$ 926,800 |

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Funding Outlook

This program is currently underfunded. The original goal and associated funding established for this program was to rebuild 2 signal systems annually. Using a standard design and contracting process, signal system rebuild costs can range from \$400,000 - \$1,200,000. With current program funds, this allows for approximately one signalized location to be rebuilt every 3-8 years, which puts the rehabilitation cycle significantly behind schedule.

The ITS portion of the project is currently unfunded. Out of 46 total signalized intersections, 30 do not have established communication to the Traffic Management Center. The cost to establish communication to all signals is not known at this time, however is estimated at well over \$1,000,000 for standard fiber communication.

The Surface Transportation Program is a potential source of grant funding for this program.

Project Status

Annual program 2022-2027. This project helps to implement **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

FUNDED PROJECTS
(FULLY OR PARTIALLY)

Project # and Name

6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5

Scope / Narrative

This project is part of the implementation of the 145th Street Multimodal Corridor Study. The project will make improvements to signalized intersections between I-5 and Aurora Ave N in order to improve transit service, general purpose traffic, and pedestrian crossings. The project will also improve pedestrian facilities along its full length of the north side of the street. Bike facilities will be provided through construction of an Off-Corridor Bike Network between the Interurban Trail to the west and 1st Ave N to the east with connections to City of Seattle's planned Off-Corridor south of 145th.

The Design Phase for this project is fully funded through STP grants, Connecting Washington Funds, and the City's Roads Capital Fund. Given the highly competitive and limited availability of funding to complete the Right-of-Way (ROW) and Construction (CN) phases of this corridor, the City is planning to purchase ROW and construct the corridor in phases as shown below. The City is currently working towards completing design, ROW, and CN for Phase 1 (I-5 to Corliss segment of the project) by 2024.

Through the State Legislature, the City has received \$25M towards implementation of the 145th Street Multimodal Corridor Project. The City is considering using approximately \$20.3M of this program to fund ROW and Construction from I-5 to Corliss and is pursuing multiple potential funding sources to support ROW and CN for Phases 2 and 3 of the project.

The project construction schedule will be phased in 3 parts:

Phase 1: I-5 to Corliss (2020 to 2022 Design; 2021 to 2022 ROW; 2023 to 2024 CN)

Phase 2: Corliss to Wallingford (2020-2022 Design; 2025-2026 ROW; beyond 2027 CN)

Phase 3: Wallingford to Aurora (unknown schedule / TBD)

Continued on next page

| Funding | | | | | | | |
|--|-------------------------|----------------------|----------------------|--|----------------------|----------------------|------------------------|
| | PARTIALLY FUNDED | | | UNFUNDED | | | |
| FUNDING SOURCE | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2022-2027 Total |
| PH1 - PH3 Design - Roads Capital | \$ 79,300 | \$ 71,400 | \$ 16,300 | | | | \$ 167,000 |
| PH1 - PH3 Design - STP | \$ 507,800 | \$ 457,300 | \$ 104,400 | | | | \$ 1,069,500 |
| PH1 Design - Connecting WA | \$ 365,000 | \$ 56,600 | \$ 4,300 | | | | \$ 425,900 |
| PH1 ROW - Connecting WA | \$ 3,985,600 | | | | | | \$ 3,985,600 |
| PH1 Construction - Connecting WA and Road Capital | \$ 2,077,600 | \$ 4,138,400 | | | | | \$ 6,216,000 |
| PH1 Construction - TBD | \$ 2,460,000 | \$ 2,460,000 | | | | | \$ 4,920,000 |
| Off-Corridor Bike Network - TBD | | \$ 761,900 | | | | | \$ 761,900 |
| PH2 ROW - TBD | | | | \$ 3,222,000 | \$ 3,222,000 | | \$ 6,444,000 |
| PH2 Construction - TBD | | | | | | | \$ - |
| PH3 ROW - TBD | | | | | | | \$ - |
| PH3 Construction - TBD | | | | | | | \$ - |
| PROJECT TOTAL | \$ 9,475,300 | \$ 7,945,600 | \$ 125,000 | \$ 3,222,000 | \$ 3,222,000 | \$ - | \$ 23,989,900 |
| | | | | <i>Outer Year Funding (Beyond 2027):</i> | | | \$27,159,400 |
| | | | | <i>Prior Cost through 2021:</i> | | | \$13,484,300 |
| | | | | Total Project Cost: | | | \$64,633,600 |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | | \$39,285,300 |

Continued on next page

Funding Outlook

The project is funded through local Roads Capital funds, federal STP funds, Connecting Washington Funds and other unknown funding sources (TIB, STP, etc.). The project is separated into three phases to make each phase meaningful, logical, and fundable. All phases have design phase funding which is shared by a federal STP grant and local Roads Capital funds. Federal STP grants will be sought separately for future Right-of-Way and Construction Phases of the project. Additional project costs will occur after 2027. Total project cost to implement the 145th Corridor Project from I-5 to the Interurban Trail is estimated at approximately \$64.6 million.

Project Status

In 2021, the entire project was under design with Phase 1 ROW beginning. This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements

Scope / Narrative

The City of Shoreline is currently designing the 145th and I-5 Interchange. The City's initial improvement concept, as included in the City's Preferred Design Concept report, proposed a new I-5 northbound on-ramp, revised 145th bridge deck channelization, and a new pedestrian bridge adjacent to the existing bridge deck.

The City's revised concept includes two multi-lane roundabouts to replace the two existing signalized interchange intersections. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the initial improvement concept, and at a lower cost.

The Design Phase for this project is fully funded. The City is striving to complete the Right-of-Way and Construction phases of the project by 2024, prior to the opening of the Shoreline South light rail station located north of the Interchange. A specific funding source to complete this project in the desired timeframe has not been identified and the City continues to be strategic in securing funding partners to enable construction of the project by 2024.

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2022-2027 Total |
|--|---------------------|----------------------|---------------|---------------|---------------|---------------|----------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| STP/Roads Cap (Design) | \$ 500,000 | \$ 150,000 | | | | | \$ 650,000 |
| CWA (ROW) | \$ 2,000,000 | | | | | | \$ 2,000,000 |
| ST/RMG/CWA (Construction) | \$ 4,000,000 | \$ 14,500,000 | | | | | \$ 18,500,000 |
| PROJECT TOTAL | \$ 6,500,000 | \$ 14,650,000 | \$ - | \$ - | \$ - | \$ - | \$ 21,150,000 |
| <i>Outer Year Funding (Beyond 2027):</i> | | | | | | | \$0 |
| <i>Prior Cost through 2021:</i> | | | | | | | \$5,000,000 |
| Total Project Cost: | | | | | | | \$26,150,000 |
| <i>Unfunded Portion / Future Funding Need:</i> | | | | | | | \$0 |

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Funding Outlook

The project has \$4.5 million secured to complete design with \$3.9 million in federal STP funds and \$600,000 in Roads Capital match. Project is scheduled for 30% design completion in early 2021. Final design is scheduled to be completed in 2022. The project will utilize up to \$2.5 million in Connecting WA funds for right-of-way (ROW) acquisition. ROW acquisition will begin concurrently with final design efforts once 30% design is reached in 2021. Construction is scheduled for 2022-2023. The City is negotiating up to \$10M in Sound Transit (ST) funding, has been recommended for \$5M in Regional Mobility Grant (RMG) funding, and will pursue Transportation Improvement Board funds as well as utilize Connecting Washington (CWA) funding for the balance as unless other funding sources are secured. Total project cost is \$26.15 million.

Project Status

The project is in the design phase. This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

8. 148th Street Non-Motorized Bridge

Scope / Narrative

This project will provide a new non-motorized bridge crossing over I-5 from the neighborhood in the vicinity of N 148th Street on the westside of I-5 into the Sound Transit Lynnwood Link Shoreline South/145th Station to be located on the eastside of I-5.

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | UNFUNDED | | | | 2022-2027 Total |
|---|---------------------|---------------------|----------------------|--|---------------|---------------------|----------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Sound Transit (ST) and STP funds - Final Design & Permitting | | | | | | | \$ - |
| King County Levy - ROW | | \$ 1,800,000 | | | | | \$ 1,800,000 |
| ST/King County Levy funds & TBD- Construction (Phase 1) | \$ 6,900,000 | | | | | | \$ 6,900,000 |
| Funding TBD - Construction (Phase 2) | | | \$ 18,100,000 | | | | \$ 18,100,000 |
| PROJECT TOTAL | \$ 6,900,000 | \$ 1,800,000 | \$ 18,100,000 | \$ - | \$ - | \$ - | \$ 26,800,000 |
| | | | | <i>Outer Year Funding (Beyond 2027):</i> | | \$0 | |
| | | | | <i>Prior Cost through 2021:</i> | | \$4,200,000 | |
| | | | | Total Project Cost: | | \$31,000,000 | |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | \$20,000,000 | |

Funding Outlook

The total cost for this project is estimated to be approximately \$31 million. The 30% design phase was completed in Q4 2020. The City has successfully obtained funds from the US DOT Surface Transportation Program (STP), the recently passed (August 2019) King County property tax levy, and Sound Transit's System Access funds for design, ROW and partial funding of the construction phase of the project. The City is planning to pursue additional US DOT STP funds, other state grants and the state legislature to address the estimated \$20 million required to complete the construction phase of the project.

Continued on next page

Project Status

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

9. Trail Along the Rail

Scope / Narrative

This project will provide an approximately 2.5 mile multi-use trail that roughly parallels the Lynnwood Link Light Rail guideway from Shoreline South/145th Station through the Shoreline North/ 185th Station and to the 195th Street Pedestrian Overcrossing. It is anticipated that portions of the Trail Along the Rail will be built by Sound Transit and it is assumed that steps can be taken working with Sound Transit to ensure that the ability to complete the Trail Along the Rail in the future is not precluded. In order to be more competitive for funding and to better utilize development partnership opportunities, the project is anticipated to be constructed in segments as follows:

Phase 1: NE 175th to NE 185th St

Phase 2: Shoreline South/148th Station to N 155th St

Phase 3: Shoreline North/185th Station to the NE 195th St Pedestrian Overcrossing

Phase 4: N 155th St to NE 175th St

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | UNFUNDED | | | | | 2021-2027 Total |
|--|------------------|---------------|---------------|---------------|---------------|---------------|---------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Phase 1 | | \$ 250,000 | \$ 250,000 | \$ 1,000,000 | | | \$ 1,500,000 |
| Phase 2 | | | | \$ 500,000 | \$ 1,500,000 | | \$ 2,000,000 |
| Phase 3 | | | | | | | \$ - |
| Phase 4 | | | | | | | \$ - |
| PROJECT TOTAL 2022-2027 | \$ - | \$ 250,000 | \$ 250,000 | \$ 1,500,000 | \$ 1,500,000 | \$ - | \$ 3,500,000 |
| <i>Outer Year Funding (Beyond 2027):</i> | | | | | | | \$5,100,000 |
| <i>Prior Cost through 2021:</i> | | | | | | | \$840,000 |
| Total Project Cost: | | | | | | | \$9,440,000 |
| <i>Unfunded Portion / Future Funding Need:</i> | | | | | | | \$8,600,000 |

Continued on next page

Funding Outlook

The total cost for this project is estimated to be approximately \$9 million. Currently, there is approximately \$300,000 in the CIP allocated to this project. Local funding has been obtained to close the gap between the Ridgecrest Park cost and the allocated CIP funds. 2021-2026 CIP budget does not include budget for Phase 3 and 4, rather it includes budget for these later phases on the Outer Year Funding line item. City staff hope to leverage primarily non-federal grant sources to implement design, environmental, and construction of the various phases. Sound Transit (as part of the light rail construction) will also be building portions of the trail.

Project Status

Design for the wall at Ridgecrest Park has been completed and is being incorporated into the ST LLE project through a betterment agreement. This project helps to support **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

10. Meridian Avenue N (N 155th Street to N 175th Street)

Scope / Narrative

Improvements along the Meridian Avenue Corridor have been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. Improvements will be incorporated through a series of projects with the possibility of some being funded in part by transportation impact fees (TIF).

The first segment of improvements to be completed by the end of 2022 are from N 155th Street to N 175th Street. This project will design and construct:

- Channelization of Meridian Ave N from N 155th Street to N 175th Street from one lane in each direction with parking on both sides to one lane in each direction, a center turn lane (or median area depending on location), plus bike lanes.
- ADA compliant curb ramps, pedestrian refuge islands, and lighting improvement.
- Installation of pedestrian activated flashing beacons for existing crosswalk at N 163rd Street. Pedestrian activated flashing beacons will be installed at N 170th prior to project and will be preserved.

Areas of parking may be retained in lieu of median or turn lane if the design/public process determines locations where this is the best fit, as determined by design and outreach process.

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2022-2027 Total |
|--|-------------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Roads Capital | \$ 91,700 | | | | | | \$ 91,700 |
| Federal - HSIP | \$ 825,200 | | | | | | \$ 825,200 |
| PROJECT TOTAL 2022-2027 | \$ 916,900 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 916,900 |
| <i>Outer Year Funding (Beyond 2027):</i> | | | | | | | \$0 |
| <i>Prior Cost through 2021:</i> | | | | | | | \$253,700 |
| Total Project Cost: | | | | | | | \$1,170,600 |
| <i>Unfunded Portion / Future Funding Need:</i> | | | | | | | \$0 |

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Funding Outlook

The N 155th Street to N 175th Street segment of the corridor is funded through the local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds. This project is anticipated to receive any remaining TIF funds for local match after the 175th Corridor project local match requirements are met with TIF funds.

Project Status

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)

Scope / Narrative

175th Street is considered a high priority as it is a primary access route to I-5, has relatively high levels of congestion, substandard sidewalks adjacent to an area with high pedestrian volumes next to elementary schools, a church with sizeable park-and-ride lot, bus stops, and a park. This project improves corridor safety and capacity, providing improvements which will tie in with those recently constructed by the Aurora project.

Improvements include reconstruction of the existing street to provide two traffic lanes in each direction with medians and turn pockets; curb, gutter, and sidewalk with planter strip where feasible; bicycle lanes integrated into the sidewalks; illumination; landscaping; and retaining walls where required. Intersections with high accident rates will be improved as part of this project.

Funding

| FUNDING SOURCE | FUNDED | | | PARTIALLY FUNDED | | | 2022-2027 Total |
|--|---------------------|---------------------|------------------|--|---------------------|---------------------|----------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Design and Enviro Review - Federal STP | \$ 884,000 | | | | | | \$ 884,000 |
| Design and Enviro Review - Impact Fees | \$ 591,000 | \$ 40,000 | \$40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 791,000 |
| ROW - Impact Fees (TIF) | | \$ 4,000,000 | | | \$ 1,000,000 | | \$ 5,000,000 |
| Construction- Impact Fees (TIF) | | | | \$ 4,000,000 | | | \$ 4,000,000 |
| Construction - Unfunded | | | | \$ 5,000,000 | \$ 3,000,000 | \$ 8,300,000 | \$ 16,300,000 |
| PROJECT TOTAL 2022-2027 | \$ 1,475,000 | \$ 4,040,000 | \$ 40,000 | \$ 9,040,000 | \$ 4,040,000 | \$ 8,340,000 | \$ 26,975,000 |
| | | | | <i>Outer Year Funding (Beyond 2027):</i> | | \$13,080,000 | |
| | | | | <i>Prior Cost through 2021:</i> | | \$3,054,100 | |
| | | | | Total Project Cost: | | \$43,109,100 | |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | \$16,780,000 | |

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Funding Outlook

The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014. In February 2016 this project was selected from the PSRC contingency list and fully funded for the design and environmental review phases. This project is identified in the City's Transportation Master Plan as a growth project that is necessary to accommodate growth and allow the City to maintain adopted level of service standards. Consequently, it is anticipated that the City will use Transportation Impact Fees (TIFs) collected from private development for the grant matching funds for this project.

Project Status

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs

Scope / Narrative

This project adds a midblock crossing on NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW. In addition, pedestrian-activated rectangular rapid flashing beacon systems, and radar speed feedback signs will be installed at spot locations citywide. The design will consider how midblock crossing improvements could serve both pedestrians and cyclists.

1. On NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW, install a midblock crossing, including median refuge island, pedestrian activated flashing beacons, improved lighting, and ADA improvements.
2. Install a pedestrian-activated rectangular rapid flashing beacon system at Meridian Ave N/N 192nd St, Meridian Ave N/N 180th St, Meridian Ave N/N 150th St, NW Richmond Beach Rd/12th Ave NW, 200th St/Ashworth Ave N, N 185th St/Ashworth Ave N, 1st Ave NE/N 195th St, 5th Ave NE/N 195th St, and 15th Ave NE/NE 148th St.
3. Install radar speed feedback signs on 155th St west of Densmore Ave. N, NE Perkins Way west of 11th Ave NE, 15th Ave NE north of NE 192nd St.
4. Pedestrian-activated rectangular rapid flashing beacon systems will be installed at additional locations if funding allows.

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2022-2027 Total |
|--|---------------------|---------------|---------------|---------------|---------------|---------------|---------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Roads Capital | | | | | | | \$ - |
| Federal - HSIP | \$1,241,900 | | | | | | \$ 1,241,900 |
| PROJECT TOTAL | \$ 1,241,900 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,241,900 |
| <i>Outer Year Funding (Beyond 2027):</i> | | | | | | | \$0 |
| <i>Prior Cost through 2021:</i> | | | | | | | \$230,000 |
| Total Project Cost: | | | | | | | \$1,471,900 |
| <i>Unfunded Portion / Future Funding Need:</i> | | | | | | | \$0 |

Funding Outlook

The project is funded through local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds.

Continued on next page

Project Status

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements

Scope / Narrative

Acquire right-of-way and design and construct a roundabout intersection at Greenwood Ave. N, N 160th St. and N Innis Arden Way, adjacent to Shoreline Community College campus. To meet the City's concurrency standard the intersection improvements must be complete by September 2025.

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2022-2027 Total |
|--|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Shoreline Community College | \$ 100,000 | \$ 100,000 | \$ 1,884,000 | | | | \$ 2,084,000 |
| <i>Outer Year Funding (Beyond 2027):</i> | | | | | | | \$0 |
| <i>Prior Cost through 2021:</i> | | | | | | | \$0 |
| Total Project Cost: | | | | | | | \$2,084,000 |
| <i>Unfunded Portion / Future Funding Need:</i> | | | | | | | \$0.00 |

Funding Outlook

Shoreline Community College has provided \$2,083,986 to fund this project.

Project Status

The concept design report was completed in October 2019. The City and Shoreline Community College have entered into an agreement to fully fund this project. This project helps to implement **2019-2021 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)

Scope / Narrative

This project enhances pedestrian access to the Shoreline South/145th Station (Sound Transit light rail) by constructing sections of sidewalk on 1st Ave NE between NE 145th and NE 155th Streets. The project assumes design & construction of cement concrete sidewalk, amenity zone, and placement of curb and gutter to be forward-compatible with future bicycle facilities. Where possible the project will retain any existing sidewalks.

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2021-2027 Total |
|---|-------------------|-------------------|---------------------|---------------|---------------|---------------|---------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Funded by Sound Transit <i>(scope adjusted to match available funding)</i> | \$ 150,000 | \$ 750,000 | \$ 1,100,000 | | | | \$ 2,000,000 |
| PROJECT TOTAL | \$ 150,000 | \$ 750,000 | \$ 1,100,000 | \$ - | \$ - | \$ - | \$ 2,000,000 |
| <i>Outer Year Funding (Beyond 2027):</i> | | | | | | | \$0 |
| <i>Prior Cost through 2021:</i> | | | | | | | \$0 |
| Total Project Cost: | | | | | | | \$2,000,000 |
| <i>Unfunded Portion / Future Funding Need:</i> | | | | | | | \$0 |

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the Shoreline South/148th Station. In the 2020-2025 TIP, this project was listed as two projects on 1st Ave NE, 145th to 149th Streets with an estimated project cost of \$1,273,725 and 149th to 155th Streets which was initially estimated at \$1,503,900 (but would have scope reduced to match the available remaining \$726,275 of Sound Transit funds). Redevelopment is occurring along portions of this project footprint and those developments will include some of the improvements otherwise to be constructed through this project, thus stretching funding dollars. The objective is to utilize the \$2 million to construct as much of the two prior scopes as possible.

Project Status

This project helps to implement **2020-2022 City Council Goal 1:** Strengthen Shoreline's economic climate and opportunities, **Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

| | | | |
|-------------------------------------|----------------------------------|-------------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> | Non-motorized | <input type="checkbox"/> | Major Structures |
| <input type="checkbox"/> | System Preservation | <input checked="" type="checkbox"/> | Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> | Improves Efficiency & Operations | <input type="checkbox"/> | Growth Management |
| <input checked="" type="checkbox"/> | Safety | <input type="checkbox"/> | Corridor Study |

Project # and Name

15. Light Rail Access Improvements: 5th Ave NE (175th to 182nd)

Scope / Narrative

This project enhances pedestrian and bicycle access to Shoreline North/185th Station (Sound Transit light rail). The project includes design & construction of sections of sidewalks, amenity zone, curb and gutter, and bicycle facilities, along both sides of 5th Ave NE from NE 175th to near 182nd Ct.

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2022-2027 Total |
|--|---------------------|---------------|---------------|---------------|---------------|---------------|---------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Sound Transit / Sales Tax | \$ 2,850,000 | | | | | | \$ 2,850,000 |
| PROJECT TOTAL | \$ 2,850,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,850,000 |
| <i>Outer Year Funding (Beyond 2027):</i> | | | | | | | \$0 |
| <i>Prior Cost through 2021:</i> | | | | | | | \$650,000 |
| Total Project Cost: | | | | | | | \$3,500,000 |
| <i>Unfunded Portion / Future Funding Need:</i> | | | | | | | \$0 |

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the Shoreline North/185th Station. This is also a priority sidewalk project funded by the increased sales and use tax approved by voters in 2018 (see Program 2 - New Sidewalk Construction). In the 2020-2025 TIP, this project was listed as two projects on 5th Ave NE, 180th to 182nd Streets with and 175th to 180th Streets. The two projects have been combined to one utilizing Sound Transit revenue and sales and use tax revenue for sidewalks.

Project Status

This project helps to implement **2020-2022 City Council Goal 1:** Strengthen Shoreline's economic climate and opportunities, **Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

16. Ridgcrest Safe Routes to School

Scope / Narrative

This project will install School Speed Zone Flashers on NE 165th Street at the beginning of the school zone in both directions. This project will also install modify the existing pedestrian crossing on 165th Avenue and 12th with the use of curb extensions that visually and physically narrow a roadway, creating a safer and shorter crossing for pedestrians. The design will consider how improvements could serve both pedestrians and cyclists.

Detailed Project Description:

1. School Speed Zone Flashers and Radar Speed Feedback Displays.
 - a. NE 165th Street and 9th Ave NE – Facing West
 - b. NE 165th Street and 15th Ave NE – Facing East
2. Pedestrian Crossing Curb Extension, Crosswalk Signage, and Markings.
 - a. NE 165th Street and 12th Ave NE
3. Modification to align the existing school entrance driveway and offset on 12th Ave NE.
4. Sidewalk adjustments on both sides of NE 165th Street and 12th Ave NE providing safe landings.
5. Educational outreach to surrounding neighborhood and school postcards will be sent to residents within a quarter mile of the project, and to the school for distribution, informing drivers of the new School Speed Zone Flashers, and generally sending a reminder to be courteous and cautious within school zones.

