



# AGENDA

## STAFF PRESENTATIONS

## PUBLIC COMMENT

### SHORELINE CITY COUNCIL VIRTUAL/ELECTRONIC REGULAR MEETING

Monday, November 29, 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:



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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</u> <u>Time</u>
1. CALL TO ORDER		7:00
2. ROLL CALL		
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 October 25, 2021 | <u>7a1-1</u> |  |
| Approval of Minutes of Regular Meeting of November 1, 2021     | <u>7a2-1</u> |  |

**8. ACTION ITEMS**

- |  |             |      |
|--|-------------|------|
| (a) Public Hearing and Discussion on Ordinance No. 951 - Extension of Interim Regulations to Allow for Additional Extensions of Application and Permit Deadlines Beyond Those Provided for in the Shoreline Municipal Code Due to COVID-19 Impacts | <u>8a-1</u> | 7:20 |
| (b) Public Hearing and Discussion on Ordinance No. 952 – Extension of the Interim Regulations Authorizing Outdoor Seating on Private Property and Within Approved Public Rights-of-Way Due to COVID-19 Impacts                                     | <u>8b-1</u> | 7:40 |

**9. STUDY ITEMS**

- |   |             |      |
|---|-------------|------|
| (a) Discussion of the Light Rail Station Subareas Parking Study 2021 Update | <u>9a-1</u> | 8:00 |
|---|-------------|------|

**10. ADJOURNMENT**

8:30

*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](http://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 OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF REGULAR MEETING**

Monday, October 25, 2021  
7:00 p.m.

Held Remotely via Zoom

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

**ABSENT:** Councilmember Chang

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 except for Councilmember Chang.

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

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF CITY MANAGER

John Norris, Assistant City Manager, provided an update on COVID-19 and reported on various City meetings, projects, and events.

5. COUNCIL REPORTS

Mayor Hall proclaimed November 1, 2021 as Extra Mile Day in Shoreline in order to recognize and encourage volunteerism.

Deputy Mayor Scully reported that he and Councilmember Robertson toured the Oaks Enhanced Shelter and relayed community concerns regarding management of the facility and learned more about the services offered. He came away convinced of the quality of the program and commented that there is more to be done to combat homelessness.

**6. PUBLIC COMMENT**

Kathleen Russell, Shoreline resident and member of the Tree Preservation Code Team, spoke regarding current and potential tree preservation incentives in Shoreline and stated that the Tree Preservation Code Team requests that the current code of incentives for tree retention in MUR 70' zones be retained.

Martha Diesner, Shoreline resident, commented on the importance of maintaining significant trees as the City goes through rapid development. She expressed sorrow that mature trees, which offer many benefits, are scheduled for removal as part of the 198<sup>th</sup> Street Affordable Housing Project.

Jackie Kurle, Shoreline resident, appreciated the update on the Oaks Enhanced Shelter and encouraged continuing transparency and reporting. She commented on activities in an adjacent parking lot and suggested oversight of the area.

**7. CONSENT CALENDAR**

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

**(a) Approval of Minutes of Regular Meeting of October 4, 2021**

**(b) Approval of Expenses and Payroll as of October 8, 2021 in the Amount of \$3,733,290.17**

**\*Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
9/5/21-9/18/21	9/24/2021	98943-99147	17612-17619	83568-83574	\$792,715.79
9/5/21-9/18/21	9/24/2021			WT1212-WT1213	\$102,809.99
					<u>\$895,525.78</u>

**\*Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
9/28/2021	1211	\$845,741.98
		<u>\$845,741.98</u>

**\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
9/29/2021	83522	83528	\$60,456.91
9/29/2021	83529	83546	\$86,459.45
9/29/2021	83547	83567	\$648,176.29
10/6/2021	83575	83591	\$635,751.78
10/6/2021	83592	83609	\$440,740.09
10/6/2021	83610	83616	\$28,027.56
10/6/2021	83617	83636	\$11,754.26
10/6/2021	83637	83649	\$80,656.07
10/6/2021	78468	78468	(\$354.00)
10/6/2021	83650	86350	\$354.00
			<u>\$1,992,022.41</u>

**(c) Authorize the City Manager to Execute Contract #10124 Business Pollution Prevention Inspection Services with Aspect Consulting, LLC, in the Amount of \$110,479.46**

**8. STUDY ITEMS**

**(a) Discussion with the Shoreline Planning Commission on MUR-70' Zone Development Regulations**

Andrew Bauer, Planning Manager, delivered the staff presentation, stating that tonight's conversation is focused on having an in-depth discussion of the MUR-70' zone and issues that are constraining development. He explained that the intended outcome is to provide direction to the Planning Commission and staff as they look forward to developing potential future code amendments. Mr. Bauer reflected on the significant amount of planning required to bring the Light Rail Station subareas to where they are today and reviewed the process and outcomes toward creating desirable transit communities. He said the need for discussion tonight stems from the lack of MUR-70' development, and he stated that it is time to assess what refinements to the regulations are needed.

Mr. Bauer said the MUR-70' zone areas are closest to the Light Rail stations and allow the most intensive development. He displayed graphics of the 145<sup>th</sup> and 185<sup>th</sup> Station subareas and described the four developments in progress. He explained that, stemming from discussions of development constraints in the MUR-70' zone, staff contracted a financial feasibility analysis of development scenarios. He introduced Todd Chase of FCS Group for a presentation of their analysis.

Mr. Chase said it is important to consider a third-party perspective on development and financial feasibility. He explained that in coordination with staff, FCS developed residential high-rise prototypes to evaluate the financial feasibility of the prototypes, which were five to ten levels of

housing over parking and commercial space and included a sensitivity analysis of the available incentives. He listed the major assumptions included with all prototypes, including those associated by construction costs as well as income and equity. Mr. Chase outlined the approach taken, which reflected a for-profit developer perspective, applies local market conditions, and included a residual land value test. He concluded by listing the key findings and listed policy decisions that could influence financial feasibility.

Mr. Bauer summarized alternatives for discussion highlighted in the staff report, which included parking alternatives, catalyst alternatives, and development agreement and building height provisions. He concluded by listing the next steps following the discussion, which will begin with a Planning Commission discussion of amendment alternatives in early 2022.

Mayor Hall emphasized that the goal of the conversation tonight is to provide guidance for the Planning Commission and staff on identifying aspects of the regulations on which to focus further study.

Councilmember Roberts said the focus should be on improving development outcomes and noted that the overarching question is how to achieve the Vision that the Council adopted, which he read. He listed the features and amenities that are desirable and said his goal is to make the most efficient use of the space possible for people in MUR-70' while achieving the established Vision. Mayor Hall agreed that building up increases efficiency.

In consideration of parking reductions, it was asked what percentage of additional parking reduction is being considered. Mr. Bauer said a number had not been assigned but the comparison table in the staff report may help provide perspective. Commissioner Julius Rwamashongye asked if clearly identify street parking for residential tenants had been considered and Mr. Bauer said the hope