Funding

| FULLY FUNDED | | | | | | | |
|----------------------|-------------------|---------------|---------------|--|---------------|---------------|-------------------|
| FUNDING SOURCE | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2022-2027 Total |
| Roads Capital | \$6,000 | | | | | | \$ 6,000 |
| State - SRTS | \$407,700 | | | | | | \$ 407,700 |
| PROJECT TOTAL | \$ 413,700 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 413,700 |
| | | | | <i>Outer Year Funding (Beyond 2027):</i> | | | \$0 |
| | | | | <i>Prior Cost through 2021:</i> | | | \$56,000 |
| | | | | Total Project Cost: | | | \$469,700 |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | | \$0 |

Funding Outlook

The project is funded through local Roads Capital funds, and Washington State Safe Routes to School (SRTS) funds.

Continued on next page

Project Status

Estimated design completion in 2020-2021 with construction 2021-2022.

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

UNFUNDED PROJECTS

Project # and Name

17. N/NE 185th Street Corridor Improvements

Scope / Narrative

The 185th Street Multimodal Corridor Strategy (MCS) is a future-focused vision plan that 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 the 185th MCS, the term "185th Street Corridor" is used to succinctly describe the collection of these three streets. The 185th MCS Preferred Option identifies the multi-modal transportation facilities necessary to support projected growth in the 185th Street Station Subarea, a project delivery approach for phased implementation, and a funding strategy for improvements.

Currently, there is no designated CIP funding for improvements to the corridor. 185th Street Corridor improvements will be initially implemented through private development and followed by a series of City capital projects that will reconstruct roadway segments and intersections and fill in gaps in the ped/bike/amenity zones left behind by development.

The 185th Street Corridor is divided into five segments:

Segment A - 185th Street from Fremont Avenue N to Midvale Avenue N (doesn't include Aurora intersection): No roadway improvements. Improvements to ped/bike/amenity zones only.

Segment B - 185th Street from Midvale Avenue N to 5th Avenue NE (west of I-5): four-lane section (two travel lanes and two Business Access and Transit [BAT] lanes), amenity zones, off-street bike lanes, and sidewalks.

Segment C - 5th Avenue NE (west of I-5) to 10th Avenue NE: Sound Transit Lynnwood Link Light Rail Project will be restriping the segment east of 2nd Ave NE to 8th Ave NE into a three-lane section with buffered bike lanes, and construct intersection improvements at 185th St/5th Ave NE (east of I-5) and 185th St/8th Ave NE in time for the Shoreline North/185th Station opening in 2024. The 185th MCS effort has assumed these improvements will remain in place in the near term. Gaps in this segment will be completed over time through the City's capital improvements and/or development frontage improvements.

Segment D - 10th Ave NE from NE 185th Street to NE 180th Street: 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.

Segment E - NE 180th Street from 10th Avenue NE to 15th Avenue NE: Two-lane section (two travel lanes) with enhanced bike lanes, amenity zones, and sidewalks.

The 185th MCS is anticipated to be implemented (designed and constructed) over the following phases:

Near Term (0-5 years) - City to consider adding 185th Street & Meridian Avenue intersection improvements to the CIP since it is already a growth project that has associated Traffic Impact Fee funding. If this project becomes a CIP, engineering design phase would be initiated but construction wouldn't occur until the Mid Term.

Mid Term (5 -10 years) - Construct 185th Street & Meridian Avenue intersection improvements. Design Segment B, C (gaps), D, & E.

Long Term (10+ years) - Construct Segment B, C, D, and E. Design and construction ped/bike/amenity zone gaps Segment A.

Continued on next page

| Funding | | | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|--|---------------------|
| | UNFUNDED | | | | | | |
| FUNDING SOURCE | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2021-2027 Total |
| 185th St and Meridian Ave Intersection Improvements - 30% Design | | | | | | | \$ - |
| PROJECT TOTAL 2022-2027 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | | | <i>Outer Year Funding (Beyond 2027):</i> | \$80,000,000 |
| | | | | | | <i>Prior Cost through 2021:</i> | \$0 |
| | | | | | | Total Project Cost: | \$80,000,000 |
| | | | | | | <i>Unfunded Portion / Future Funding Need:</i> | \$80,000,000 |

Funding Outlook

Currently, there is no CIP funding for the implementation of the 185th MCS. The redesign of the 185th Street and Meridian Avenue intersection is identified in the City’s 2011 Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded, in part, by Transportation Impact Fees. Cost estimate for the 185th Street and Meridian Avenue intersection improvement is 5.5 million. Cost estimate for the entire 185th Street Corridor improvements is approximately 80 million. Cost estimate for 185th Street improvements (Segment A, B, & C) is approximately 63 million. Cost estimate for 10 Avenue improvements (Segment D) is approximately 12 million. Cost estimate for 180th Street improvements (Segment E) is approximately 5 million.

Project Status

On October 28, 2019, Council adopted the 185th MCS. This project helps to support **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

- ### Purpose / Goals Achieved
- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

18. 15th Avenue NE (NE 175th Street to NE 205th Street)

Scope / Narrative

This project would construct sidewalks and accessible bus stops on the west side of the road from NE 180th St to NE 205th St. There are significant topographic challenges related to constructing a sidewalk on the west side of this arterial. A corridor study will be performed to identify a preferred transportation solution for this roadway segment. Alternatives to accommodate bicycles will be analyzed, including rechannelization of the roadway from four lanes to three. The cross-section of the road from NE 175th St to NE 180th St would be reduced from four lanes to three and bicycle lanes would be installed. Right-of-way may need to be purchased to complete this project. This project is currently unfunded and a specific year for funding is not known.

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2022-2027 Total |
|--|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | |
| Unknown | | | | | | | \$ - |
| <i>Outer Year Funding (Beyond 2027):</i> | | | | | | | \$6,200,000 |
| <i>Prior Cost through 2021:</i> | | | | | | | \$0 |
| Total Project Cost: | | | | | | | \$6,200,000 |
| <i>Unfunded Portion / Future Funding Need:</i> | | | | | | | \$6,200,000 |

Funding Outlook

No funding has been identified for this project. Initial step would be a study to identify the appropriate improvements for the roadway and develop cost estimates. Design, ROW and construction costs and a timeline for completion will be included in future TIP updates.

Project Status

This project helps to implement **2020-2022 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

19. 3rd Ave NE Woonerf

Scope / Narrative

A “woonerf” is an urban design tool which originated in the Netherlands. It is intended to transform streets from auto prioritized spaces to shared spaces for all modes of transport, including pedestrians and cyclists. Woonerfs are designed to reduce vehicular travel speeds, as opposed to using the traditional methods like traffic signals, signs, and speed-bumps.

A woonerf blends the lines between pedestrian, cyclist, and vehicle paths. By removing curbs any indication of an exclusive car travel lane, while at the same time adding landscaping and street furniture, so that the public realm for pedestrians is expanded into the street. Parking areas are dispersed to prevent a wall of cars blocking access to the street. Curves are used to reduce speeds as drivers intuitively slow down to maneuver turns. Also, if a driver is able to see what is around the corner, they will slow down to anticipate yielding to an unexpected situation e.g. people walking or bicycling. Raised sidewalks are eliminated in a woonerf, since the idea is that pedestrians, cyclists, and vehicles share the same space.

The concept for the 3rd Avenue NE Woonerf is the creation of a slow-paced, curbless street (where pedestrian and bicycle movements are prioritized and vehicles are invited guests) by extending 3rd Avenue NE providing a connection between NE 149th Street and NE 151st Street. The 3rd Avenue NE Woonerf creates a vehicular, pedestrian and bike connection to the adjacent Shoreline South/148th Station and incorporates the eastern terminus of the proposed 148th street non-motorized bridge and north/south alignment of the proposed Trail Along the Rail.

Funding

| UNFUNDED | | | | | | | |
|----------------------|---------------|---------------|---------------|--|---------------|--------------------|-----------------|
| FUNDING SOURCE | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2022-2027 Total |
| No identified source | | | | | | | \$ - |
| | | | | <i>Outer Year Funding (Beyond 2027):</i> | | \$1,811,000 | |
| | | | | <i>Prior Cost through 2021:</i> | | \$20,000 | |
| | | | | Total Project Cost: | | \$1,831,000 | |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | \$1,811,000 | |

Continued on next page

Funding Outlook

2021-2026 CIP does not include budget for design development and timing of construction is unknown at this time; project costs are shown as a placeholder. The City will not be pursuing grant funding at this time and instead look to redevelopment to help these improvements occur. City staff has incorporated the 3rd Ave NE Woonerf's street and frontage improvements into the Engineering Development Manual's Appendix F: Street Matrix and is actively working on how the 148th Street Non-Motorized Bridge's eastern terminus and the Trail Along the Rail will interface with the long-term vision for the 3rd Ave NE Woonerf. City staff will continue to coordinate with Sound Transit on not precluding the future 3rd Ave NE Woonerf. In addition, City staff will continue to use the 3rd Ave NE Woonerf conceptual renderings as communication tools when working with the public and potential developers.

Project Status

An initial study has been completed and a preliminary concept of the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. City staff will continue coordination with Sound Transit to not preclude its future design and work with potential developers of adjacent properties to the 3rd Ave NE Woonerf to coordinate street frontage and access improvements. This project helps to support **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

20. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design

Scope / Narrative

Access control and pedestrian improvements along this corridor are needed to address vehicle and pedestrian collisions as identified in the City's Annual Traffic Report. Preliminary design to determine the scope of access control and intersection improvements is needed as a first step. Scoping will also identify pedestrian and bicycle safety improvement opportunities, specifically related to midblock crossings. Right-of-way may need to be acquired in order to provide U-turns at signals and/or at access points.

Funding

| UNFUNDED | | | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|------------------|
| FUNDING SOURCE | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2022-2027 Total |
| Unknown | | | | | | | \$ - |
| <i>Outer Year Funding (Beyond 2027):</i> | | | | | | | \$350,000 |
| <i>Prior Cost through 2021:</i> | | | | | | | \$0 |
| Total Project Cost: | | | | | | | \$350,000 |
| <i>Unfunded Portion / Future Funding Need:</i> | | | | | | | \$350,000 |

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT. There is a possibility of some funding in later years.

Project Status

This project helps to implement **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5:** Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

21. Eastside Off-Corridor Bike Network (Pre-Design Study)

Scope / Narrative

The Off-Corridor Bike Network fits into the broader regional pedestrian and bicycle network where it intersects a signed bike route between the Interurban and Burke-Gilman Trails known as the Interurban/Burke-Gilman Trails South Bike Connector. Initially conceived during the 145th Street Multimodal Corridor Study, the Off-Corridor Bike Network is a collection of quieter, slower-paced streets and paths that are intended to provide bicyclists and pedestrians with alternate, parallel routes to 145th Street as well as key connections to the future Shoreline South/148th light rail station, Interurban Trail, parks, and Burke-Gilman Trail. Improvements to these streets and paths will include bicycle facilities such as pavement markings (e.g. sharrows or bike lanes), shared use paths, and signage.

Currently, the **western portion** of the Off-Corridor Bike Network between Interstate 5 (I-5) and the Interurban Trail is being designed as part of the 145th Street Corridor Project.

Presently, the City has no funding to design or build the **eastern portion** of the Off-Corridor Bike Network between I-5 and the Burke-Gilman Trail. A pre-design study is needed to perform initial public outreach, establish design parameters, and estimate project costs.

Funding

| | UNFUNDED | | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|------------------|
| FUNDING SOURCE | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2022-2027 Total |
| No identified source | | | | | | | \$ - |
| <i>Outer Year Funding (Beyond 2027):</i> | | | | | | | \$120,000 |
| <i>Prior Cost through 2021:</i> | | | | | | | \$0 |
| Total Project Cost: | | | | | | | \$120,000 |
| <i>Unfunded Portion / Future Funding Need:</i> | | | | | | | \$120,000 |

Funding Outlook

Staff will look for funding in 2023/2024 to fund a pre-design study that is estimated at \$120,000. 2021-2026 CIP does not include budget for pre-design study, design development, and construction of this project. However, the City will continue to seek opportunities to incrementally design and build the full vision of the Off-Corridor Bike Network.

Continued on next page

Project Status

This project helps to support **2019-2021 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

| Project | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2022-2027 Total | Due to the ongoing nature of programs, these additional columns are not filled in. Many programs rely on funding to become available in order to continue significant work efforts. | | | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|---|-----------------------------------|---------------------------|-----------------|
| ANNUAL PROGRAMS | | | | | | | | | | | |
| 1. Sidewalk Rehabilitation Program (Repair & Maintenance) | \$ 906,300 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 5,056,300 | | | | |
| 2. Sidewalk Program (New Sidewalk Construction) | \$ 3,500,000 | \$ 3,500,000 | \$ 4,000,000 | \$ 4,000,000 | \$ 4,500,000 | \$ 4,500,000 | \$ 24,000,000 | | | | |
| 3. Traffic Safety Improvements | \$ 184,100 | \$ 193,300 | \$ 199,100 | \$ 199,100 | \$ 199,100 | \$ 199,100 | \$ 1,173,800 | | | | |
| 4. Road Surface Maintenance Program | \$ 2,180,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 8,980,000 | | | | |
| 5. Traffic Signal Rehabilitation Program | \$ 147,800 | \$ 152,200 | \$ 156,700 | \$ 156,700 | \$ 156,700 | \$ 156,700 | \$ 926,800 | | | | |
| | | | | | | | \$ 40,136,900 | | | | |
| FUNDED PROJECTS (FULLY OR PARTIALLY) | | | | | | | | Outer Year Funding (2028+) | Prior Costs (through 2021) | TOTAL PROJECT COST | UNFUNDED |
| 6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5 | \$ 9,475,300 | \$ 7,945,600 | \$ 125,000 | \$ 3,222,000 | \$ 3,222,000 | \$ - | \$ 23,989,900 | \$27,159,400 | \$13,484,300 | \$64,633,600 | \$39,285,300 |
| 7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements | \$ 6,500,000 | \$ 14,650,000 | \$ - | \$ - | \$ - | \$ - | \$ 21,150,000 | \$0 | \$5,000,000 | \$26,150,000 | \$0 |
| 8. 148th Street Non-Motorized Bridge | \$ 6,900,000 | \$ 1,800,000 | \$ 18,100,000 | \$ - | \$ - | \$ - | \$ 26,800,000 | \$0 | \$4,200,000 | \$31,000,000 | \$20,000,000 |
| 9. Trail Along the Rail | \$ - | \$ 250,000 | \$ 250,000 | \$ 1,500,000 | \$ 1,500,000 | \$ - | \$ 3,500,000 | \$5,100,000 | \$840,000 | \$9,440,000 | \$8,600,000 |
| 10. Meridian Avenue N (N 155th Street to N 175th Street) | \$ 916,900 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 916,900 | \$0 | \$253,700 | \$1,170,600 | \$0 |
| 11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5) | \$ 1,475,000 | \$ 4,040,000 | \$ 40,000 | \$ 9,040,000 | \$ 4,040,000 | \$ 8,340,000 | \$ 26,975,000 | \$13,080,000 | \$3,054,100 | \$43,109,100 | \$16,780,000 |
| 12. Midblock Crossing and Citywide RRFBs and Radar Speed Signs | \$ 1,241,900 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,241,900 | \$0 | \$230,000 | \$1,471,900 | \$0 |
| 13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements | \$ 100,000 | \$ 100,000 | \$ 1,884,000 | \$ - | \$ - | \$ - | \$ 2,084,000 | \$0 | \$0 | \$2,084,000 | \$0 |
| 14. Light Rail Access Improvements: 1st Ave NE (149th to 155th) | \$ 150,000 | \$ 750,000 | \$ 1,100,000 | \$ - | \$ - | \$ - | \$ 2,000,000 | \$0 | \$0 | \$2,000,000 | \$0 |
| 15. Light Rail Access Improvements: 5 th Ave NE (180 th to 182 nd) | \$ 2,850,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,850,000 | \$0 | \$650,000 | \$3,500,000 | \$0 |
| 16. Ridgecrest Safe Routes to School | \$ 413,700 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 413,700 | \$0 | \$56,000 | \$469,700 | \$0 |
| | | | | | | | \$ 111,921,400 | | | \$185,028,900 | \$84,665,300 |
| UNFUNDED PROJECTS | | | | | | | | | | | |
| 17. N/NE 185th Street Corridor Improvements | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$80,000,000 | \$0 | \$80,000,000 | \$80,000,000 |
| 18. 15th Avenue NE (NE 175th Street to NE 205th Street) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$6,200,000 | \$0 | \$6,200,000 | \$ 6,200,000 |
| 19. 3rd Ave NE Woonerf | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$1,811,000 | \$20,000 | \$1,831,000 | \$1,811,000 |
| 20. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$350,000 | \$0 | \$350,000 | \$ 350,000 |
| 21. Eastside Off-Corridor Bike Network | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$120,000 | \$0 | \$120,000 | \$120,000 |
| | | | | | | | \$ - | | | \$88,501,000 | \$88,481,000 |
| | \$ 36,941,000 | \$ 35,571,100 | \$ 28,044,800 | \$ 20,307,800 | \$ 15,807,800 | \$ 15,385,800 | \$ 152,058,300 | \$133,820,400 | \$27,788,100 | \$273,529,900 | \$173,146,300 |

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Discussing the 2020 Year-End Financial Report |
| DEPARTMENT: | Administrative Services |
| PRESENTED BY: | Sara Lane, Administrative Services Director Rick Kirkwood, Budget & Tax Manager |
| ACTION: | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing |

PROBLEM/ISSUE STATEMENT:

The 2020 Year-End Financial Report (Attachment A) summarizes the financial activities during 2020 for all City funds with detailed information provided on the General Fund, Street Fund, Surface Water Utility Fund, General Capital Fund, and Roads Capital Fund and includes the year end summary for the City's Transportation Impact Fee and Park Impact Fee collections and expenditures.

2020 was an exceptional year in many regards. Staff provided updates on the potential impacts of the COVID-19 Pandemic to the City's Budget on [April 20, 2020](#) and [July 13, 2020](#). Staff recommended, and then implemented, an action plan to respond to the anticipated economic impacts forecasted by local and national economist at the time. Now, the City has the opportunity to take a complete look at the actual financial results for 2020.

Shoreline's economy has proven to be fairly resilient during a pandemic that has impacted the economy regionally, nationally, and worldwide. Despite the pandemic, Shoreline saw some year-over-year growth of sales tax from most of the Retail Trade sector. This might be attributable to more local spending from residents that were able to easily pivot and work-from-home. Shoreline also saw the continuation of a robust amount of development activity with higher-than-anticipated levels of Construction sector sales tax. The impacts of the pandemic were most evident in revenue streams that are distributed to Shoreline on a per-capita basis (e.g., Gas Tax and Local Criminal Justice Sales Tax), which saw year-over-year declines. This points to the broader impacts to the region's economy. Revenues related to parks and recreation programs and rentals were significantly impacted by the cancellation of programs, but the impact was generally offset by a reduction in associated costs of operating those programs.

In 2020, Shoreline also received approximately \$2.5 million in Federal Coronavirus Aid, Relief and Economic Security (CARES) Treasury Relief Funds. The Council approved the implementation plan for this funding at its [October 12, 2020](#) meeting through Resolution No. 466. This funding was used to cover costs directly related to the City's

COVID-19 response, a Small Business Support Program, and a Human Services Support Program.

This report provides details on the actual revenues and expenditures for 2020 and is provided to keep the City Council informed of the financial issues and the financial position of the City as we complete the second year of our first biennial budget.

RESOURCE/FINANCIAL IMPACT:

The tables on pages 3-5 of the 2020 Year-End Financial Report (Attachment A) provide summaries of the financial results for all City funds.

RECOMMENDATION

No action is required by the Council. This item is provided for informational purposes.

ATTACHMENTS

Attachment A: 2020 Year-End Financial Report

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



2020 FOURTH QUARTER FINANCIAL REPORT

PERFORMANCE AT A GLANCE

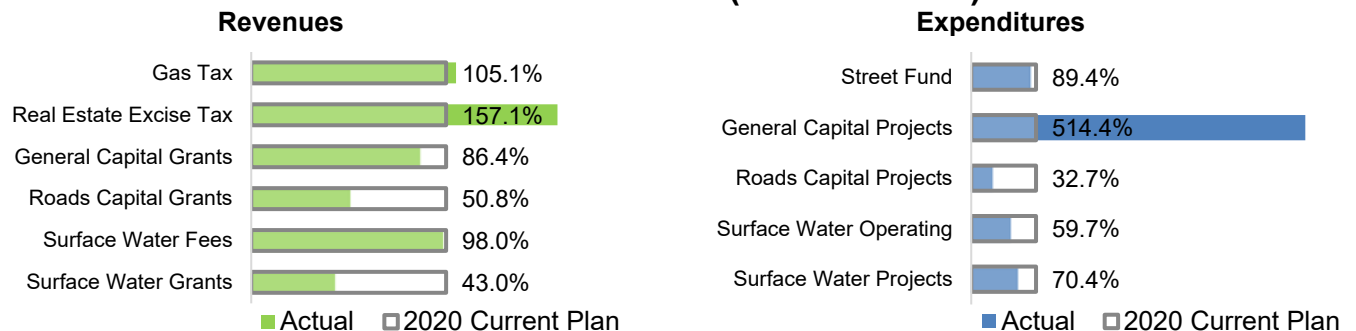
This report reflects revenue collections and expenditures through December 31, 2020 as compared to the 2020 Plan as amended through December 31, 2020.

| GENERAL FUND REVENUES | COMPARED TO 2020 CURRENT PLAN (AS OF DEC. 31) | COMPARED TO 2019 ACTUAL (AS OF DEC. 31) | REFERENCE |
|---|---|---|-----------------|
| PROPERTY TAX REVENUE | ◀NEUTRAL▶ | ▲ POSITIVE ▲ | PAGE 8 |
| SALES TAX REVENUE | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | PAGE 9 |
| BUSINESS & OCCUPATION TAX | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | PAGE 11-12 |
| UTILITY TAX | ▼ NEGATIVE ▼ | ◀NEUTRAL▶ | PAGE 11-12 |
| DEVELOPMENT REVENUE | ▲ POSITIVE ▲ | ▼ NEGATIVE ▼ | PAGE 13 |
| PARKS AND RECREATION REVENUE | ▼ NEGATIVE ▼ | ▼ NEGATIVE ▼ | PAGE 16 |
| INTEREST INCOME | ▲ POSITIVE ▲ | ▼ NEGATIVE ▼ | PAGE 15, 22, 23 |
| NON-GENERAL FUND REVENUES | | | |
| GAS TAX | ▼ NEGATIVE ▼ | ▼ NEGATIVE ▼ | PAGE 16 |
| TRANSPORTATION BENEFIT DISTRICT SALES TAX | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | PAGE 19 |
| REAL ESTATE EXCISE TAX | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | PAGE 20 |
| SURFACE WATER FEES | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | PAGE 21 |

Key to revenue trend indicators:

- ▲ POSITIVE ▲ = Variance/Change of > +2%
- ◀NEUTRAL▶ = Variance/Change of -1% to +2%
- WARNING ● = Variance/Change of -1% to -4%
- ▼ NEGATIVE ▼ = Variance/Change of >-4%

OTHER FUNDS COMPARED TO 2020 CURRENT PLAN (AS OF JUNE 30):





2020 FOURTH QUARTER FINANCIAL REPORT

Attachment A

PERFORMANCE AT A GLANCE

Highlights:

Although the City prepared for the potential impacts of a recession as a result of the COVID-19 Pandemic (pandemic), the actual results for 2020 were significantly better than anticipated. While certain revenue streams were directly impacted these were more than offset by the impacts of another strong development year and the stability of our retail sales tax. Following are the major highlights for the year with details included later in the report.

- General Fund receipts reflect a year-over-year increase of 2.8% primarily due to one-time revenues associated with development activity. Departmental expenditures reflect a 3.1% increase. See pages 6-15 for details.
- Property tax receipts came in on track at 100.9% of the plan. See page 8 for details.
- Sales tax receipts reflecting activity from January through December 2020 are greater than the plan by 22.4% and 2019 collections by 4.2%. Much of the variance is driven by strong activity in the construction sector, which is 0.7% more than 2019 collections. See page 9 for details.
- This report reflects Gambling Tax and B&O Tax receipts collected from quarterly tax returns. The closure of gaming establishments for much of the second quarter impacted Gambling Tax collections as they are down from the 2020 plan and 2019 actual collections. B&O collections exceed 2020 plan. See pages 11-12 for details.
- Revenues from Permit and Plan Check Fees are less than 2019 by 23.3% but more than the 2020 plan by 17.6%. Approximately \$560,000 in deferred revenue for the Shoreline School District's projects that was recognized in 2020, comprising 15% of total revenue and offsetting some of the decline in permit revenues. Total permit applications through 2020 are 2,587, or 20%, less than in 2019. Total permits issued are 2,322, or 18%, less than this time in 2019. Many businesses and operations were shut down or limited for several months in the spring due to the pandemic, which contributed to the lower permit volume. See page 13 for details.
- The closure of the City's recreation facilities due to the pandemic for the months of March through September plus cancellation of all regular summer programming and special events resulted in a loss of rental and registration revenue of \$0.95 million, which was partially offset by \$0.94 million of directly related expenditure reductions and additional revenue received of \$0.42 million for the rental of Shoreline B field for the King County Assessment & Recovery Center (ARC). Modified summer and fall programming was designed and offered July through the end of the year. Staff continues to monitor the impacts on the City's resources while considering the needs of the community and safety of participants and staff. See page 14 for details.
- Street Fund receipts, excluding transfers in, are 14.0% less than 2019. Gas tax receipts reflecting activity from January through December 2020 are less than the 2020 plan by 14.3% and less than 2019 by 13.5%. See page 16 for details.
- The 2020 plan for the General Capital Fund includes one-time transfers from the General Fund, Park Impact Fee Fund, and Surface Water Utility Fund in support of capital projects. Funds are transferred as expenditures are incurred by the projects. See page 17 for details.
- The 2020 plan for the Roads Capital Fund includes one-time transfers from the General Fund and Transportation Impact Fee Fund in support of capital projects. Funds are transferred as expenditures are incurred by the projects. See page 18 for details.
- More information on each budget by fund and the scope and timing of capital projects, including updated estimates, can be found in the City's 2019-2020 Adopted Biennial Budget and 2019-2024 Capital Improvement Plan book on pp. 251-276 and 302-415, respectively available at the following link: <http://www.shorelinewa.gov/home/showdocument?id=42538>.
- Surface Water Fee payments are due to King County in April and October of each year. The County then remits the City's portion resulting in most collections occurring in the second and fourth quarters of each calendar year. Receipts are less than the budget projection by \$143,588, or 2.0%. This does not indicate a delinquency issue, rather a variance from the original Surface Water Master Plan forecast. Surface Water Utility operations expended 59.7% of the 2020 plan for the Operating Budget, which is 17.3% more than 2019. Capital projects expended 70.4% of the 2020 plan for the Capital Budget. Capital expenditures are impacted by the timing of construction schedules. See page 21 for details.



2020 FOURTH QUARTER FINANCIAL REPORT

ALL FUNDS BIENNIAL BUDGET AND YEAR-OVER-YEAR COMPARISON

The following table presents the 2019-2020 Biennial Budget as amended by Ordinance No. 904.

REVENUES & OTHER SOURCES

| FUND TYPE Fund Title | 2019 Current Plan | 2020 Current Plan | 2019-2020 Current Plan | 2019 Actual | % of 2019 Current Plan | 2020 Actual | % of 2020 Current Plan | 2019-2020 Actual | % of 2019- 2020 Current Plan |
|--------------------------------------|----------------------|----------------------|---------------------------|----------------------|---------------------------|----------------------|---------------------------|----------------------|------------------------------------|
| OPERATING FUNDS | \$46,957,041 | \$49,876,865 | \$96,833,906 | \$50,022,907 | 106.5% | \$52,187,950 | 104.6% | \$102,210,857 | 105.6% |
| General Fund | \$45,614,117 | \$45,508,101 | \$91,122,218 | \$48,693,569 | 106.8% | \$50,037,461 | 110.0% | \$98,731,030 | 108.4% |
| Shoreline Secure Storage Fund | 0 | 3,000,000 | 3,000,000 | 0 | 0.0% | 1,040,275 | 34.7% | 1,040,275 | 34.7% |
| Street Fund | 1,272,587 | 1,302,021 | 2,574,608 | 1,268,491 | 99.7% | 1,091,016 | 83.8% | 2,359,507 | 91.6% |
| Code Abatement Fund | 30,000 | 30,000 | 60,000 | 28,990 | 96.6% | 4,322 | 14.4% | 33,312 | 55.5% |
| State Drug Forfeiture Fund | 18,243 | 18,243 | 36,486 | 24,111 | 132.2% | 9,806 | 53.8% | 33,917 | 93.0% |
| Public Arts Fund | 9,094 | 5,500 | 14,594 | 7,188 | 79.0% | 4,831 | 87.8% | 12,019 | 82.4% |
| Federal Drug Forfeiture Fund | 13,000 | 13,000 | 26,000 | 559 | 4.3% | 238 | 1.8% | 797 | 3.1% |
| DEBT SERVICE FUNDS | \$2,015,100 | \$6,119,837 | \$8,134,937 | \$4,064,715 | 201.7% | \$4,380,698 | 71.6% | \$8,445,414 | 103.8% |
| CAPITAL FUNDS | \$8,692,920 | \$25,649,624 | \$34,342,544 | \$9,233,877 | 106.2% | \$16,755,854 | 65.3% | \$25,989,731 | 75.7% |
| General Capital Fund | 1,356,663 | 3,376,655 | 4,733,318 | 1,851,588 | 136.5% | 4,100,346 | 121.4% | 5,951,934 | 125.7% |
| City Facility-Major Maintenance Fund | 0 | 490,000 | 490,000 | 939 | 0.0% | 1,065 | 0.2% | 2,004 | 0.4% |
| Roads Capital Fund | 7,211,257 | 21,184,338 | 28,395,595 | 5,302,565 | 73.5% | 10,991,941 | 51.9% | 16,294,506 | 57.4% |
| Sidewalk Expansion Fund | 0 | 400,000 | 400,000 | 0 | 0.0% | 198,086 | 49.5% | 198,086 | 49.5% |
| Transportation Impact Fees Fund | 0 | 0 | 0 | 1,332,727 | 0.0% | 951,735 | 0.0% | 2,284,463 | 0.0% |
| Park Impact Fees Fund | 125,000 | 198,631 | 323,631 | 746,057 | 596.8% | 512,680 | 258.1% | 1,258,737 | 388.9% |
| ENTERPRISE FUNDS | \$9,888,929 | \$11,602,908 | \$21,491,837 | \$9,608,553 | 97.2% | \$11,037,613 | 95.1% | \$20,646,166 | 96.1% |
| Surface Water Utility Fund | 7,596,171 | 8,080,345 | 15,676,516 | 7,373,109 | 97.1% | 7,551,745 | 93.5% | 14,924,854 | 95.2% |
| Wastewater Utility Fund | 2,292,758 | 3,522,563 | 5,815,321 | 2,235,444 | 97.5% | 3,485,868 | 99.0% | 5,721,312 | 98.4% |
| INTERNAL SERVICE FUNDS | \$1,017,812 | \$1,050,628 | \$2,068,440 | \$1,005,750 | 98.8% | \$1,069,167 | 101.8% | \$2,074,917 | 100.3% |
| TOTAL REVENUE | \$68,571,802 | \$94,299,862 | \$162,871,664 | \$73,935,803 | 107.8% | \$85,431,282 | 90.6% | \$159,367,085 | 97.8% |
| Proceeds from Capital Assets | \$4,500 | \$2,459,250 | \$2,463,750 | \$15,759 | 350.2% | \$7,836 | 0.3% | \$23,595 | 1.0% |
| Transfers In | 7,101,921 | 10,351,869 | 17,453,790 | 5,788,044 | 81.5% | 9,633,774 | 93.1% | 15,421,818 | 88.4% |
| Other Financing Sources | 25,450,047 | 3,898,417 | 29,348,464 | 28,932,407 | 113.7% | 25,031,071 | 64.2% | 53,963,477 | 183.9% |
| Budgeted Use of Fund Balance | 12,307,647 | 9,970,178 | 22,277,825 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| TOTAL RESOURCES | \$113,435,917 | \$120,979,576 | \$234,415,493 | \$108,672,013 | 95.8% | \$120,103,962 | 99.3% | \$228,775,975 | 97.6% |

EXPENDITURES & TRANSFERS OUT

| FUND TYPE Fund Title | 2019 Current Plan | 2020 Current Plan | 2019-2020 Current Plan | 2019 Actual | % of 2019 Current Plan | 2020 Actual | % of 2020 Current Plan | 2019-2020 Actual | % of 2019- 2020 Current Plan |
|---|----------------------|----------------------|---------------------------|---------------------|---------------------------|---------------------|---------------------------|----------------------|------------------------------------|
| OPERATING FUNDS | \$48,843,542 | \$50,599,308 | \$99,442,850 | \$43,042,861 | 88.1% | \$44,584,224 | 88.1% | \$87,627,085 | 88.1% |
| General Fund | \$46,867,884 | \$46,058,766 | \$92,926,650 | \$41,224,701 | 88.0% | \$42,520,449 | 92.3% | \$83,745,150 | 90.1% |
| Shoreline Secure Storage Fund | 0 | 2,617,334 | 2,617,334 | 0 | 0.0% | 432,689 | 16.5% | 432,689 | 16.5% |
| Street Fund | 1,647,661 | 1,706,270 | 3,353,931 | 1,688,291 | 102.5% | 1,526,030 | 89.4% | 3,214,322 | 95.8% |
| Code Abatement Fund | 100,000 | 100,000 | 200,000 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| State Drug Forfeiture Fund | 28,475 | 18,243 | 46,718 | 18,970 | 66.6% | 286 | 1.6% | 19,256 | 41.2% |
| Public Arts Fund | 186,522 | 85,695 | 272,217 | 110,899 | 59.5% | 104,769 | 122.3% | 215,668 | 79.2% |
| Federal Drug Forfeiture Fund | 13,000 | 13,000 | 26,000 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| DEBT SERVICE FUNDS | \$3,631,715 | \$4,879,657 | \$8,511,372 | \$20,956,236 | 577.0% | \$4,328,847 | 88.7% | \$25,285,084 | 297.1% |
| CAPITAL FUNDS | \$38,389,708 | \$33,297,137 | \$71,686,845 | \$9,429,938 | 24.6% | \$30,091,676 | 90.4% | \$39,521,614 | 55.1% |
| General Capital Fund | 27,793,494 | 3,978,726 | 31,772,220 | 1,803,763 | 6.5% | 20,464,822 | 514.4% | 22,268,585 | 70.1% |
| City Facility-Major Maint. Fund | 166,904 | 537,032 | 703,936 | 87,216 | 52.3% | 23,845 | 4.4% | 111,061 | 15.8% |
| Roads Capital Fund | 10,429,310 | 28,381,379 | 38,810,689 | 7,432,261 | 71.3% | 9,294,561 | 32.7% | 16,726,822 | 43.1% |
| Sidewalk Expansion Fund | 0 | 400,000 | 400,000 | 106,698 | 0.0% | 308,448 | 77.1% | 415,146 | 103.8% |
| ENTERPRISE FUNDS | \$11,178,597 | \$12,358,084 | \$23,536,681 | \$7,377,142 | 66.0% | \$8,975,309 | 72.6% | \$16,352,451 | 69.5% |
| Surface Water Utility Fund | 9,044,012 | 9,272,849 | 18,316,861 | 5,334,160 | 59.0% | 5,927,984 | 63.9% | 11,262,144 | 61.5% |
| Wastewater Utility Fund | 2,134,585 | 3,085,235 | 5,219,820 | 2,042,982 | 95.7% | 3,047,324 | 98.8% | 5,090,306 | 97.5% |
| INTERNAL SERVICE FUNDS | \$1,202,601 | \$1,563,161 | \$2,765,762 | \$810,228 | 67.4% | \$931,222 | 59.6% | \$1,741,450 | 63.0% |
| TOTAL EXPENDITURES | \$103,246,163 | \$102,697,347 | \$205,943,510 | \$81,616,405 | 79.1% | \$88,911,278 | 86.6% | \$170,527,683 | 82.8% |
| TRANSFERS OUT | \$7,422,181 | \$10,025,577 | \$17,447,758 | \$8,209,867 | 110.6% | \$9,633,774 | 96.1% | \$17,843,641 | 102.3% |
| TOTAL EXPENDITURES & TRANSFERS OUT | \$110,668,344 | \$112,722,924 | \$223,391,268 | \$89,826,272 | 81.2% | \$98,545,052 | 87.4% | \$188,371,324 | 84.3% |



2020 FOURTH QUARTER FINANCIAL REPORT

FUND BALANCE* OVERVIEW

| FUND TYPE Fund Title | Beginning Fund Balance | Plus: Revenues | Plus: Other Financing Sources | Less: Expenditures | Less: Transfers Out | Equals: Ending Fund Balance |
|---|---------------------------|---------------------|--|-----------------------|------------------------|-----------------------------------|
| OPERATING FUNDS: | | | | | | |
| General Fund | \$22,703,658 | \$50,037,461 | \$1,497,659 | \$42,520,449 | \$5,743,402 | \$25,974,927 |
| Shoreline Secure Storage Fund | 0 | 1,040,275 | 0 | 432,689 | 382,667 | 224,920 |
| Revenue Stabilization Fund | 5,464,529 | 0 | 161,927 | 0 | 0 | 5,626,456 |
| Property Tax Equalization Fund | 0 | 0 | 0 | 0 | 0 | 0 |
| Street Fund | 296,979 | 1,091,016 | 743,312 | 1,526,030 | 345,372 | 259,904 |
| Code Abatement Fund | 424,087 | 4,322 | 0 | 0 | 0 | 428,409 |
| State Drug Enforcement Fund | 79,024 | 9,806 | 0 | 286 | 0 | 88,544 |
| Public Arts Fund | 179,692 | 4,831 | 101,255 | 104,769 | 0 | 181,009 |
| Federal Drug Enforcement Fund | 22,810 | 238 | 0 | 0 | 0 | 23,048 |
| Federal Crime Forfeitures Fund | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-Total Operating Funds | \$29,170,780 | \$52,187,950 | \$2,504,153 | \$44,584,224 | \$6,471,441 | \$32,807,218 |
| DEBT SERVICE FUNDS: | | | | | | |
| Unltd Tax GO Bond Fund | \$3,199 | \$1,675,550 | \$13,088 | \$1,691,837 | \$0 | \$0 |
| Limited Tax GO Bond 2009 Fund | 183,410 | 0 | 1,323,655 | 1,096,355 | 0 | 410,710 |
| Limited Tax GO Bond 2013 Fund | 130 | 0 | 258,932 | 259,063 | 0 | 0 |
| Limited Tax GO BAN 2018 Fund | 0 | 0 | 382,667 | 382,667 | 0 | 0 |
| Sidewalk LGTO Bond 2019 | 2,026,944 | 2,705,149 | 0 | 898,926 | 0 | 3,833,167 |
| Sub-Total Debt Service Funds | \$2,213,683 | \$4,380,698 | \$1,978,342 | \$4,328,847 | \$0 | \$4,243,876 |
| CAPITAL FUNDS: | | | | | | |
| General Capital Fund | (\$444,267) | \$4,100,346 | \$27,684,989 | \$20,464,822 | \$694,764 | \$10,181,483 |
| City Facility-Major Maint. Fund | 95,829 | 1,065 | 124,032 | 23,845 | 0 | 197,081 |
| Roads Capital Fund | 5,722,399 | 10,991,941 | 2,166,479 | 9,294,561 | 599,609 | 8,986,650 |
| Sidewalk Expansion Fund | 11,431,853 | 198,086 | 0 | 308,448 | 0 | 11,321,491 |
| Transportation Impact Fee | 4,414,615 | 951,735 | 0 | 0 | 82,613 | 5,283,737 |
| Park Impact Fee | 777,838 | 512,680 | 0 | 0 | 274,369 | 1,016,149 |
| Sub-Total Capital Funds | \$21,998,267 | \$16,755,854 | \$29,975,500 | \$30,091,676 | \$1,651,355 | \$36,986,591 |
| ENTERPRISE FUNDS: | | | | | | |
| Surface Water Utility Fund | \$4,668,593 | \$7,551,745 | \$2,131 | \$5,927,984 | \$1,073,650 | \$5,220,835 |
| Wastewater Utility Fund | (436,364) | 3,485,868 | 0 | 3,047,324 | 437,328 | N/A |
| Sub-Total Enterprise Funds | \$4,232,229 | \$11,037,613 | \$2,131 | \$8,975,309 | \$1,510,978 | \$5,220,835 |
| INTERNAL SERVICE FUNDS: | | | | | | |
| Vehicle Operations/ Maint. Fund | \$107,475 | \$555,126 | \$0 | \$622,600 | \$0 | \$40,001 |
| Equipment Replacement Fund | 4,737,676 | 513,790 | 203,323 | 261,798 | 0 | 5,192,991 |
| Unemployment Fund | 37,343 | 250 | 9,231 | 46,824 | 0 | 0 |
| Sub-Total Internal Service Funds | \$4,882,494 | \$1,069,167 | \$212,554 | \$931,222 | \$0 | \$5,232,992 |
| ALL FUNDS TOTAL | \$62,497,453 | \$85,431,282 | \$34,672,680 | \$88,911,278 | \$9,633,774 | \$84,491,512 |

* Note that these results are preliminary pending the completion and audit of the City's Annual Financial Report to the State Auditor's Office. The Audited Annual Financial report is generally released by September 30 of each year.



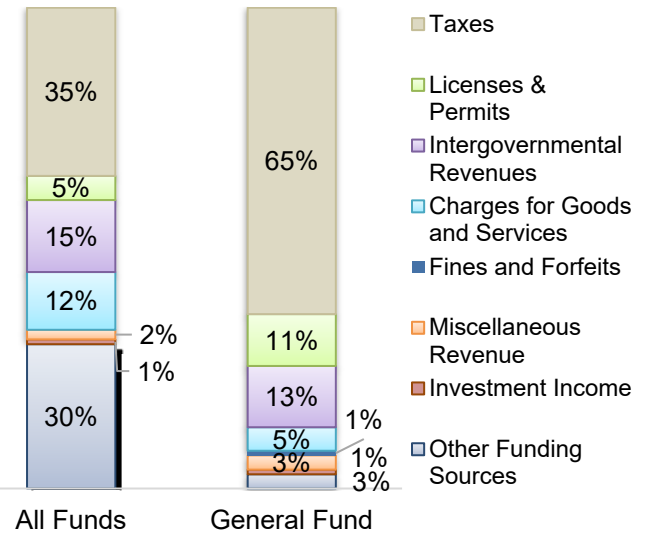
2020 FOURTH QUARTER FINANCIAL REPORT

SOURCES AND USES OVERVIEW

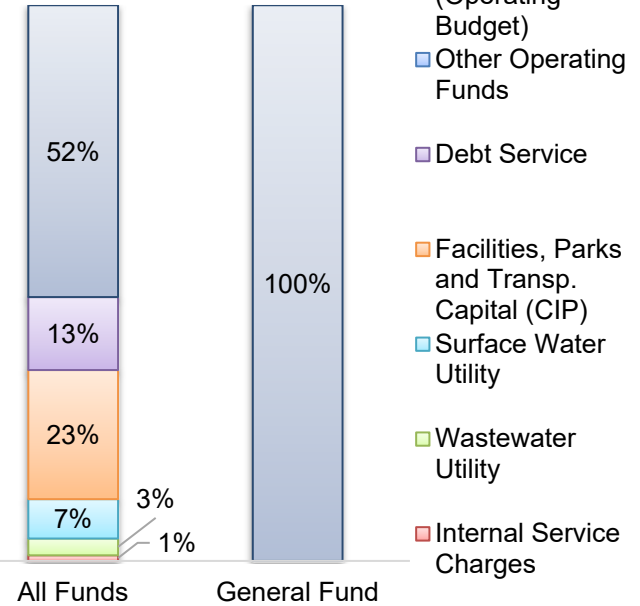
| RESOURCES AND USES BY TYPE | 2019-2020 Biennial Budget | 2019-2020 Actual | Variance from 2019-2020 Biennial Budget | 2019-2020 Actual General Fund |
|---|---------------------------|----------------------|---|-------------------------------|
| BEGINNING FUND BALANCE | \$42,950,520 | \$42,950,520 | | \$17,817,459 |
| RESOURCES: | | | | |
| <i>REVENUES:</i> | | | | |
| Taxes | \$73,900,174 | \$80,692,513 | \$6,792,339 | \$65,447,109 |
| Licenses & Permits | 9,382,220 | 10,959,139 | 1,576,919 | 10,959,139 |
| Intergovernmental Revenues | 39,758,947 | 33,344,560 | (6,414,387) | 12,974,730 |
| Charges for Goods and Services | 22,428,838 | 27,550,644 | 5,121,806 | 5,181,133 |
| Fines and Forfeits | 808,000 | 540,304 | (267,696) | 521,279 |
| Miscellaneous Revenues | 16,246,676 | 4,566,357 | (11,680,319) | 2,848,289 |
| Investment Earnings | 346,809 | 1,713,567 | 1,366,758 | 799,349 |
| Total Revenues | \$162,871,664 | \$159,367,085 | (\$3,504,579) | \$98,731,030 |
| <i>OTHER FINANCING SOURCES:</i> | | | | |
| Proceeds from Capital Assets | 2,463,750 | 23,595 | (2,440,155) | 1,359 |
| Transfers In General Fund Overhead | 2,705,153 | 2,705,153 | 0 | 2,705,153 |
| Transfers In General Fund Capital Support | 5,373,413 | 5,340,134 | (33,279) | 0 |
| Transfers In General Fund Support | 2,391,698 | 1,790,124 | (601,574) | 0 |
| Other Transfers In | 6,983,526 | 5,586,407 | (1,397,119) | 0 |
| Other Financing Sources | 29,348,464 | 53,963,477 | 24,615,013 | 27,459 |
| Total Other Financing Sources | \$49,266,004 | \$69,408,890 | \$20,142,886 | \$2,733,971 |
| TOTAL RESOURCES (EXCL. FUND BAL.) | \$212,137,668 | \$228,775,975 | \$32,962,861 | \$101,465,000 |

| USES: | 2019-2020 Biennial Budget | 2019-2020 Actual | Variance from 2019-2020 Biennial Budget | 2020-2019 Actual General Fund |
|---|---------------------------|----------------------|---|-------------------------------|
| <i>CITY SERVICES (OPERATING BUDGET):</i> | | | | |
| Salaries & Benefits | \$37,891,263 | \$37,050,825 | (\$840,438) | \$34,800,107 |
| Supplies | 2,291,638 | 2,215,293 | (76,345) | 1,884,383 |
| Other Services & Charges | 20,951,170 | 17,217,113 | (3,734,057) | 16,659,067 |
| Intergovernmental Services | 31,836,682 | 29,440,964 | (2,395,718) | 29,440,229 |
| Interfund Payments/Charges | 1,448,883 | 1,387,338 | (61,545) | 889,321 |
| Budgeted Contingency | 4,364,405 | 0 | (4,364,405) | 0 |
| Capital Outlays | 113,874 | 80,628 | (33,246) | 72,043 |
| Transfers Out | 11,937,187 | 10,683,881 | (1,253,306) | 9,562,381 |
| Sub-Total City Services | \$110,835,102 | \$98,076,042 | (\$12,759,060) | \$93,307,532 |
| <i>ALL OTHER SERVICES:</i> | | | | |
| Other Operating Funds | 544,935 | 234,925 | (310,011) | 0 |
| Debt Service | 8,511,372 | 25,285,084 | 16,773,712 | 0 |
| Facilities, Parks and Roads Capital (CIP) | 74,975,083 | 44,256,369 | (30,718,714) | 0 |
| Surface Water Utility | 19,936,886 | 13,084,841 | (6,852,045) | 0 |
| Wastewater Utility | 5,822,128 | 5,692,614 | (129,514) | 0 |
| Internal Service Funds | 2,765,762 | 1,741,450 | (1,024,312) | 0 |
| Sub-Total All Other Services | \$112,556,166 | \$90,295,282 | (\$22,260,884) | \$0 |
| TOTAL USES | \$223,391,268 | \$188,371,324 | (\$35,019,944) | \$93,307,532 |
| ENDING FUND BALANCE | \$31,696,920 | \$83,355,171 | \$51,658,251 | \$25,974,927 |

Resources by Type



Uses by Type



* Note: The budget for Miscellaneous Revenues includes revenues from sources that were not able to be specifically identified at the time the budget was put together. In most cases, actual revenues received from those sources are recognized in the other categories as appropriate.



2020 FOURTH QUARTER FINANCIAL REPORT

GENERAL FUND BUDGET AND YEAR-OVER-YEAR COMPARISON OVERVIEW

RESOURCES

| | 2019 Current Plan | 2020 Current Plan | 2019-2020 Current Plan | 2019 Actual | % of 2019 Current Plan | 2020 Actual | % of 2020 Current Plan | 2019-2020 Actual | % of 2019-2020 Current Plan |
|------------------------------------|---------------------|---------------------|------------------------|---------------------|------------------------|---------------------|------------------------|----------------------|-----------------------------|
| GENERAL FUND RESOURCES | | | | | | | | | |
| Property Tax | \$13,301,684 | \$13,666,865 | \$26,968,549 | \$13,372,161 | 100.5% | \$13,785,813 | 100.9% | \$27,157,973 | 100.7% |
| Sales Tax | 9,027,566 | 9,319,003 | 18,346,569 | 10,947,042 | 121.3% | 11,410,701 | 122.4% | 22,357,743 | 121.9% |
| Local Criminal Justice | 1,641,392 | 1,702,776 | 3,344,168 | 1,756,507 | 107.0% | 1,614,472 | 94.8% | 3,370,978 | 100.8% |
| B&O, Utility, and Gambling Taxes | 6,448,798 | 6,530,374 | 12,979,172 | 6,277,387 | 97.3% | 6,129,183 | 93.9% | 12,406,570 | 95.6% |
| Franchise Fees & Contract Payments | 5,179,900 | 5,369,100 | 10,549,000 | 4,788,458 | 92.4% | 4,921,878 | 91.7% | 9,710,335 | 92.0% |
| Development Revenue | 2,765,865 | 2,416,843 | 5,182,708 | 4,651,495 | 168.2% | 3,660,786 | 151.5% | 8,312,281 | 160.4% |
| Park and Recreation Revenue | 1,923,665 | 1,902,312 | 3,825,977 | 2,080,977 | 108.2% | 1,155,736 | 60.8% | 3,236,713 | 84.6% |
| Intergovernmental Revenue* | 2,698,848 | 2,518,144 | 5,216,992 | 2,483,244 | 92.0% | 2,822,021 | 112.1% | 5,305,265 | 101.7% |
| Grant Revenue | 907,416 | 247,384 | 1,154,800 | 602,350 | 66.4% | 3,051,968 | 1233.7% | 3,654,318 | 316.4% |
| Fines and Licenses | 603,125 | 603,125 | 1,206,250 | 417,532 | 69.2% | 373,872 | 62.0% | 791,403 | 65.6% |
| Miscellaneous Revenue | 1,045,258 | 1,161,575 | 2,206,833 | 700,235 | 67.0% | 797,086 | 68.6% | 1,497,321 | 67.8% |
| Interest Income | 70,600 | 70,600 | 141,200 | 616,182 | 872.8% | 313,946 | 444.7% | 930,129 | 658.7% |
| TOTAL REVENUES | \$45,614,117 | \$45,508,101 | \$91,122,218 | \$48,693,569 | 106.8% | \$50,037,461 | 110.0% | \$98,731,030 | 108.4% |
| Proceeds from Capital Assets | 0 | 2,450,000 | 2,450,000 | 1,359 | 0.0% | 0 | 0.0% | 1,359 | 0.1% |
| Operating Transfers In | 1,231,602 | 1,473,551 | 2,705,153 | 1,231,602 | 100.0% | 1,473,551 | 100.0% | 2,705,153 | 100.0% |
| Other Financing Sources | 15,000 | 15,000 | 30,000 | 3,351 | 22.3% | 24,108 | 160.7% | 27,459 | 91.5% |
| Budgeted Use of Fund Balance | 6,248,730 | 3,690,186 | 9,938,916 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| TOTAL RESOURCES | \$53,109,449 | \$53,136,838 | \$106,246,287 | \$49,929,880 | 94.0% | \$51,535,120 | 97.0% | \$101,465,000 | 95.5% |

EXPENDITURES & TRANSFERS OUT

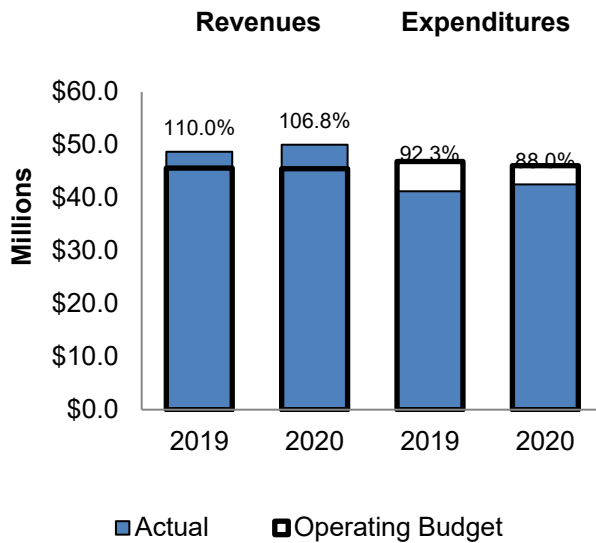
| | 2019 Current Plan | 2020 Current Plan | 2019-2020 Current Plan | 2019 Actual | % of 2019 Current Plan | 2020 Actual | % of 2020 Current Plan | 2019-2020 Actual | % of 2019-2020 Current Plan |
|---|---------------------|---------------------|------------------------|---------------------|------------------------|---------------------|------------------------|---------------------|-----------------------------|
| DEPARTMENT | | | | | | | | | |
| City Council | \$240,549 | \$226,400 | \$466,949 | \$240,549 | 100.0% | \$209,161 | 92.4% | \$449,710 | 96.3% |
| City Manager's Office ¹ | 4,540,214 | 4,496,000 | 9,036,214 | 4,301,072 | 94.7% | 5,300,734 | 117.9% | 9,601,806 | 106.3% |
| City Attorney | 921,002 | 895,954 | 1,816,956 | 918,042 | 99.7% | 811,272 | 90.5% | 1,729,314 | 95.2% |
| Community Services ² | 1,254,913 | 1,832,504 | 3,087,417 | 1,230,683 | 98.1% | 2,344,814 | 128.0% | 3,575,497 | 115.8% |
| Administrative Services ³ | 5,700,353 | 5,166,855 | 10,867,208 | 5,272,198 | 92.5% | 5,513,362 | 106.7% | 10,785,559 | 99.2% |
| Citywide | 3,125,398 | 3,076,787 | 6,202,185 | 864,444 | 27.7% | 804,929 | 26.2% | 1,669,373 | 26.9% |
| Human Resources | 438,567 | 508,195 | 946,762 | 438,566 | 100.0% | 515,486 | 101.4% | 954,052 | 100.8% |
| Police | 12,771,501 | 12,919,337 | 25,690,838 | 12,154,789 | 95.2% | 13,336,475 | 103.2% | 25,491,264 | 99.2% |
| Criminal Justice | 3,033,059 | 2,958,059 | 5,991,118 | 2,060,718 | 67.9% | 1,225,233 | 41.4% | 3,285,952 | 54.8% |
| Parks | 7,929,002 | 7,309,456 | 15,238,458 | 7,110,948 | 89.7% | 6,094,814 | 83.4% | 13,205,762 | 86.7% |
| Planning & Community Development | 3,404,803 | 3,542,437 | 6,947,240 | 3,243,297 | 95.3% | 3,187,581 | 90.0% | 6,430,878 | 92.6% |
| Public Works | 3,508,523 | 3,126,782 | 6,635,305 | 3,389,396 | 96.6% | 3,176,587 | 101.6% | 6,565,984 | 99.0% |
| DEPARTMENTAL EXPENDITURES | \$46,867,884 | \$46,058,766 | \$92,926,650 | \$41,224,701 | 88.0% | \$42,520,449 | 92.3% | \$83,745,150 | 90.1% |
| Operating Transfers Out | 4,775,414 | 5,929,824 | 10,705,238 | 5,929,824 | 124.2% | 5,743,402 | 96.9% | 11,673,226 | 109.0% |
| TOTAL EXPENDITURES AND TRANSFERS OUT | \$51,643,298 | \$51,988,590 | \$103,631,888 | \$47,154,525 | 91.3% | \$48,263,851 | 92.8% | \$95,418,376 | 92.1% |

1. City Manager's Office includes City Clerk, Communications, Intergovernmental Relations, Economic Development, Property Management, and Light Rail Stations. Beginning in 2019 it also includes Customer Response Team and Code Enforcement.
2. Community Services includes Neighborhoods, Emergency Management Planning, Diversity & Inclusion and Human Services. Beginning in 2020 it includes Environmental Services.
3. Administrative Services includes Finance, Budget & Tax, Information Technology, Fleet and Facilities.



2020 FOURTH QUARTER FINANCIAL REPORT

GENERAL FUND FINANCIAL OVERVIEW



| General Fund | Resources | Expenditures |
|--------------------------------|---------------------|---------------------|
| 2019 Current Plan Total | \$53,109,449 | \$51,643,298 |
| Less: | | |
| 2019 Use of Fund Balance | 6,248,730 | N/A |
| 2019 Other Sources & Transfers | 1,246,602 | 4,775,414 |
| 2019 Current Plan | \$45,614,117 | \$46,867,884 |
| 2019 Actual | \$48,693,569 | \$41,224,701 |
| % of 2019 Current Plan | 106.8% | 88.0% |
| 2020 Current Plan Total | \$53,136,838 | \$51,988,590 |
| Less: | | |
| 2020 Use of Fund Balance | 3,690,186 | N/A |
| 2020 Other Sources & Transfers | 3,938,551 | 5,929,824 |
| 2020 Current Plan | \$45,508,101 | \$46,058,766 |
| 2020 YTD Actual | \$50,037,461 | \$42,520,449 |
| % of 2020 Current Plan | 110.0% | 92.3% |
| 2019-2020 Current Plan | \$91,122,218 | \$92,926,650 |
| 2019-2020 Actual | \$98,731,030 | \$83,745,150 |
| % of 2019-2020 Current Plan | 108.4% | 90.1% |

The table on the previous page presents the 2020 planned revenues, expenditures, use of fund balance for one-time investments and transfers in from/out to other funds as approved in the 2019-2020 Biennial Budget. It also compares them to actual for 2020 and 2019.

Revenues:

General Fund revenue received reflects a year-over-year increase of 2.8%. The following are highlights comparing actual collections to those projected for 2020 and to 2019 collections for the General Fund:

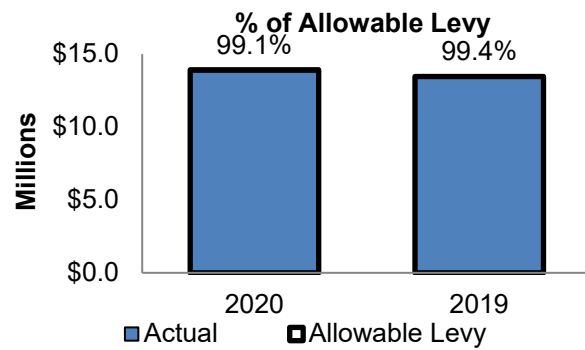
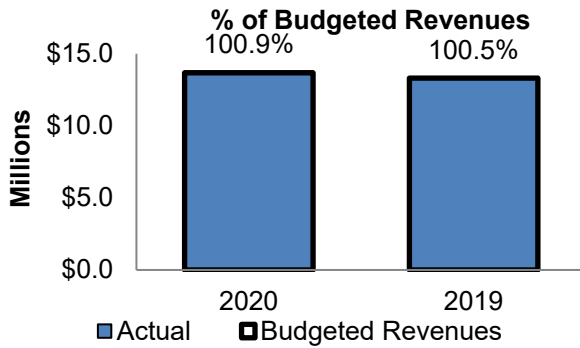
- Property tax receipts are at 100.9% of the 2020 plan.
- Sales tax receipts for 2020 are 122.4% of the current plan, which is ahead of our COVID-19 Pandemic projections by 33% and 2019 collections by 4.2%. Much of the increase in 2020 is driven by activity in the construction sector, which is 0.7% more than 2019 collections.
- Receipts from the Local Criminal Justice Tax for the reporting period of January through December are \$142,035, or 8.1%, less than the same period for 2019.
- The closure of gaming establishments for much of the second quarter impacted Gambling Tax collections as they are down from the 2020 plan and 2019 by 44.6% and 39.4%, respectively.
- Business & Occupation Tax receipts total \$1.9 million, which exceeds the 2020 plan by \$0.8 million. This is due to conservatism in our estimate based on our short history with this tax coupled with one-time revenues associated with construction like sales tax.
- Utility Tax receipts in the amount of \$3.3 million are more than the 2020 plan and 2019 by 13.7% and 0.4%, respectively.

Expenditures and Transfers Out:

Departments spent \$42.5 million, or 92.3%, of the Operating Budget. This level of expenditures is 3.1% more than the year-ago level. Total expenditures, including transfers out, representing expenditure of 92.8% of the Current Plan, are 7.1% more than the year-ago level. General Fund contributions to select capital projects are reflected in the table to the right.

| General Fund Contributions to Projects | Biennial Budget | 2019-2020 Actual | Budgeted General Fund Support | Amount Transferred |
|---|-----------------|------------------|-------------------------------|--------------------|
| General Capital Projects | | | | |
| City Hall | \$190,000 | \$32,168 | \$190,000 | \$32,168 |
| Police Station at City Hall | \$135,919 | \$87,231 | \$1,885,729 | \$1,885,729 |
| City Maintenance Facility | \$1,746,614 | \$985,299 | \$1,112,254 | \$385,568 |
| Parks Repair & Replacement | \$533,582 | \$327,295 | \$100,000 | \$100,000 |
| Echo Lake Park Improvements | \$195,793 | \$191,509 | \$162,329 | \$162,329 |
| Playground Replacement | \$1,000,000 | \$941,319 | \$200,000 | \$200,000 |
| Soccer Field Rental Contribution | N/A | \$94,187 | \$260,000 | \$260,000 |
| Parks Improvements-Sound Transit | \$113,000 | \$0 | \$113,000 | \$0 |
| Roads Capital Projects | | | | |
| Sidewalk Rehabilitation Program | \$1,757,534 | \$294,386 | \$305,034 | \$305,034 |
| Trail Along the Rail | \$329,117 | \$44,842 | \$203,144 | \$2,658 |
| 147 th /148 th Non-Motorized Bridge | \$2,083,838 | \$901,558 | \$281,318 | \$98,251 |
| 185 th Corridor Study | \$390,691 | \$359,793 | \$390,691 | \$359,793 |
| 160 th and Greenwood/Innis Arden | \$101,548 | \$132,282 | \$101,548 | \$101,548 |
| Driveway Relocation Richmond Beach Rd | \$60,000 | N/A | \$60,000 | \$3,691 |
| Gambling Tax and Grant Match Funding | N/A | N/A | \$195,302 | \$1,195,302 |

PROPERTY TAX

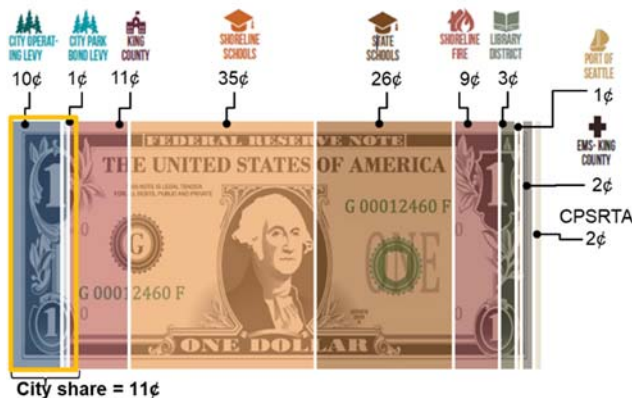
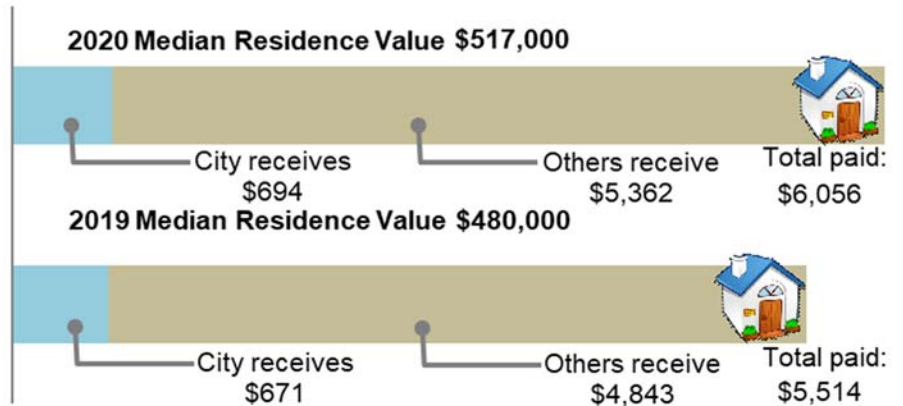


| 2020 Current Plan | | \$13,666,865 |
|------------------------------------|--------------|--------------|
| 2020 Fourth Quarter Actual Revenue | \$13,785,813 | |
| % of 2020 Current Plan | | 100.9% |
| 2019 Current Plan | | \$13,301,684 |
| 2019 Fourth Quarter Actual Revenue | \$13,372,161 | |
| % of 2019 Current Plan | | 100.5% |
| 2020 v. 2019 \$ Change | | \$413,652 |
| 2020 v. 2019 % Change | | 3.1% |

Property tax payments are due to King County in April and October. The County then must remit the City's portion resulting in most collections occurring in the second and fourth quarters. While we had anticipated that there might be some delinquencies as a result of the pandemic, like we experienced in the Great Recession, this has not yet occurred Receipts for 2020 and 2019 as a percentage of the budgeted projection are at 100.9% and 100.5%, respectively. In terms of the allowable levy, which is different than the budgeted projection presented here, receipts for 2020 and 2019 are 99.1% and 99.4%, respectively.

Impact on a median homeowner:

In 2020, the City of Shoreline property tax regular levy and excess voted levy rates decreased from \$1.24 to \$1.20 and \$0.16 to \$0.15, respectively. The total levy rate (includes all jurisdictions) increased from \$11.49 to \$11.72. The chart to the right compares the amount paid by a homeowner of a residence with a median value (as determined by the King County Department of Assessments). The total tax bill is estimated to increase \$542, or 9.8%, with the City's portion increasing \$23, or 3.4%, and all other taxing jurisdictions' portion increasing \$519, or 10.7%.



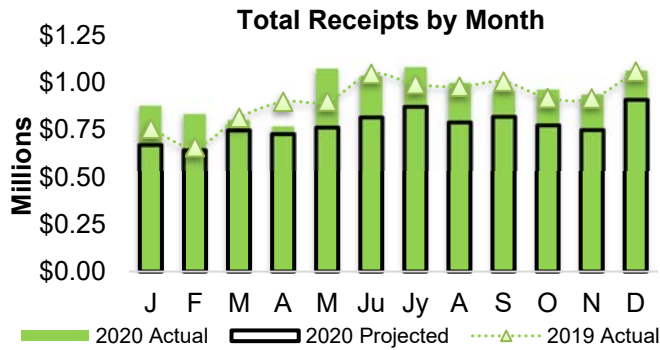
How \$1 is allocated:

The chart to the left illustrates the allocation of each dollar paid at the 2020 levy rates for all taxing jurisdictions within Shoreline. The City receives 10¢ for the City's regular levy and 1¢ for the excess voted levy.



2020 FOURTH QUARTER FINANCIAL REPORT

SALES TAX



| | |
|------------------------------------|--------------------|
| 2020 Current Plan | \$9,319,003 |
| 2020 Fourth Quarter Actual Revenue | \$11,410,701 |
| % of 2020 Current Plan | 122.4% |
| 2019 Current Plan | \$9,027,566 |
| 2019 Fourth Quarter Actual Revenue | \$10,947,042 |
| % of 2019 Current Plan | 121.3% |
| 2020 v. 2019 \$ Change | \$463,659 |
| 2020 v. 2019 % Change | 4.2% |

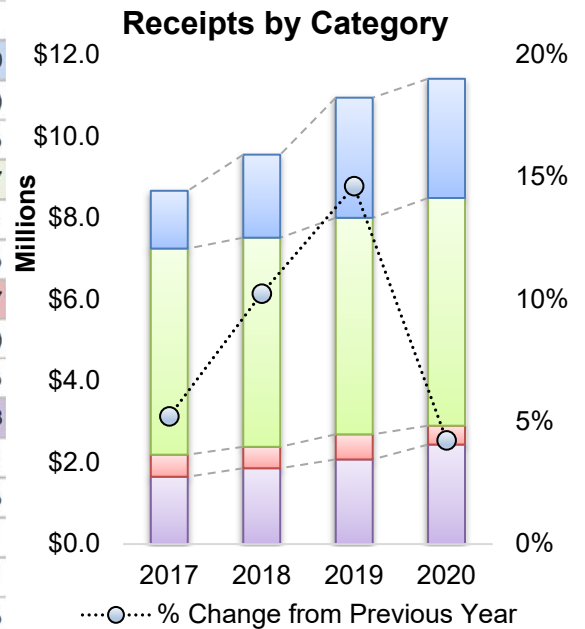
When analyzing monthly sales tax receipts, there are two items of special note: First, most businesses remit their sales tax collections to the Washington State Department of Revenue (DOR) on a monthly basis. Small businesses only have to remit their sales tax collections either quarterly or annually, which can create anomalies when comparing the same month between two years. Second, for those businesses which remit sales tax monthly, there is a two-month lag from the time that sales tax is collected to the time it is distributed to the City.

The data presented here reflects distributions for March 2020 through February 2021, which is from activity for January through December 2020. Again, while we had anticipated the pandemic impacting retail sales tax collections, the only sector that had noticeable impacts was the Automobile Sector, which is a subsector of the Retail Trade Sector. Those impacts were offset by strong performance in the remainder of the Retail Trade Sector. As a result, receipts are more than the 2020 Plan and 2019 collections by 22.4% and 4.2%, respectively. The Construction sector, while 0.7% less than 2019 collections, maintained a high level of activity during the pandemic.

The following table and chart illustrate the performance of the primary categories.

SALES TAX BY PRIMARY SECTOR FOR DISTRIBUTION PERIOD: MARCH 2020 TO FEBRUARY 2021

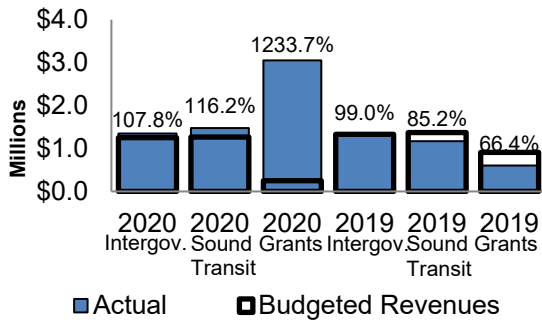
| Sector | 2016 | 2017 | 2018 | 2019 | 2020 |
|----------------------|--------------------|--------------------|--------------------|---------------------|---------------------|
| Construction | \$1,285,968 | \$1,419,674 | \$2,039,664 | \$2,946,329 | \$2,924,930 |
| \$ Change | | \$133,706 | \$619,990 | \$906,665 | (\$21,399) |
| % Change | | 10.4% | 43.7% | 44.5% | -0.7% |
| Retail Trade | \$4,862,568 | \$5,052,108 | \$5,126,296 | \$5,311,073 | \$5,582,477 |
| \$ Change | | \$189,539 | \$74,189 | \$184,776 | \$271,404 |
| % Change | | 3.9% | 1.5% | 3.6% | 5.1% |
| Hotels/Restaurant | \$505,103 | \$541,866 | \$527,245 | \$616,808 | \$464,647 |
| \$ Change | | \$36,762 | (\$14,621) | \$89,564 | (\$152,162) |
| % Change | | 7.3% | -2.7% | 17.0% | -24.7% |
| All Others | \$1,580,337 | \$1,649,956 | \$1,856,867 | \$2,072,832 | \$2,438,648 |
| \$ Change | | \$69,619 | \$206,911 | \$215,965 | \$365,816 |
| % Change | | 4.4% | 12.5% | 11.6% | 17.6% |
| Total Revenue | \$8,233,976 | \$8,663,603 | \$9,550,072 | \$10,947,042 | \$11,410,701 |
| \$ Change | | \$429,626 | \$886,469 | \$1,396,970 | \$463,659 |
| % Change | | 5.2% | 10.2% | 14.6% | 4.2% |





2020 FOURTH QUARTER FINANCIAL REPORT

INTERGOVERNMENTAL, GRANTS, AND STATE SHARED SALES TAXES

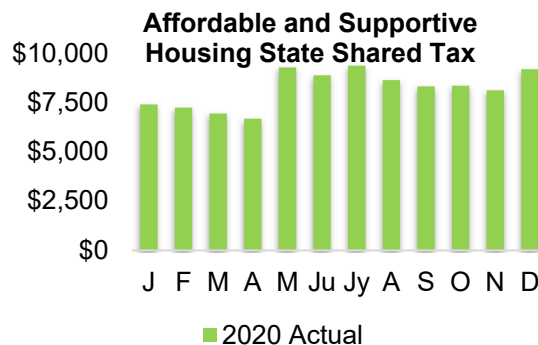
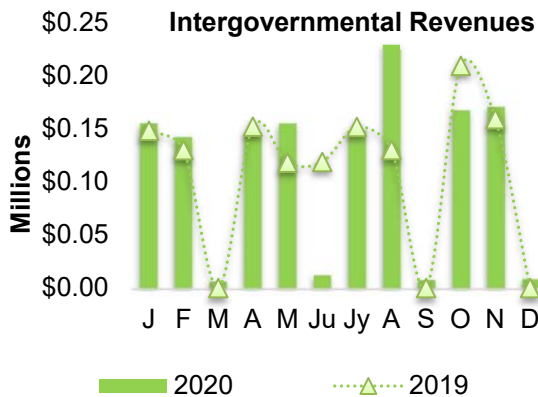


Intergovernmental revenue sources are comprised primarily of funding for criminal justice programs, contract payments, liquor excise tax, liquor board profits, marijuana excise tax, grants, and reimbursement from Sound Transit per the Expedited Permitting and Reimbursement Agreement. Contract payments are discussed separately in this report. Many grants are applied for and received for specific purposes. The amount of grants received in any year can vary.

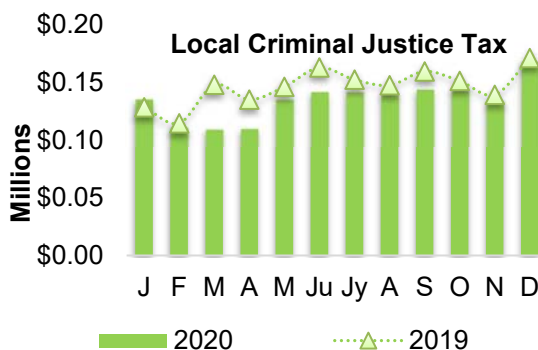
Total Intergovernmental receipts are 13.6% more than the year-ago level. Receipts by month from sources other than Sound Transit reimbursements are reflected in the Intergovernmental Revenues chart. The Intergovernmental Revenues chart compares disbursements for February. Receipts in 2020 total \$1,348,323 and are 2.5% more than 2019. Receipts in June and some in November 2019 were for right of entry agreement or temporary construction easements executed with Sound Transit.

Grant receipts are 406.7% more than 2019. This includes the \$2.5 million in Federal Coronavirus Aid, Relief and Economic Security (CARES) Treasury Relief Funds the City received in 2020.

The distributions of the Affordable and Supportive Housing State Shared Tax and Local Criminal Justice Sales Tax are for March through February 2020, which is from activity for January through July.



On October 28, 2019, the City Council adopted Resolution No. 448 and Ordinance No. 869 to impose the Affordable and Supportive Housing State Shared Tax authorized by Substitute House Bill (SHB) 1406 and Revised Code of Washington (RCW) 82.14.540. The Department of Revenue has calculated a maximum cap of \$85,929, so distributions will cease should the amount reach that cap. Under the Declaration of Public Health Emergency ratified by the City Council through adoption of Resolution No. 454 on March 16, the City Manager authorized a contract with Hopelink funded by this revenue source to provide direct rental assistance to Shoreline residents at or below 60% of the Area Median Income.



The result for Local Criminal Justice Sales Tax receipts is not commensurate with the result for Sales Tax receipts because the distribution of Local Criminal Justice Sales Tax is based on the city's population and the amount of sales tax collected throughout all of King County. Receipts from the Local Criminal Justice Tax for the reporting period of January through December are running \$142,000, or 8%, behind the same period for 2019. The chart to the left shows receipts for February were 3% less, for March were 26% less, for April were 18% less, for May were 7% less, for June were 13% less, and for July were 7% less with receipts through the balance of the year averaging 5% less. The Puget Sound Economic Forecaster estimated that retail

sales throughout King County would increase year-over-year by 3.7%. Sales tax collected throughout King County was actually 6.7% more than 2019.



2020 FOURTH QUARTER FINANCIAL REPORT

BUSINESS & OCCUPATION TAXES AND FRANCHISE FEE & CONTRACT PAYMENTS

Business & Occupation Taxes

| | |
|------------------------------------|--------------------|
| 2020 Current Plan | \$6,530,374 |
| Business & Occupation Tax | \$1,902,999 |
| Utility Tax | \$3,347,281 |
| Gambling Tax | \$878,903 |
| 2020 Fourth Quarter Actual Revenue | \$6,129,183 |
| % of 2020 Current Plan | 93.9% |
| 2019 Current Plan | \$6,448,798 |
| Business & Occupation Tax | \$1,493,202 |
| Utility Tax | \$3,332,844 |
| Gambling Tax | \$1,451,341 |
| 2019 Fourth Quarter Actual Revenue | \$6,277,387 |
| % of 2019 Current Plan | 97.3% |
| 2020 v. 2019 \$ Change | (\$148,204) |
| 2020 v. 2019 % Change | -2.4% |

The City has levied tax on gross operating revenues for gambling activities since 1995 and utility operations since 2005. The Business & Occupation (B&O) Tax and in-house processing of business licensing for Shoreline became effective in January 2019.

This report reflects Gambling Tax and B&O Tax receipts collected from quarterly tax returns.

The closure of gaming establishments for much of the second quarter impacted Gambling Tax collections as they are down from the 2020 plan and 2019.

B&O Tax receipts total \$1.9 million for 2020 which is 78.7% more than the 2020 plan. The 2020 plan was set conservatively based upon the lack of collection history on this new tax. Collections are also high due to one-time collections related to construction. Staff will be evaluating the 2019-2021 collections closely to determine the appropriate ongoing level for this new revenue source.

Utility Tax receipts in the amount of \$3.3 million are less than the 2020 Plan by 13.7% but more than 2019 by 0.4%. We continue to experience a significant decline in telecommunications tax as reflected on the next page.

Franchise Fee & Contract Payments

| | |
|------------------------------------|--------------------|
| 2020 Current Plan | \$5,369,100 |
| Franchise Fee | \$2,931,256 |
| Contract Payment | \$1,990,622 |
| 2020 Fourth Quarter Actual Revenue | \$4,921,878 |
| % of 2020 Current Plan | 91.7% |
| 2019 Current Plan | \$5,179,900 |
| Franchise Fee | \$2,665,587 |
| Contract Payment | \$2,122,870 |
| 2019 Fourth Quarter Actual Revenue | \$4,788,458 |
| % of 2019 Current Plan | 92.4% |
| 2020 v. 2019 \$ Change | \$133,420 |
| 2020 v. 2019 % Change | 2.8% |

The City has franchises with water and cable services with fees imposed at 6% and 5%, respectively. The City also has agreements with Seattle City Light, which imposes a 6% contract fee on total electrical revenues, and Ronald Wastewater District, which imposes an Interlocal Operating Agreement Fee.

Contract payments were lower than the 2020 plan and 2019. Staff are exploring the reason for this lower than anticipated performance to determine if it is related to pandemic delinquencies at the utilities or some other issue.

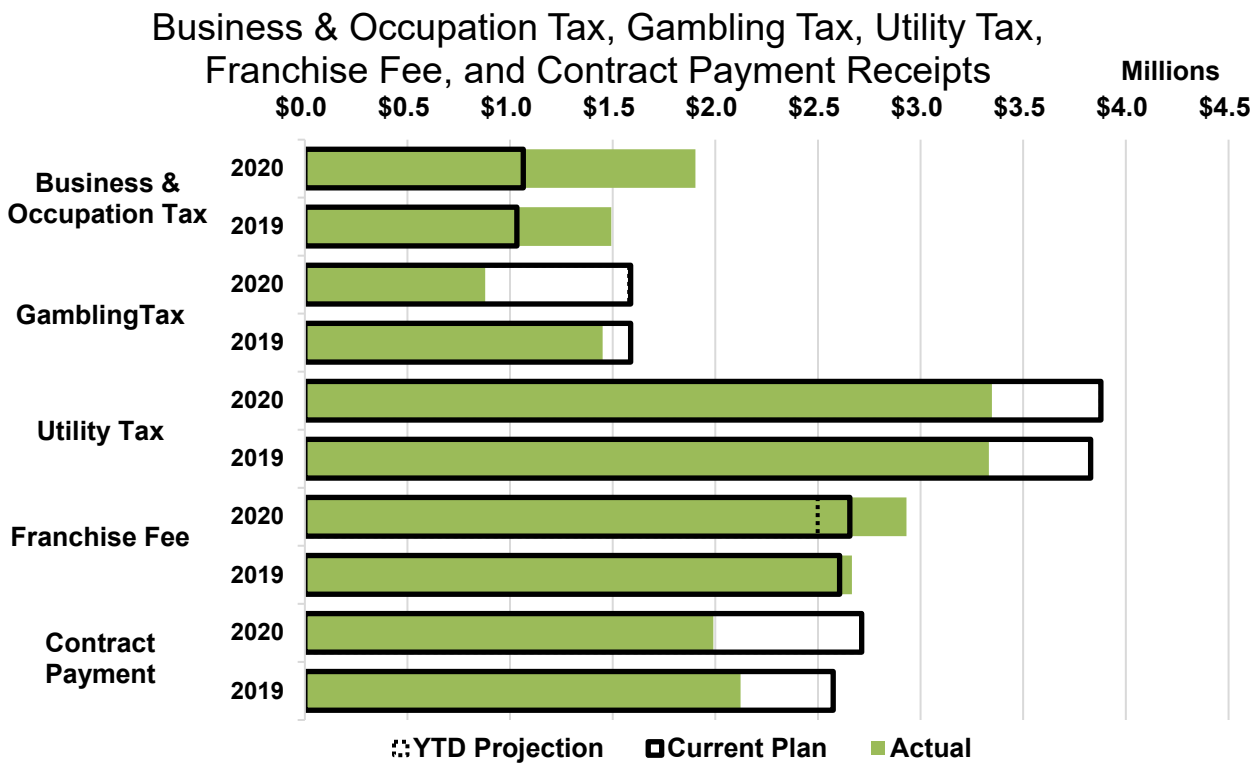
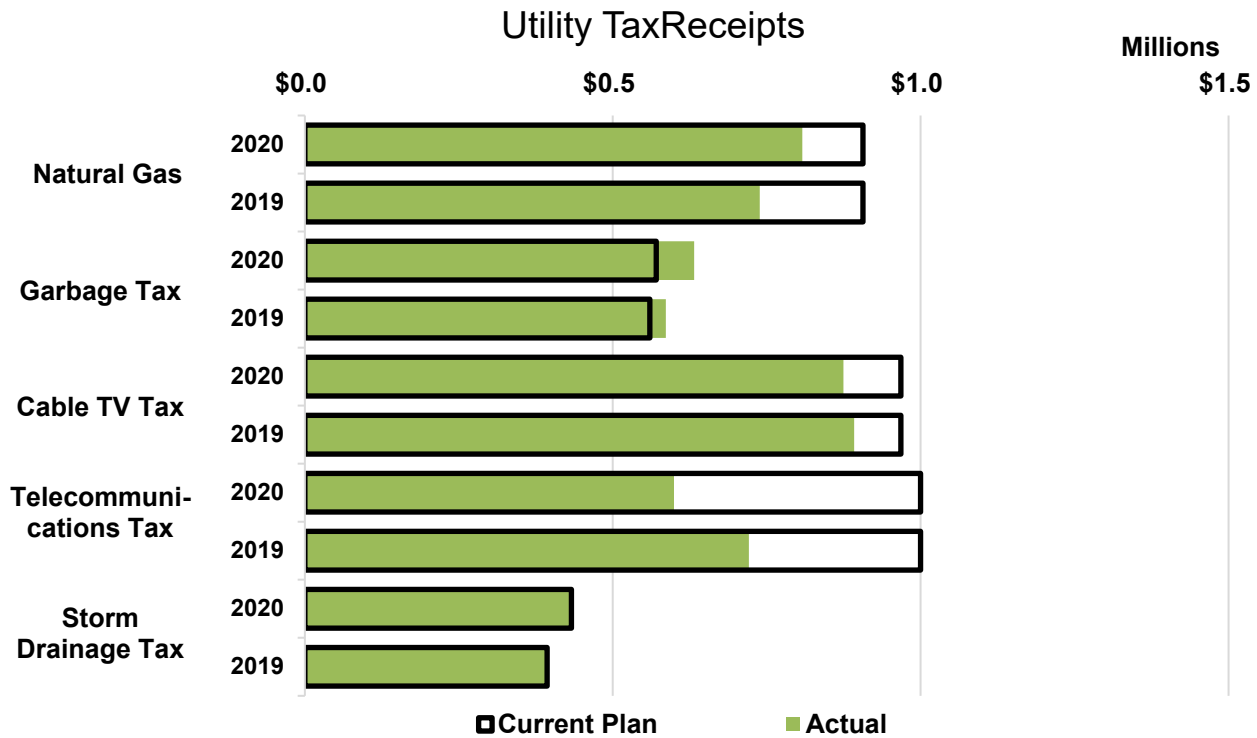
More information is available at <http://www.shorelinewa.gov/government/departments/city-clerk-s-office/agreements-and-contracts/utility-franchise-agreements-document-library/-folder-386>.



2020 FOURTH QUARTER FINANCIAL REPORT

BUSINESS & OCCUPATION TAXES AND FRANCHISE FEE & CONTRACT PAYMENTS

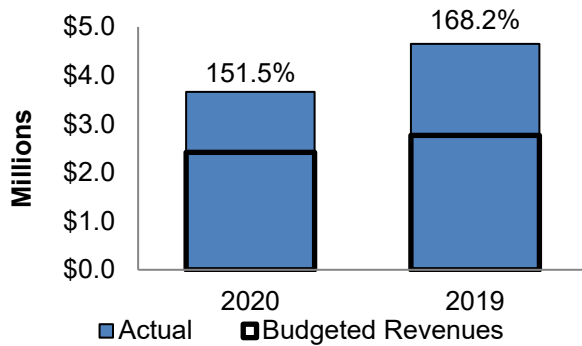
The chart below compares actual receipts to the annual budget for each year and budget projection for 2020.





2020 FOURTH QUARTER FINANCIAL REPORT

DEVELOPMENT REVENUE



| | |
|------------------------------------|--------------------|
| 2020 Current Plan | \$2,416,843 |
| 2020 Fourth Quarter Actual Revenue | \$3,660,786 |
| % of 2020 Current Plan | 151.5% |
| 2019 Current Plan | \$2,765,865 |
| 2019 Fourth Quarter Actual Revenue | \$4,651,495 |
| % of 2019 Current Plan | 168.2% |
| 2020 v. 2019 \$ Change | (\$990,709) |
| 2020 v. 2019 % Change | -21.3% |

Development revenue receipts, including right-of-way permits, exhibit a year-over-year decrease of 21.3%. In spite of this, development revenues were higher than the 2020 plan.

Revenues from Permit and Plan Check Fees are less than 2019 by 23.3% but more than the 2020 Plan by 51.5%. Approximately \$560,000 in deferred revenue for the Shoreline School District's projects was recognized in 2020, comprising 15% of total revenue and offsetting some of the decline in permits. Total permit applications through 2020 are 2,587, or 20%, less than 2019. Total permits issued are 2,322, or 18%, less than 2019. Many businesses and operations were shut down or limited for several months in the spring due to the pandemic, which contributed to the lower permit levels.

Approximately \$543,000 in revenue from 2019 and 2020 was deferred to 2021 for inspections that have been paid for but not yet performed.

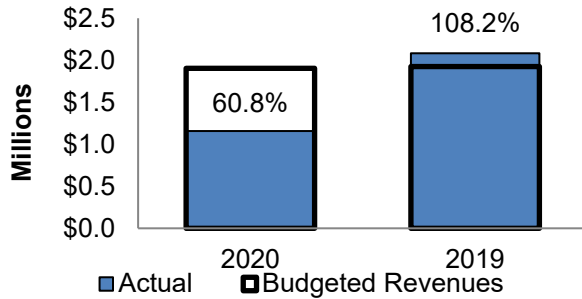
In 2020, the valuation for all residential, commercial, townhouse, and multi-family permit applications totaled \$243.9 million, of which \$218.6 million, or 89.6%, was from new construction permits.

- Single-family: There were 70 fewer new construction and remodel permit applications in 2020 compared to 2019, with a valuation that is \$11.2 million less.
- Townhouses: Prior to 2019, townhouse permit applications were captured under multi-family permits and are now categorized separately. Permit applications saw a large spike from 2018-to-2019 with 62 total permit applications in 2019 with a valuation of \$64.8 million. There were 27 applications in 2020, including a large 72-unit townhome project, with a total valuation of \$23.9 million.
- Multi-family construction and remodels: There were 55 new permit applications with a valuation of \$190.3 million, including three new apartment buildings with over 200 units each, compared to the same period in 2019 in which 12 permit applications had a valuation of \$6.7 million.
- Commercial: There were 34 fewer permits applied for in 2020 with a valuation that is \$164.3 million less than 2019.



2020 FOURTH QUARTER FINANCIAL REPORT

PARKS AND RECREATION REVENUE

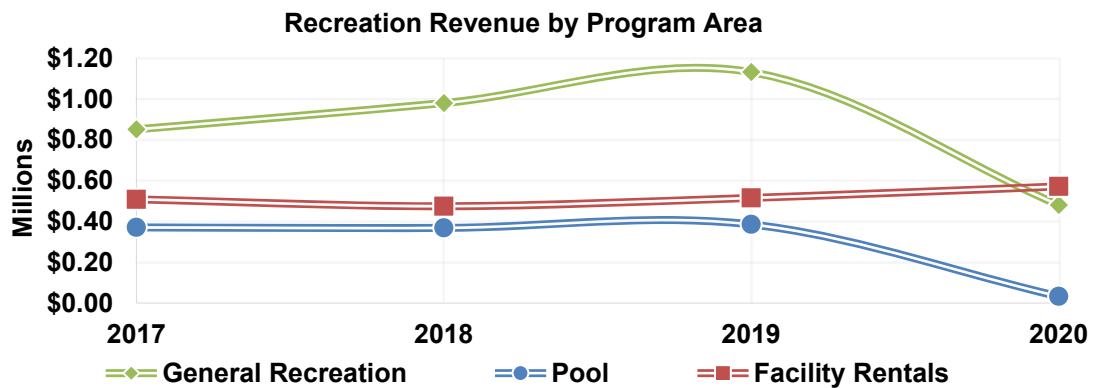


| 2020 Current Plan | | \$1,902,312 |
|------------------------------------|--|-------------|
| 2020 Fourth Quarter Actual Revenue | | \$1,155,736 |
| % of 2020 Current Plan | | 60.8% |
| 2019 Current Plan | | \$1,923,665 |
| 2019 Fourth Quarter Actual Revenue | | \$2,080,977 |
| % of 2019 Current Plan | | 108.2% |
| 2020 v. 2019 \$ Change | | (\$925,241) |
| 2020 v. 2019 % Change | | -44.5% |

The closure of the City’s facilities due to the pandemic for the month of March through December plus the cancellation of all regular summer programming and special events resulted in a loss of rental and registration revenue of \$0.95 million which was offset by \$0.94 million of directly related expenditure reductions and additional revenue received of \$0.42 million for the rental of Shoreline B field for the King County Assessment & Recovery Center (ARC). Modified summer and fall programming were designed and offered in July through the end of the year. Staff continues to monitor the impacts on the City’s resources while considering the needs of the community and safety of participants and staff.

As a result, Parks and Recreation revenue receipts are 44.5% less than the year-ago level with receipts for general recreation programs and aquatics less than the year-ago level by 57.5% and 91.5%, respectively and facility rentals more than the year-ago level by 10.9% due to the temporary King County Assessment & Recovery Center (ARC) field rental.

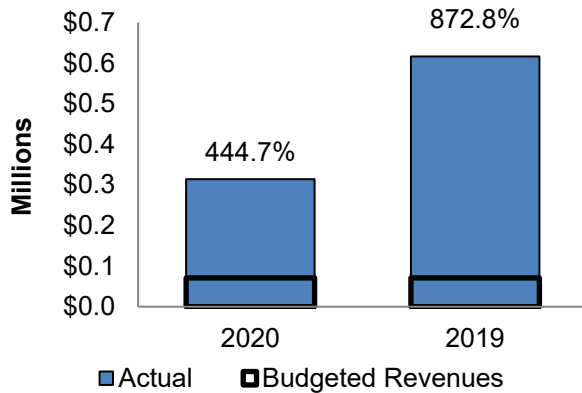
| Revenue by Program Area: | | | | | | | | |
|--------------------------|--------------------|--------------------|-----------|-----------------|------------------|---------------------|-----------------------|---------------------|
| Year | General Recreation | Gen Rec % of Total | Pool | Pool % of Total | Facility Rentals | Fac Rent % of Total | Total Program Revenue | Non-Program Revenue |
| 2017 | \$852,094 | 49.2% | \$370,920 | 21.4% | \$508,922 | 29.4% | \$1,731,935 | \$67,567 |
| 2018 | \$980,872 | 53.8% | \$368,669 | 20.2% | \$475,189 | 26.0% | \$1,824,729 | \$55,955 |
| 2019 | \$1,132,851 | 55.7% | \$385,832 | 19.0% | \$515,923 | 25.4% | \$2,034,606 | \$46,371 |
| 2020 | \$480,931 | 44.3% | \$32,786 | 3.0% | \$572,044 | 52.7% | \$1,085,760 | \$69,975 |





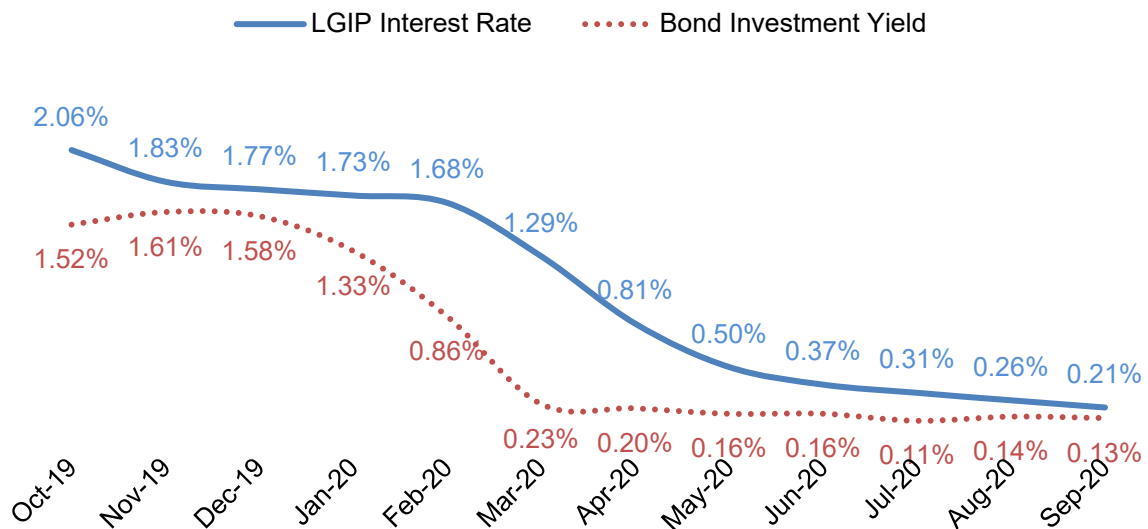
2020 FOURTH QUARTER FINANCIAL REPORT

INTEREST INCOME



| 2020 Current Plan | | \$70,600 |
|------------------------------------|--|-------------|
| 2020 Fourth Quarter Actual Revenue | | \$313,946 |
| % of 2020 Current Plan | | 444.7% |
| 2019 Current Plan | | \$70,600 |
| 2019 Fourth Quarter Actual Revenue | | \$616,182 |
| % of 2019 Current Plan | | 872.8% |
| 2020 v. 2019 \$ Change | | (\$302,236) |
| 2020 v. 2019 % Change | | -49.0% |

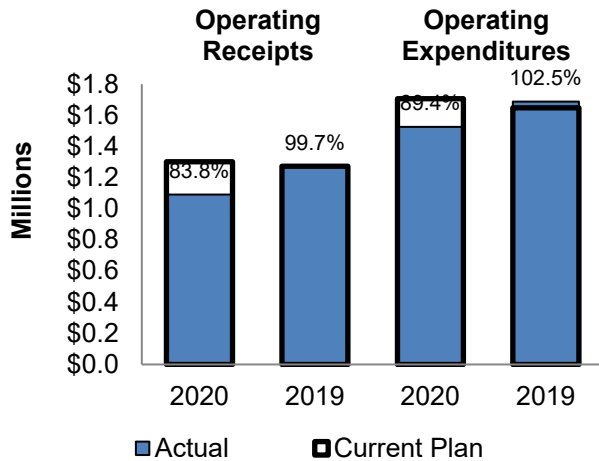
Interest income is less than that for 2019 by 49.0%. The City's investment policy adheres to strict standards as prescribed by federal law, state statutes, and local ordinances, and allows the City to develop an investment model to maximize its investment returns with the primary objectives of safety and liquidity.





2020 FOURTH QUARTER FINANCIAL REPORT

STREET FUND

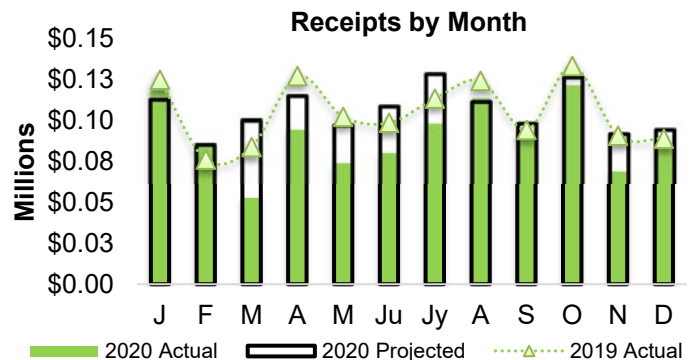
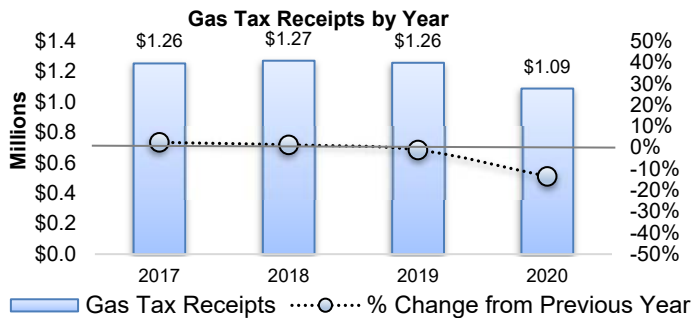


| Street Fund | Resources | Expenditures |
|--------------------------------|--------------------|--------------------|
| 2019 Current Plan Total | \$2,083,956 | \$2,083,956 |
| Less: | | |
| 2019 Use of Fund Balance | 148,975 | N/A |
| 2019 Other Sources & Transfers | 662,394 | 436,295 |
| 2019 Current Plan | \$1,272,587 | \$1,647,661 |
| 2019 Actual | \$1,268,491 | \$1,688,291 |
| % of 2019 Current Plan | 99.7% | 102.5% |
| 2020 Current Plan Total | \$2,361,484 | \$2,119,258 |
| Less: | | |
| 2020 Use of Fund Balance | 0 | N/A |
| 2020 Other Sources & Transfers | 1,059,463 | 412,988 |
| 2020 Current Plan | \$1,302,021 | \$1,706,270 |
| 2020 YTD Actual | \$1,091,016 | \$1,526,030 |
| % of 2020 Current Plan | 83.8% | 89.4% |
| 2019-2020 Current Plan | \$2,574,608 | \$3,353,931 |
| 2019-2020 Actual | \$2,359,507 | \$3,214,322 |
| % of 2019-2020 Current Plan | 91.6% | 95.8% |

The table shows Street Fund receipts, excluding transfers in, are 14.0% less than 2019. Operating expenditures, excluding transfers out, are 9.6% less than 2019. Expenditures, including transfers out, are 10.1% less than 2019.

The Motor Vehicle Fuel Excise Tax, commonly referred to as Gas Tax, is assessed by the State as cents per gallon so revenue depends on the number of gallons sold, not the dollar value of the sales. It is then distributed monthly on a per capita basis to the City of Shoreline and placed in the Street Fund. When analyzing monthly Gas Tax receipts, it is important to note there is a two-month lag from the time that Gas Tax is collected to the time it is distributed to the City. Therefore, the distribution received in March 2020 through February 2021 reflects activity from January through December 2020. The reduction in the Gas Tax is most likely the result of pandemic-related impacts across the State that limited travel.

Distributions for this period total \$1.089 million, which is 13.5% less than 2019.





2020 FOURTH QUARTER FINANCIAL REPORT

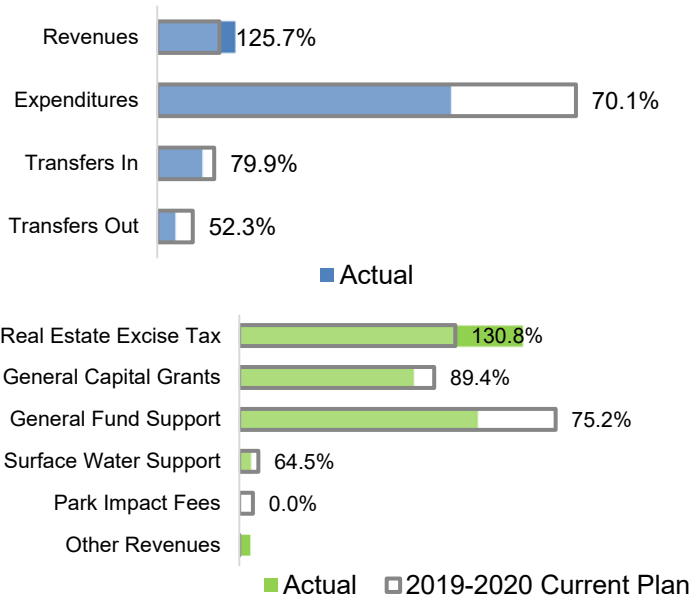
GENERAL CAPITAL FUND

| General Capital Fund | Resources | Expenditures |
|---|---------------------|---------------------|
| 2019 Capital Plan Total | \$28,508,382 | \$28,509,694 |
| Less: | | |
| 2019 Use of Fund Balance | 863,702 | N/A |
| 2019 Other Sources & Transfers | 26,288,017 | 716,200 |
| 2019 Capital Plan Revenues/Expenditures | \$1,356,663 | \$27,793,494 |
| 2019 Actual | \$1,851,588 | \$1,803,763 |
| % of 2019 Capital Plan Rev./Exp. | 136.5% | 6.5% |
| 2020 Capital Plan Total | \$7,618,238 | \$4,666,278 |
| Less: | | |
| 2020 Use of Fund Balance | 128,784 | N/A |
| 2020 Other Sources & Transfers | 4,112,799 | 687,552 |
| 2020 Capital Plan Revenues/Expenditures | \$3,376,655 | \$3,978,726 |
| 2020 YTD Actual | \$4,100,346 | \$20,464,822 |
| % of 2020 Capital Plan Rev./Exp. | 121.4% | 514.4% |
| 2019-2020 Capital Plan Revenues/Expenditures | \$4,733,318 | \$31,772,220 |
| 2019-2020 Actual | \$5,951,934 | \$22,268,585 |
| % of 2019-2020 Capital Plan Rev./Exp. | 125.7% | 70.1% |

Fourth Quarter Actual receipts are largely comprised of Real Estate Excise Tax, which is discussed separately in this report. The 2020 plan includes one-time transfers from the General Fund, Park Impact Fee Fund, and Surface Water Utility Fund as well as bond proceeds in support of the following capital projects listed in the Summary of Contributions to/other Funding for General Capital Projects table below. Funds are transferred from the General Fund, Park Impact Fee Fund, and Surface Water Utility Fund as expenditures are incurred by the projects.

The table shows capital projects expended 514.4% of the 2020 current plan because the largest project planned for expenditure in 2019, the issuance of debt and acquisition of property for the future Shoreline Community and Aquatics Center, were not completed until early 2020.

Transfers Out are comprised of transfers to the General Fund for overhead and the Limited Tax General Obligation Bond Fund for City Hall debt service payments. More information on the scope and timing of capital projects, including updated estimates, can be found on pp. 307-332 of the City's 2021-2022 Proposed Biennial Budget and 2021-2026 Capital Improvement Plan book.





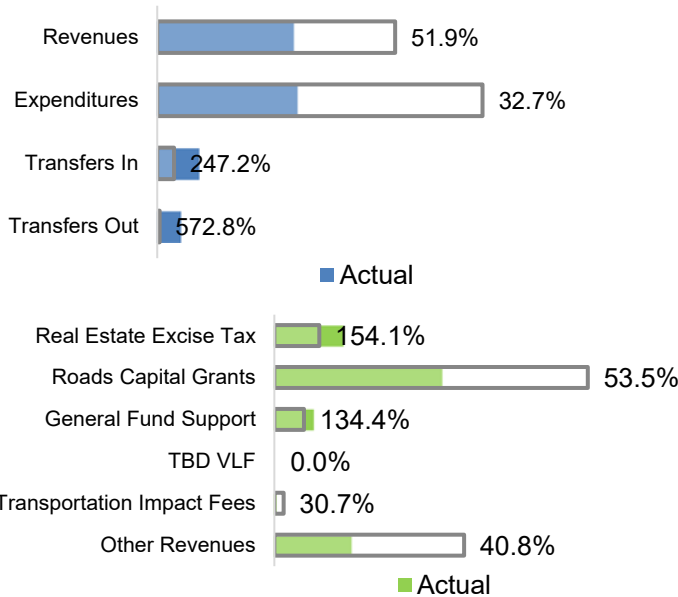
2020 FOURTH QUARTER FINANCIAL REPORT

ROADS CAPITAL FUND

| Roads Capital Fund | Resources | Expenditures |
|---|---------------------|---------------------|
| 2019 Capital Plan Total | \$11,163,571 | \$10,621,640 |
| Less: | | |
| 2019 Use of Fund Balance | 2,224,180 | N/A |
| 2019 Other Sources & Transfers | 1,728,134 | 192,330 |
| 2019 Capital Plan Revenues/Expenditures | \$7,211,257 | \$10,429,310 |
| 2019 Actual | \$5,302,565 | \$7,432,261 |
| % of 2019 Capital Plan Rev./Exp. | 73.5% | 71.3% |
| 2020 Capital Plan Total | \$28,419,766 | \$28,486,066 |
| Less: | | |
| 2020 Use of Fund Balance | 2,695,525 | N/A |
| 2020 Other Sources & Transfers | 4,539,903 | 104,687 |
| 2020 Capital Plan Revenues/Expenditures | \$21,184,338 | \$28,381,379 |
| 2020 YTD Actual | \$10,991,941 | \$9,294,561 |
| % of 2020 Capital Plan Rev./Exp. | 51.9% | 32.7% |
| 2019-2020 Capital Plan Revenues/Expenditures | \$28,395,595 | \$38,810,689 |
| 2019-2020 Actual | \$16,294,506 | \$16,726,822 |
| % of 2019-2020 Capital Plan Rev./Exp. | 57.4% | 43.1% |

Receipts are largely comprised of Real Estate Excise Tax. The 2020 plan includes one-time transfers from the General Fund and Transportation Impact Fee Fund in support of the following capital projects listed in the Summary of Contributions to/other Funding for Roads Capital Projects table later in this report. Funds are transferred from the General Fund and Transportation Impact Fee Fund as expenditures are incurred by the projects.

Capital projects expended 32.7% of the current plan for the Capital Budget. Capital expenditures are impacted by the timing of construction schedules. Transfers Out are comprised of transfers to the General Fund for overhead. More information on the scope and timing of capital projects, including updated estimates, can be found on pp. 351-386 of the City's 2021-2022 Proposed Biennial Budget and 2021-2026 Capital Improvement Plan book.





2020 FOURTH QUARTER FINANCIAL REPORT

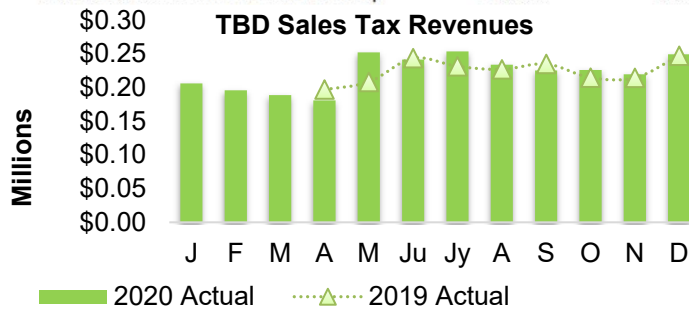
SIDEWALK EXPANSION

| 2020 LTGO Bond Fund | Resources | Expenditures |
|---|--------------------|------------------|
| 2019 Current Plan Total | \$0 | \$0 |
| Less: | | |
| 2019 Use of Fund Balance | 0 | N/A |
| 2019 Other Sources & Transfers | 0 | 0 |
| 2019 Current Plan Revenues/Expenditures | \$0 | \$0 |
| 2019 Actual | \$2,026,944 | \$0 |
| % of 2019 Current Plan Rev./Exp. | 0.0% | 0.0% |
| 2020 Capital Plan Total | \$4,105,000 | \$898,926 |
| Less: | | |
| 2020 Use of Fund Balance | 0 | N/A |
| 2020 Other Sources & Transfers | 0 | 0 |
| 2020 Current Plan Revenues/Expenditures | \$4,105,000 | \$898,926 |
| 2020 YTD Actual | \$2,705,149 | \$898,926 |
| % of 2020 Current Plan Rev./Exp. | 65.9% | 100.0% |
| 2019-2020 Current Plan Revenues/Expenditures | \$4,105,000 | \$898,926 |
| 2019-2020 Actual | \$4,732,093 | \$898,926 |
| % of 2019-2020 Current Plan Rev./Exp. | 115.3% | 100.0% |

The regular Sales Tax rate is 10.2% with the City's general operation's portion accounting for 0.85% of the rate. At the November 6, 2018 General Election, Shoreline voters approved an additional 0.2% Sales Tax rate for the Shoreline Transportation Benefit District, revenue from which is reported in the Sidewalk LTGO Bond Fund and used to pay the debt service for the bonds issued to fund the New Sidewalks Program. Collections started in April 2019, as reflected in the chart to the left. It is important to note, there is a two-month lag from the time that sales tax is collected to the time it is distributed to the City.

During the mid-biennial budget review in 2019, the full projection of sales tax was budgeted in 2020. Receipts for the biennium, in the amount of \$4.732 million, are 15.3% more than the 2019-2020 plan.

The City received \$11.539 million in bond proceeds for the New Sidewalks Program, which is reflected in the table on the next page. Capital expenditures are impacted by the timing of construction schedules. More information on the scope and timing of capital projects, including updated estimates, can be found on pp. 351-386 of the City's 2021-2022 Proposed Biennial Budget and 2021-2026 Capital Improvement Plan book.



| Sidewalk Expansion Fund | Resources | Expenditures |
|---|------------------|------------------|
| 2019 Capital Plan Total | \$0 | \$0 |
| Less: | | |
| 2019 Use of Fund Balance | 0 | N/A |
| 2019 Other Sources & Transfers | 0 | 0 |
| 2019 Actual | \$0 | \$106,698 |
| % of 2019 Capital Plan Rev./Exp. | 0.0% | 0.0% |
| 2020 Capital Plan Total | \$400,000 | \$400,000 |
| Less: | | |
| 2020 Use of Fund Balance | 0 | N/A |
| 2020 Other Sources & Transfers | 0 | 0 |
| 2020 Capital Plan Revenues/Expenditures | \$400,000 | \$400,000 |
| 2020 YTD Actual | \$198,086 | \$308,448 |
| % of 2020 Capital Plan Rev./Exp. | 49.5% | 77.1% |
| 2019-2020 Capital Plan Revenues/Expenditures | \$400,000 | \$400,000 |
| 2019-2020 Actual | \$198,086 | \$415,146 |
| % of 2019-2020 Capital Plan Rev./Exp. | 49.5% | 103.8% |



2020 FOURTH QUARTER FINANCIAL REPORT

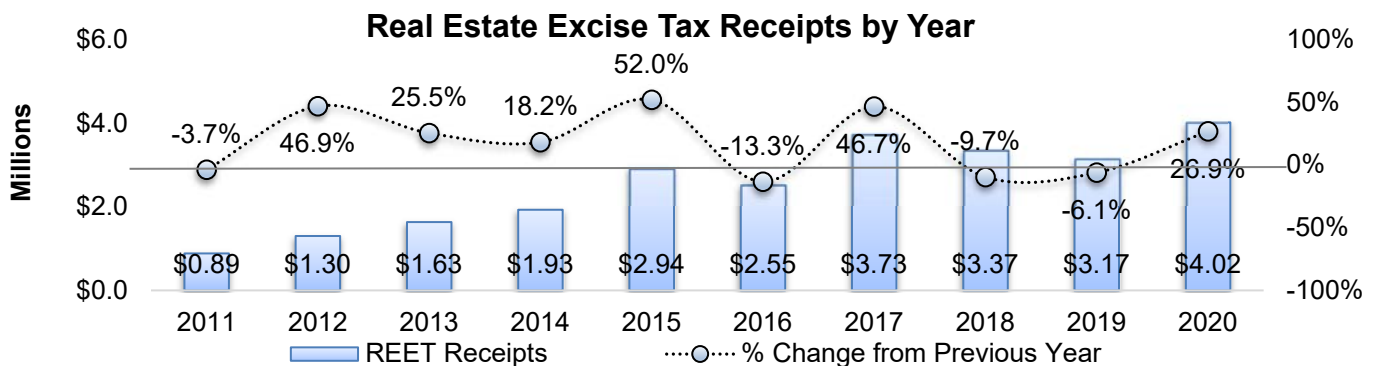
SUMMARY OF CONTRIBUTIONS TO/OTHER FUNDING FOR GENERAL CAPITAL PROJECTS

| General Fund Contributions to Projects | Biennial Budget | 2019-2020 Actual | Budgeted General Fund Support | Amount Transferred |
|--|-----------------|------------------|-------------------------------|--------------------|
| City Hall | \$190,000 | \$32,168 | \$190,000 | \$32,168 |
| Police Station at City Hall | \$135,919 | \$87,231 | \$1,885,729 | \$1,885,729 |
| City Maintenance Facility | \$1,746,614 | \$985,299 | \$1,112,254 | \$385,568 |
| Parks Repair & Replacement | \$533,582 | \$327,295 | \$100,000 | \$100,000 |
| Echo Lake Park Improvements | \$195,793 | \$191,509 | \$162,329 | \$162,329 |
| Playground Replacement | \$1,000,000 | \$941,319 | \$200,000 | \$200,000 |
| Soccer Field Rental Contribution | N/A | \$94,187 | \$260,000 | \$260,000 |
| Parks Improvements-Sound Transit | \$113,000 | \$0 | \$113,000 | \$0 |
| Bond Proceeds for Projects | Project Budget | 2019-2020 Actual | Budgeted Bond Proceeds | Amount Issued |
| PROS Plan Acquisitions (SAI7) | \$25,012,309 | \$19,231,405 | \$25,000,000 | \$25,000,000 |
| Community-Aquatics Center | \$16,800 | \$122,931 | \$0 | \$0 |
| Park Impact Fee (PIF) Contributions to Projects | Project Budget | 2019-2020 Actual | Budgeted PIF Support | Amount Transferred |
| Parks Facilities Recreation Amenities Plan | \$185,000 | \$3,020 | \$125,000 | \$0 |
| Outdoor Multi-Use Sport Court | \$75,000 | \$0 | \$50,000 | \$0 |
| PROS Plan Acquisitions (SAI7) | \$25,012,309 | \$19,231,405 | \$926,469 | \$274,369 |
| Surface Water Utility (SWM) Fund Contributions to Projects | Project Budget | 2019-2020 Actual | Budgeted SWM Support | Amount Transferred |
| City Maintenance Facility | See above | See above | \$242,571 | \$156,497 |

SUMMARY OF CONTRIBUTIONS TO/OTHER FUNDING FOR ROADS/SIDEWALK CAPITAL PROJECTS

| General Fund Contributions to Projects | Biennial Budget | 2019-2020 Actual | Budgeted General Fund Support | Amount Transferred |
|---|-----------------|------------------|-------------------------------|--------------------|
| Sidewalk Rehabilitation Program | \$1,757,534 | \$294,386 | \$305,034 | \$305,034 |
| Trail Along the Rail | \$329,117 | \$44,842 | \$203,144 | \$2,658 |
| 147 th /148 th Non-Motorized Bridge | \$2,083,838 | \$901,558 | \$281,318 | \$98,251 |
| 185 th Corridor Study | \$390,691 | \$359,793 | \$390,691 | \$359,793 |
| 160 th and Greenwood/Innis Arden | \$101,548 | \$132,282 | \$101,548 | \$101,548 |
| Driveway Relocation Richmond Beach Rd | \$60,000 | \$3,691 | \$60,000 | \$3,691 |
| Gambling Tax and Grant Match Funding | N/A | N/A | \$195,302 | \$1,195,302 |
| Bond Proceeds for Projects | Project Budget | 2019-2020 Actual | Budgeted Bond Proceeds | Amount Issued |
| New Sidewalks Program | \$400,000 | \$415,146 | \$0 | \$11,538,551 |
| Transportation Impact Fee (TIF) Contributions to Projects | Project Budget | 2019-2020 Actual | Budgeted TIF Support | Amount Transferred |
| N 175th St - Stone Ave N to I5 | \$3,639,193 | \$1,115,105 | \$486,000 | \$149,413 |

REAL ESTATE EXCISE TAX



Real Estate Excise Tax (REET) revenue receipts, in the amount of \$4,020,307, are 26.9% more than 2019.



2020 FOURTH QUARTER FINANCIAL REPORT

SURFACE WATER UTILITY FUND

| Surface Water Utility Fund | Resources | Expenditures |
|---|---------------------|---------------------|
| 2019 Current Plan Total | \$9,893,974 | \$9,893,974 |
| Less: | | |
| 2019 Use of Fund Balance | 2,297,803 | N/A |
| 2019 Other Sources & Transfers | 0 | 849,962 |
| 2019 Current Plan Revenues/Expenditures | \$7,596,171 | \$9,044,012 |
| 2019 Actual | \$7,373,109 | \$5,334,160 |
| % of 2019 Current Plan Rev./Exp. | 97.1% | 59.0% |
| 2020 Current Plan Total | \$10,218,374 | \$10,042,912 |
| Less: | | |
| 2020 Use of Fund Balance | 2,138,029 | N/A |
| 2020 Other Sources & Transfers | 0 | 770,063 |
| 2020 Current Plan Revenues/Expenditures | \$8,080,345 | \$9,272,849 |
| 2020 YTD Actual | \$7,551,745 | \$5,927,984 |
| % of 2020 Current Plan Rev./Exp. | 93.5% | 63.9% |
| 2019-2020 Current Plan Revenues/Expenditures | \$15,676,516 | \$18,316,861 |
| 2019-2020 Actual | \$14,924,854 | \$11,262,144 |
| % of 2019-2020 Current Plan Rev./Exp. | 95.2% | 61.5% |

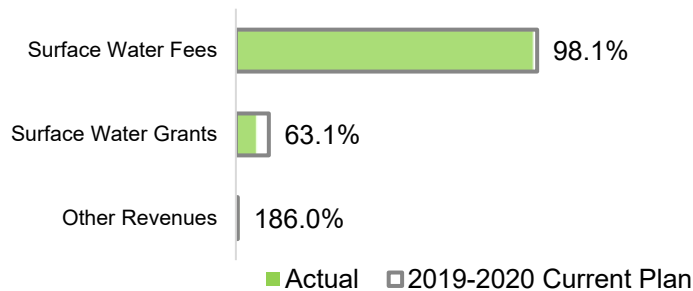
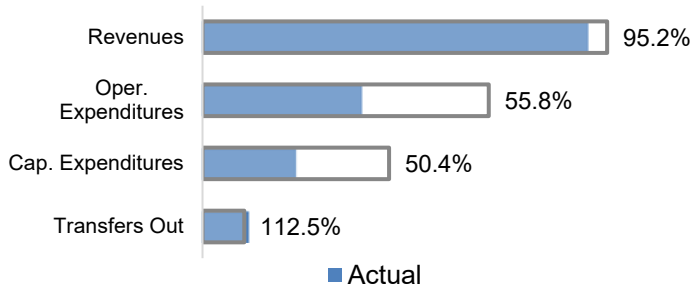
The Surface Water Utility Fund (SWM) includes both on-going operational programs and capital projects with both being reflected in the total expenditures and revenues for the fund.

SWM ongoing revenues include storm drainage fees and investment interest earnings. Surface Water Fee payments are due to King County in April and October. The County then must remit the City's portion resulting in most collections occurring in the second and fourth quarters.

Surface Water Utility operations expended 59.7% of the year-end estimate for the Operating Budget, which is 17.3% more than 2019. Capital projects expended 70.4% of the year-end estimate for the Capital Budget. Capital expenditures are impacted by the timing of construction schedules.

Transfers from the Surface Water Utility Fund to cover expenditures for the City Maintenance Facility in the General Capital Fund are reflected in this report.

More information on the scope and timing of capital projects, including updated estimates, can be found on pp. 389-414 of the City's 2021-2022 Proposed Biennial Budget and 2021-2026 Capital Improvement Plan book.





2020 FOURTH QUARTER FINANCIAL REPORT

Attachment A

INVESTMENT REPORT: DECEMBER 31, 2020

The City's investment policy adheres to strict standards prescribed by federal law, state statutes, local ordinances, and allows the City to develop an investment model to maximize its investment returns within the primary objectives of safety and liquidity.

Our yield objectives are very important and, pursuant to policy, the basis used by the City to determine whether the market yields are being achieved is through the use of a comparable benchmark. Our benchmark has been identified as the current yield to maturity of the Washington State Local Government Investment Pool (LGIP), which had been the City's primary mode of investment prior to adopting our Investment Policy. As of December 31, 2020, the City's investment portfolio, excluding the State Investment Pool had a current weighted average rate of return of 1.5194%. This is higher than the 0.1560% rate of return of the State Investment Pool.

Total annual investment interest earnings through December 31, 2020 were \$674,792, which is 327.5% of \$206,034 (2020's total budgeted investment earnings). While the returns experienced this year exceed the budget expectations, significant decreases in the interest rates will likely impact returns in 2021. We have already experienced many calls on our higher rate investments and the LGIP rates have decreased accordingly as well. Additionally, we recognize that interest revenues for 2021-2022 will be significantly less than 2020. Given the low interest rate market, and recognizing that any investments made now would be held for up to two years, staff are monitoring the available investment market closely to determine the best time to return to begin reinvesting to return to a laddered portfolio in order to maximize returns.

As of December 31, 2020, the City's investment portfolio had a fair value of nearly \$70.65 million. Approximately 23.0% of the investment portfolio was held in U.S. government instrumentality securities, and 77.0% was held in the Washington State Investment Pool. The City's investment portfolio valued at cost as of December 31, 2020 was approximately \$70.63 million. The difference between the cost and the market value of the portfolio represents either the loss or the gain of the portfolio if the City were to liquidate investments as of the day that the market value is stated. This would only be done if the City needed to generate cash. The City holds all its investments until the scheduled maturity date, and therefore when the investments mature, the principal market value should equal the cost of the investment. The City also holds sufficient investments within the State Pool to allow for immediate cash liquidation if needed.



2020 FOURTH QUARTER FINANCIAL REPORT

LGIP Cash and Investment Balances

| Investment Instruments | CUSIP # | BROKER | Settlement Date | Maturity Date | Par Value | Investment Cost | Yield To Maturity | Unrecognized Gain/(Loss) | Market Value 12/31/20 |
|-----------------------------------|-----------|------------------------|-----------------|---------------|----------------------|-----------------|-------------------|--------------------------|-----------------------|
| US Treasury 2.25 | 912828C57 | PiperJaffray | 11/20/19 | 03/31/21 | 2,000,000 | 2,017,032 | 1.6140% | (7,022) | 2,010,010 |
| US Treasury 2.25 | 912828WG1 | PiperJaffray | 11/22/19 | 04/30/21 | 2,000,000 | 2,017,780 | 1.6220% | (3,562) | 2,014,218 |
| US Treasury 1.625 | 9128287A2 | Multi-Bank Security | 12/06/19 | 06/30/21 | 2,000,000 | 1,999,675 | 1.6350% | 15,169 | 2,014,844 |
| US Treasury 2.750 | 9128285A4 | Financial Northeastern | 02/20/20 | 09/15/21 | 2,000,000 | 2,040,000 | 1.4532% | (2,734) | 2,037,266 |
| FHLB 3.00 | 3130AF5B9 | PiperJaffray | 02/20/20 | 10/12/21 | 2,000,000 | 2,050,320 | 1.4455% | (5,158) | 2,045,162 |
| FFCB 3.05 | 3133EJ774 | PiperJaffray | 02/20/20 | 11/15/21 | 2,000,000 | 2,054,460 | 1.4551% | (3,090) | 2,051,370 |
| FFCB 1.76 | 3133EGL60 | PiperJaffray | 02/20/20 | 11/29/21 | 2,000,000 | 2,010,280 | 1.4651% | 19,432 | 2,029,712 |
| FHLB 2.625 | 313376C94 | PiperJaffray | 02/20/20 | 12/10/21 | 2,000,000 | 2,040,980 | 1.4702% | 6,062 | 2,047,042 |
| Sub Total - Investments | | | | | \$ 16,000,000 | \$ 16,230,527 | | \$ 19,097 | \$ 16,249,624 |
| State Investment Pool | | | | | | 54,403,564 | 0.1560% | | 54,403,564 |
| Sub Total - State Investment Pool | | | | | | 54,403,564 | | | 54,403,564 |
| Total LGIP + Investments | | | | | \$ 70,634,091 | | | \$ 19,097 | \$ 70,653,188 |

Portfolio Diversification

| Instrument Type | Percentage | Amount at Cost | Amount at Market Value |
|---------------------------------|-------------|----------------------|------------------------|
| FFCB | 5.8% | \$ 4,064,740 | \$ 4,081,082 |
| FHLB | 5.8% | 4,091,300 | 4,092,204 |
| FNMA | 0.0% | 0 | 0 |
| US Treasury | 11.4% | 8,074,487 | 8,076,338 |
| FICO STRIP PRIN SER D-P | 0.0% | 0 | 0 |
| State Investment Pool | 77.0% | 54,403,564 | 54,403,564 |
| Total LGIP + Investments | 100% | \$ 70,634,091 | \$ 70,653,188 |

| Broker | Percentage | Amount at Cost | Amount at Market Value |
|---------------------------------|-------------|----------------------|------------------------|
| Financial Northw estern | 2.9% | \$ 2,040,000 | \$ 2,037,266 |
| 1st Empire | 0.0% | - | - |
| Time Value Investment | 0.0% | - | - |
| PiperJaffray | 17.3% | 12,190,852 | 12,197,514 |
| Multi-Bank Security | 2.8% | 1,999,675 | 2,014,844 |
| State Investment Pool | 77.0% | 54,403,564 | 54,403,564 |
| Total LGIP + Investments | 100% | \$ 70,634,091 | \$ 70,653,188 |

Investments by Fund

| Fund | LGIP State Investments at Cost as of 12/31/2020 | LGIP State Investment Pool as of 12/31/2020 | Total LGIP + Investments at Cost by Fund as of 12/31/2020 | Unrecognized Gain/(Loss) as of 12/31/2020 | Total Market Value of Investments by Fund as of 12/31/2020 | 2020 Budgeted Investment Earnings | 2020 Actual Investment Earnings | Over/(Under) Budget |
|--------------------------------------|---|---|---|---|--|-----------------------------------|---------------------------------|---------------------|
| 001 General | \$ 5,756,314 | \$ 19,294,751 | \$ 25,051,064 | \$ 6,773 | \$ 25,057,837 | \$ 69,000 | \$ 256,905 | \$ 187,905 |
| 101 Street | 27,777 | 93,106 | 120,883 | 33 | 120,916 | 2,500 | 1,921 | (579) |
| 107 Code Abatement | 95,654 | 320,625 | 416,279 | 113 | 416,392 | 550 | 4,322 | 3,772 |
| 108 Asset Seizure | 12,505.96 | 41,919.08 | 54,425.04 | 14.71 | 54,440 | - | 565 | 565 |
| 109 Public Arts | 12,455 | 41,747 | 54,201 | 15 | 54,216 | - | 1,331 | 1,331 |
| 112 Fed Drug Enforcement | 5,264 | 17,645 | 22,909 | 6 | 22,915 | 200 | 238 | 38 |
| 117 Transportation Impact Mitigation | 1,140,298 | 3,822,196 | 4,962,493 | 1,342 | 4,963,835 | - | 49,331 | 49,331 |
| 118 Parks Impact Fees | 249,244 | 835,447 | 1,084,690 | 293 | 1,084,984 | - | 9,480 | 9,480 |
| 190 Revenue Stabilization | 1,254,212 | 4,204,029 | 5,458,241 | 1,476 | 5,459,717 | - | - | - |
| 230 Sidewalk LTGO Bond Admin | 772,037 | 2,587,812 | 3,359,848 | 908 | 3,360,757 | - | 29,468 | 29,468 |
| 301 General Capital | 1,624,070 | 5,443,766 | 7,067,836 | 1,911 | 7,069,747 | 2,167 | 76,243 | 74,076 |
| 312 City Fac-Mjr Maint | 34,229 | 114,732 | 148,961 | 40 | 149,001 | - | 1,065 | 1,065 |
| 330 Roads Capital | 420,779 | 1,410,422 | 1,831,201 | 495 | 1,831,696 | 46,269 | 29,003 | (17,266) |
| 331 Trans Bene Dist | 439,102 | 1,471,838 | 1,910,940 | 517 | 1,911,457 | - | 14,742 | 14,742 |
| 332 Sidewalk Expansion Fund Admin | 2,592,558 | 8,690,070 | 11,282,629 | 3,050 | 11,285,679 | - | 118,064 | 118,064 |
| 401Surface Water Utility Fund | 1,013,954 | 3,398,701 | 4,412,655 | 1,193 | 4,413,848 | 77,348 | 47,546 | (29,802) |
| 405 Wastewater Fund | 12,783 | 42,849 | 55,632 | 15 | 55,647 | - | 1,216 | 1,216 |
| 501 Vehicle Oper/Maint | 0 | 0 | 0 | - | - | - | 939 | 939 |
| 503 Equip Dep Replace | 766,010 | 2,567,609 | 3,333,619 | 901 | 3,334,520 | 8,000 | 32,160 | 24,160 |
| 505 Unemployment | 1,283 | 4,301 | 5,584 | 2 | 5,585 | - | 250 | 250 |
| Total Investments | \$ 16,230,527 | \$ 54,403,564 | \$ 70,634,091 | \$ 19,097 | \$ 70,653,188 | \$ 206,034 | \$ 674,792 | \$ 468,758 |

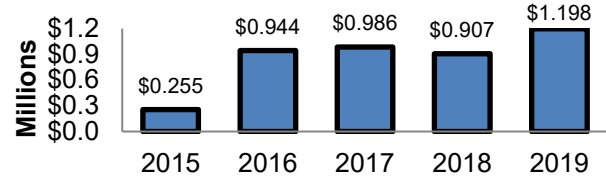


2020 FOURTH QUARTER FINANCIAL REPORT

TRANSPORTATION IMPACT FEES (TIF) 2020 ANNUAL FINANCIAL REPORT

Chapter 3.80 of the City of Shoreline’s municipal code establishes impact fees for transportation. The following annual report provides information and data on the amount of Transportation Impact fees collected, earned or received and the transportation improvements that were financed in whole or in part by these impact fees, as required by article 3.80.100.

- **Transportation Impact Fees Collected:** In 2020, the City collected \$882,988 in Transportation Impact Fees (TIF), which is a 27% decrease from 2019 which had a collection of \$1,217,790. The table in Attachment A depicts the source and amount of all TIF revenue collections from 2015-2020.



- **Transportation Impact Fees Utilized:** As of December 31, 2020, \$158,838.72 of Transportation Impact Fees have been utilized to finance the N 175th (Stone Ave N to I-5). The 2021-2026 CIP includes \$10,106,805 in funding for the N 175th (Stone Ave N to I-5) project.
- **Transportation Impact Fee Exemptions:** \$946,671 was exempted in 2020. The following tables provides information on projects that have been exempted of all transportation impact fees for 2020:

| Transportation Impact Fee Exemptions | | | | |
|--------------------------------------|-------------------------------|------|---|--------------|
| Permit # | Name | Year | Description | Amount |
| COM20-0715 | SKL ARCHITECT | 2020 | TENANT IMPROVEMENT AND CHANGE OF USE – UPLIFT CLIMBING | \$57,782.02 |
| COM19-1325 | THE JOHNSON PARTNERSHIP | 2020 | CONVERT RES TO OFFICE USE, & 2-STORY ADDITION | \$200,275.56 |
| COM20-1623 | SUE GENTY INTERIOR DESIGN INC | 2020 | TENANT IMPROVEMENTS – PILATES NW | \$15,728.85 |
| MFR20-0806 | K. SAM NYSTROM, ARCHITECT | 2020 | 227 UNIT APARTMENT BUILDING – QUINN BY VINTAGE | \$580,587.30 |
| COM18-1817 | NORTH CITY WATER DISTRICT | 2020 | BUILDING A – NCWD MAINTENANCE BUILDING ****EXPEDITED**** | \$92,298.01 |

Per SMC 3.80.070 Exemptions, the amount of impact fees not collected from Community-Based Human Services Agencies and Business Exemptions shall be paid from public funds other than the impact fee account.

| Summary of Other Public Funds | | |
|---------------------------------------|---------------------|-------------|
| Growth Project | Source | Amount |
| N 175 th (Stone Way to I5) | STP – federal funds | \$2,580,808 |



2020 FOURTH QUARTER FINANCIAL REPORT

- Transportation Impact Fee Deferrals: Per SMC 3.80.050 Collection of impact fees, an applicant for a building permit for a single-family detached or attached residence may request a deferral of the full impact fee payment until final inspection or 18 months from the date of original building permit issuance, whichever occurs first. The table below depicts the list of Transportation Impact Fee deferrals, which are current as of January 1, 2021.

| Transportation Impact Fee Deferrals | | | | | | |
|-------------------------------------|-----------------------------|-------------------------|------|----------------------------------|-------------|------------------------------------|
| Permit # | Name | Site Address | Year | Description | Amount | Add'l Info |
| SFR17-1672 | ARCADIA HOMES LLC... | 20133 24th Ave NW | 2020 | NEW BUILDING | \$6,566.72 | project not started as of 12/31/20 |
| SFR17-1673 | ARCADIA HOMES LLC... | 20137 24th Ave NW | 2020 | NEW BUILDING | \$6,566.72 | project not started as of 12/31/20 |
| SFR19-2681 | JUDY TRAN.. | 2008 NW 190th St | 2020 | NEW BUILDING | \$7,045.64 | project not started as of 12/31/20 |
| SFR19-0365 | LARRY SUNDQUIST.. | 16761 Ashworth Ave N | 2020 | NEW BUILDING | \$7,045.64 | project not started as of 12/31/20 |
| SFR20-1125 | TOM STEVENSON.... | 15515 1st Ave NW | 2020 | ACCESSORY DWELLING UNIT DETACHED | \$4,565.33 | project not started as of 12/31/20 |
| SFR20-0867 | DEELSTRA CLARENCE A+LOIS AS | 15816 26th Ave NE | 2020 | NEW BUILDING | \$4,565.33 | project not started as of 12/31/20 |
| MFR18-0313 | AI DESIGN STUDIO | 14551 32nd Ave NE | 2020 | NEW CONSTRUCTION | \$32,702.25 | project not started as of 12/31/20 |
| SFR20-1751 | ERMIYAS D TEKLE. | 1459 NW 198th St | 2020 | ADULT FAMILY HOME | \$2,762.40 | project not started as of 12/31/20 |
| SFR20-0318 | SAMUEL HABTEZION | 17521 20th PI NE | 2020 | ADULT FAMILY HOME | \$2,762.40 | project not started as of 12/31/20 |
| SFR19-2848 | ARCADIA HOMES LLC | 16547 8th Ave NE Unit B | 2020 | NEW BUILDING | \$2,224.54 | project not started as of 12/31/20 |
| SFR19-2849 | ARCADIA HOMES LLC | 16545 8th Ave NE Unit A | 2020 | NEW BUILDING | \$2,224.54 | project not started as of 12/31/20 |
| SFR19-2851 | ARCADIA HOMES LLC | 16533 8th Ave NE Unit B | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2853 | ARCADIA HOMES LLC | 16535 8th Ave NE Unit A | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2855 | ARCADIA HOMES LLC | 16535 8th Ave NE Unit B | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2856 | ARCADIA HOMES LLC | 16537 8th Ave | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |

Transportation Impact Fee Deferrals

Attachment A

| Permit # | Name | Site Address | Year | Description | Amount | Add'l Info |
|-----------------|-------------------|-------------------------|-------------|--------------------|---------------|------------------------------------|
| | | NE Unit A | | | | |
| SFR19-2857 | ARCADIA HOMES LLC | 16537 8th Ave NE Unit B | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2859 | ARCADIA HOMES LLC | 16539 8th Ave NE Unit A | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2862 | ARCADIA HOMES LLC | 16539 8th Ave NE Unit B | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2863 | ARCADIA HOMES LLC | 16541 8th Ave NE Unit B | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2864 | ARCADIA HOMES LLC | 16541 8th Ave NE Unit A | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2865 | ARCADIA HOMES LLC | 16543 8th Ave NE Unit B | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2866 | ARCADIA HOMES LLC | 16543 8th Ave NE Unit A | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2867 | ARCADIA HOMES LLC | 16545 8th Ave NE Unit B | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |
| SFR19-2905 | ARCADIA HOMES LLC | 17049 8th Ave NE | 2020 | NEW BUILDING | \$2,224.54 | project not started as of 12/31/20 |
| SFR19-2907 | ARCADIA HOMES LLC | 17047 8th Ave NE | 2020 | NEW BUILDING | \$4,635.09 | project not started as of 12/31/20 |



2020 FOURTH QUARTER FINANCIAL REPORT

PARK IMPACT FEES (PIF) 2020 ANNUAL FINANCIAL REPORT

Chapter 3.70 of the City of Shoreline's municipal code establishes impact fees for parks, open space and recreation facilities starting January 1, 2018. The following annual report provides information and data on the amount of Park Impact fees collected, earned or received and the parks projects proposed to be financed in whole or in part by these impact fees, as required by article 3.70.120.

- Park Impact Fees Collected:

In 2020, the City collected \$497,907 in Park Impact Fees increasing the available balance to \$1,269,030 as of December 31, 2020.

- Park Impact Fees Utilized:

As of December 31, 2020, \$274,369 in Park Impact Fees have been utilized to purchase the Paramount Open Space property located at 14528 10th Ave decreasing the available balance to \$994,661. The table below provides information on projects that are expected to be financed in whole or in part by Park Impact Fees:

| Projects to be financed by PIF based on 2019-2026 CIP | |
|--|------------------------------|
| Project | Estimated PIF Funding |
| Outdoor Multi-Use Sports Court | \$50,000 |
| Parks Facilities Recreation Amenities | \$250,000 |
| PROS Plan Acquisitions | \$852,561 |

- Park Impact Fee Exemptions:

No projects were exempted in 2020.

Transportation Impact Fees (TIF) 2020 Annual Financial Report (Attachment A)

| Deposit Date | Year | Sub Type | D-CODE | Org Key | Object Code | Amount | 10 Year Date |
|--------------|------|--------------------|--------|---------|-------------|--------------|--------------|
| 4/10/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.00 | 4/10/2025 |
| 4/28/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 4/28/2025 |
| 5/18/2015 | 2015 | | D095 | 1170000 | 3458400 | \$ 1,965.00 | 5/18/2025 |
| 6/3/2015 | 2015 | | D095 | 1170000 | 3458400 | \$ 95,273.40 | 6/3/2025 |
| 6/25/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.49 | 6/25/2025 |
| 7/20/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 7/20/2025 |
| 7/24/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.49 | 7/24/2025 |
| 7/30/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 7/30/2025 |
| 9/4/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 9/4/2025 |
| 9/11/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 1,091.42 | 9/11/2025 |
| 9/28/2015 | 2015 | REMODEL/REPAIR | D095 | 1170000 | 3458400 | \$ 28,844.48 | 9/28/2025 |
| 10/2/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 10/2/2025 |
| 10/12/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 10/12/2025 |
| 10/12/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 10/12/2025 |
| 10/12/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 1,637.13 | 10/12/2025 |
| 10/20/2015 | 2015 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 9,158.38 | 10/20/2025 |
| 10/22/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.49 | 10/22/2025 |
| 11/3/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 11/3/2025 |
| 11/3/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.49 | 11/3/2025 |
| 12/1/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 12/1/2025 |
| 12/7/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 2,728.55 | 12/7/2025 |
| 12/14/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.49 | 12/14/2025 |
| 12/22/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 12/22/2025 |
| 12/23/2015 | 2015 | REMODEL/REPAIR | D095 | 1170000 | 3458400 | \$ 21,978.00 | 12/23/2025 |

| | | | | | | | |
|------------|------|--------------------|------|---------|---------|--------------|------------|
| 12/23/2015 | 2015 | REMODEL/REPAIR | D095 | 1170000 | 3458400 | \$ 16,906.20 | 12/23/2025 |
| 12/24/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 12/24/2025 |
| 1/8/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 1/8/2026 |
| 1/26/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 1/26/2026 |
| 2/8/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 2/8/2026 |
| 2/10/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 2/10/2026 |
| 2/19/2016 | 2016 | REMODEL/REPAIR | D095 | 1170000 | 3458400 | \$ 4,678.20 | 2/19/2026 |
| 2/24/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 1,091.42 | 2/24/2026 |
| 2/29/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 4,007.92 | 3/1/2026 |
| 3/1/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 3/1/2026 |
| 3/7/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 3/7/2026 |
| 3/22/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 1,818.84 | 3/22/2026 |
| 4/8/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 4/8/2026 |
| 4/22/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 4/22/2026 |
| 4/25/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 4/25/2026 |
| 4/29/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 4/29/2026 |
| 5/11/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 2,425.12 | 5/11/2026 |
| 5/13/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/13/2026 |
| 5/13/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/13/2026 |
| 5/20/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 4,007.92 | 5/20/2026 |
| 5/20/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 5/20/2026 |
| 5/24/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 5/24/2026 |
| 5/24/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 5/24/2026 |
| 6/8/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,637.68 | 6/8/2026 |
| 6/9/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 4,007.92 | 6/9/2026 |
| 6/15/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 6/15/2026 |

| | | | | | | | |
|------------|------|--------------------|------|---------|---------|---------------|------------|
| 6/15/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 6/15/2026 |
| 6/23/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 6/23/2026 |
| 6/23/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 6/23/2026 |
| 6/30/2016 | 2016 | REMODEL/REPAIR | D095 | 1170000 | 3458400 | \$ 63,058.00 | 6/30/2026 |
| 7/8/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 4,007.92 | 7/8/2026 |
| 7/27/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 7/27/2026 |
| 7/28/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 7/28/2026 |
| 8/4/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 6,185.39 | 8/4/2026 |
| 8/5/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 8/5/2026 |
| 8/16/2016 | 2016 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 98,105.97 | 8/16/2026 |
| 8/25/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,637.68 | 8/25/2026 |
| 9/8/2016 | 2016 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 443,372.09 | 9/8/2026 |
| 9/27/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 9/27/2026 |
| 9/27/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 9/27/2026 |
| 10/4/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.36 | 10/4/2026 |
| 10/5/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 10/5/2026 |
| 10/5/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 10/5/2026 |
| 10/5/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,158.39 | 10/5/2026 |
| 10/6/2016 | 2016 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 57,833.74 | 10/6/2026 |
| 10/7/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 10/7/2026 |
| 10/11/2016 | 2016 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 24,741.56 | 10/11/2026 |
| 10/12/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 10/12/2026 |
| 10/26/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 10/26/2026 |
| 10/26/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 4,007.92 | 10/26/2026 |
| 11/1/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 10,193.31 | 11/1/2026 |
| 11/10/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,637.68 | 11/10/2026 |

| | | | | | | | |
|------------|------|--------------------|------|---------|---------|--------------|------------|
| 11/10/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 11/10/2026 |
| 11/21/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 11/21/2026 |
| 12/5/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 10,193.31 | 12/5/2026 |
| 12/14/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,846.67 | 12/14/2026 |
| 12/21/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 12/21/2026 |
| 12/21/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 12/21/2026 |
| 1/5/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.31 | 1/5/2027 |
| 1/9/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 1/9/2027 |
| 1/31/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,001.92 | 1/31/2027 |
| 2/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 2/3/2027 |
| 2/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 2/3/2027 |
| 2/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 2/3/2027 |
| 2/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 2/3/2027 |
| 2/7/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 2/7/2027 |
| 2/7/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 2/7/2027 |
| 2/7/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 2/7/2027 |
| 2/7/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 2/7/2027 |
| 2/9/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 2/9/2027 |
| 3/28/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 3/28/2027 |
| 3/28/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 3/28/2027 |
| 3/28/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 3/28/2027 |
| 4/4/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 4/4/2027 |
| 4/6/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,158.39 | 4/6/2027 |
| 4/12/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 4/12/2027 |
| 4/18/2017 | 2017 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 3,861.96 | 4/18/2027 |
| 4/19/2017 | 2017 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 6,566.72 | 4/19/2027 |

| | | | | | | | |
|-----------|------|----------------------------------|------|---------|---------|--------------|-----------|
| 4/27/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 4/27/2017 |
| 4/27/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 4/27/2017 |
| 5/11/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/11/2017 |
| 5/11/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/11/2017 |
| 5/15/2017 | 2017 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,637.68 | 5/15/2017 |
| 5/30/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/30/2017 |
| 5/30/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/30/2017 |
| 6/19/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 1.00 | 6/19/2017 |
| 6/19/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,184.39 | 6/19/2017 |
| 6/19/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 12,370.78 | 6/19/2017 |
| 6/23/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 6/23/2017 |
| 6/30/2017 | 2017 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 10,193.31 | 6/30/2017 |
| 7/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,255.01 | 7/3/2017 |
| 7/5/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 7/5/2017 |
| 7/5/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 7/5/2017 |
| 7/17/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 7/17/2017 |
| 7/19/2017 | 2017 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 7/19/2017 |
| 7/24/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 7/24/2017 |
| 7/26/2017 | 2017 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 7/26/2017 |
| 8/15/2017 | 2017 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 1,930.98 | 8/15/2017 |
| 8/17/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 8/17/2017 |
| 8/22/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 8/22/2017 |
| 8/22/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 8/22/2017 |
| 9/1/2017 | 2017 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 9/1/2017 |
| 9/1/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 9/1/2017 |
| 9/8/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 9/8/2017 |

| | | | | | | | |
|------------|------|----------------------------------|------|---------|---------|---------------|------------|
| 9/18/2017 | 2017 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 9/18/2017 |
| 9/19/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 9/19/2017 |
| 9/19/2017 | 2017 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 126,075.97 | 9/19/2017 |
| 9/20/2017 | 2017 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 9/20/2017 |
| 9/21/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 9/21/2017 |
| 9/21/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 9/21/2017 |
| 9/21/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 9/21/2017 |
| 9/28/2017 | 2017 | MANUFACTURED OR PORTABLE | D095 | 1170000 | 3458400 | \$ 5,618.35 | 9/28/2017 |
| 10/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/3/2017 |
| 10/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/3/2017 |
| 10/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/3/2017 |
| 10/20/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/20/2017 |
| 10/20/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/20/2017 |
| 10/20/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/20/2017 |
| 10/25/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/25/2017 |
| 10/25/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/25/2017 |
| 10/25/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/25/2017 |
| 11/6/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/6/2017 |
| 11/8/2017 | 2017 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 59,845.65 | 11/8/2017 |
| 11/9/2017 | 2017 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 213,761.71 | 11/9/2017 |
| 12/6/2017 | 2017 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,700.16 | 12/6/2017 |
| 12/15/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,556.72 | 12/15/2017 |
| 12/18/2017 | 2017 | TENANT IMPROVEMENT | D095 | 1170000 | 3458400 | \$ 135,626.90 | 12/18/2017 |
| 12/21/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 12/21/2017 |
| 12/21/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 12/21/2017 |
| 12/26/2017 | 2017 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 37,112.34 | 12/26/2017 |

| | | | | | | | |
|-----------|------|----------------------------------|------|---------|---------|---------------|-----------|
| 1/10/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 1/10/2028 |
| 1/24/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 1/24/2028 |
| 1/25/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,700.16 | 1/25/2028 |
| 1/25/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 26,266.88 | 1/25/2028 |
| 2/16/2018 | 2018 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 2/16/2028 |
| 3/5/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/5/2028 |
| 3/9/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/9/2028 |
| 3/20/2018 | 2018 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 3/20/2028 |
| 3/22/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/22/2028 |
| 3/22/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/22/2028 |
| 3/23/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 3/23/2028 |
| 3/27/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/27/2028 |
| 3/27/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/27/2028 |
| 3/27/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/27/2028 |
| 3/27/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/27/2028 |
| 3/27/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/27/2028 |
| 3/30/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 10,821.73 | 3/30/2028 |
| 4/4/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 32,000.00 | 4/4/2028 |
| 4/4/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 833.60 | 4/4/2028 |
| 4/19/2018 | 2018 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 4/19/2028 |
| 5/8/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 5/8/2028 |
| 5/8/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 5/8/2028 |
| 5/24/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 5/24/2028 |
| 5/24/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 5/24/2028 |
| 5/8/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 5/8/2028 |
| 5/25/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 239,241.07 | 5/25/2028 |
| 5/29/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 5/29/2028 |

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|-----------|------|----------------------------------|------|---------|---------|--------------|-----------|
| 5/22/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 5/22/2028 |
| 5/24/2018 | 2018 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 3,846.52 | 5/24/2028 |
| 5/31/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 51,759.63 | 5/31/2028 |
| 6/19/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 6/19/2028 |
| 6/21/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 32,833.60 | 6/21/2028 |
| 6/21/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 26,266.88 | 6/21/2028 |
| 6/21/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 6/21/2028 |
| 7/5/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 26,266.88 | 7/5/2028 |
| 7/12/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 13,133.44 | 7/12/2028 |
| 7/12/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,700.16 | 7/12/2028 |
| 7/23/2018 | 2018 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 3,846.52 | 7/23/2028 |
| 8/8/2018 | 2018 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 8/8/2028 |
| 8/28/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,255.01 | 8/28/2028 |
| 8/28/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,255.01 | 8/28/2028 |
| 8/29/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 55,577.13 | 8/29/2028 |
| 8/30/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 8/30/2028 |
| 9/11/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 73,049.61 | 9/11/2028 |
| 9/21/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,621.35 | 9/21/2028 |
| 9/21/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 26,161.80 | 9/21/2028 |
| 9/24/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 48,380.00 | 9/24/2028 |
| 9/25/2018 | 2018 | ADDITION AND REMODEL | D095 | 1170000 | 3458400 | \$ 3,846.52 | 9/25/2028 |
| 10/2/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/2/2028 |
| 10/2/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/2/2028 |
| 10/2/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/2/2028 |
| 10/2/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/2/2028 |
| 10/2/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/2/2028 |

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| 10/16/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 10/16/2028 |
| 10/23/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 10/23/2028 |
| 11/7/2018 | 2018 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 11/7/2028 |
| 12/6/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 11,600.00 | 12/6/2028 |
| 1/22/2019 | 2019 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 8,084.50 | 1/22/2029 |
| 1/22/2019 | 2019 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 3,000.00 | 1/22/2029 |
| 1/29/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,621.35 | 1/29/2029 |
| 1/29/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,621.35 | 1/29/2029 |
| 1/29/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 1/29/2029 |
| 2/13/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 2/13/2029 |
| 2/21/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 13,080.90 | 2/21/2029 |
| 2/21/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,080.90 | 2/21/2029 |
| 3/1/2019 | 2019 | MANUFACTURED OR PORTABLE | D095 | 1170000 | 3458400 | \$ 1,805.39 | 3/1/2029 |
| 3/14/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 3/14/2029 |
| 3/14/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 3/14/2029 |
| 3/22/2019 | 2019 | ADDITION | D095 | 1170000 | 3458400 | \$ 2,564.34 | 3/22/2029 |
| 3/22/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 3/22/2029 |
| 3/25/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/25/2029 |
| 3/25/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 3/25/2029 |
| 3/26/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 3/26/2029 |
| 3/28/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 3/28/2029 |
| 4/1/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 39,242.70 | 4/1/2029 |
| 4/12/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 4/12/2029 |
| 4/23/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 4/23/2029 |
| 4/25/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 357,684.05 | 4/25/2029 |
| 4/26/2019 | 2019 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 1,237.99 | 4/26/2029 |
| 5/7/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 5/7/2029 |

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| 5/23/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 57,275.40 | 5/23/2029 |
| 5/28/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,080.90 | 5/28/2029 |
| 5/28/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 5/28/2029 |
| 7/1/2019 | 2019 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 3,954.24 | 7/1/2029 |
| 7/2/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 39,242.70 | 7/2/2029 |
| 7/8/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 7/8/2029 |
| 7/8/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 7/8/2029 |
| 7/16/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 26,161.80 | 7/16/2029 |
| 7/22/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,621.35 | 7/22/2029 |
| 7/22/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 7/22/2029 |
| 7/22/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,080.90 | 7/22/2029 |
| 8/1/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 32,833.60 | 8/1/2029 |
| 8/5/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 26,161.80 | 8/5/2029 |
| 8/22/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 8/22/2029 |
| 9/5/2019 | 2019 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 9/5/2029 |
| 9/6/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 33,617.90 | 9/6/2029 |
| 9/11/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 9/11/2029 |
| 9/24/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 9/24/2029 |
| 9/26/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 9/26/2029 |
| 10/2/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 26,161.80 | 10/2/2029 |
| 10/2/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 32,702.25 | 10/2/2029 |
| 10/8/2019 | 2019 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 10/8/2029 |
| 10/10/2019 | 2019 | NEW BUILDING: 100% REFUND OF TIF FEE DUE T | D095 | 1170000 | 3458400 | \$ (6,566.72) | 10/10/2029 |
| 10/25/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 40,341.48 | 10/25/2029 |
| 10/28/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,237.99 | 10/28/2029 |
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |

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| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/13/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 13,447.16 | 11/13/2029 |
| 11/13/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 20,170.74 | 11/13/2029 |
| 12/6/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,133.44 | 12/6/2029 |
| 12/16/2019 | 2019 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 3,295.20 | 12/16/2029 |
| 12/18/2019 | 2019 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 12/18/2029 |
| 12/20/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 45,783.15 | 12/20/2029 |
| 12/20/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 39,242.70 | 12/20/2029 |
| 12/20/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 39,242.70 | 12/20/2029 |
| 12/20/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 39,242.70 | 12/20/2029 |
| 1/2/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/2/2030 |
| 1/2/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/2/2030 |
| 1/7/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 2,129.07 | 1/7/2030 |
| 1/7/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,133.44 | 1/7/2030 |
| 1/7/2020 | 2020 | ADDITION AND REMODEL | D095 | 1170000 | 3458400 | \$ 3,954.24 | 1/7/2030 |
| 1/9/2020 | 2020 | ADDITION AND REMODEL | D095 | 1170000 | 3458400 | \$ 4,237.99 | 1/9/2030 |
| 1/10/2020 | 2020 | MANUFACTURED OR PORTABLE | D095 | 1170000 | 3458400 | \$ 2,153.04 | 1/10/2030 |
| 1/14/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/14/2030 |
| 1/14/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/14/2030 |
| 1/15/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/15/2030 |
| 1/15/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/15/2030 |
| 2/5/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 12,129.36 | 2/5/2030 |
| 2/5/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 43,000.00 | 2/5/2030 |
| 2/27/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 40,341.48 | 2/27/2030 |

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| 2/27/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 33,617.90 | 2/27/2030 |
| 2/27/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 40,341.48 | 2/27/2030 |
| 3/6/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,133.44 | 3/6/2030 |
| 3/6/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,133.44 | 3/6/2030 |
| 3/9/2020 | 2020 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 3/9/2030 |
| 3/27/2020 | 2020 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 2,071.80 | 3/27/2030 |
| 3/30/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 26,894.32 | 3/30/2030 |
| 4/30/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 13,300.70 | 4/30/2030 |
| 6/3/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 6/3/2030 |
| 6/3/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 26,365.12 | 6/3/2030 |
| 6/5/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 30,000.00 | 6/5/2030 |
| 6/22/2020 | 2020 | NEW BUILDING: FEE REFUND DUE TO PERMIT EX | D095 | 1170000 | 3458400 | \$ (4,237.99) | 6/22/2030 |
| 6/22/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 6/22/2030 |
| 7/1/2020 | 2020 | TENANT IMPROVEMENT | D095 | 1170000 | 3458400 | \$ 3,313.36 | 7/1/2030 |
| 7/6/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 33,617.90 | 7/6/2030 |
| 7/6/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 33,617.90 | 7/6/2030 |
| 7/8/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 6,723.58 | 7/8/2030 |
| 7/9/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 7/9/2030 |
| 7/9/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 7/9/2030 |
| 7/14/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 26,266.88 | 7/14/2030 |
| 7/16/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 7/16/2030 |
| 7/17/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 7/17/2030 |
| 7/20/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 21,136.92 | 7/20/2030 |
| 7/20/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 21,136.92 | 7/20/2030 |
| 7/24/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 7/24/2030 |
| 7/31/2020 | 2020 | : PUBLIC WORKS TIF CREDIT | D095 | 1170000 | 3458400 | \$ (40,341.48) | 7/31/2030 |
| 8/13/2020 | 2020 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 4,143.60 | 8/13/2030 |

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| 8/19/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 39,242.70 | 8/19/2030 |
| 8/19/2020 | 2020 | : PUBLIC WORKS TIF CREDIT | D095 | 1170000 | 3458400 | \$ (33,617.90) | 8/19/2030 |
| 8/19/2020 | 2020 | : PUBLIC WORKS TIF CREDIT | D095 | 1170000 | 3458400 | \$ (33,617.90) | 8/19/2030 |
| 8/24/2020 | 2020 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 8/24/2030 |
| 9/3/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 9/3/2030 |
| 9/11/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 9/11/2030 |
| 9/11/2020 | 2020 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 9/11/2030 |
| 9/16/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 9/16/2030 |
| 9/16/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 9/16/2030 |
| 9/21/2020 | 2020 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 9/21/2030 |
| 10/12/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 21,136.92 | 10/12/2030 |
| 10/12/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 28,182.56 | 10/12/2030 |
| 10/13/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 10/13/2030 |
| 10/27/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 10/27/2030 |
| 11/2/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 23,760.00 | 11/2/2030 |
| 11/25/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 26,894.32 | 11/25/2030 |
| 11/25/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 20,170.74 | 11/25/2030 |
| 11/25/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 40,341.48 | 11/25/2030 |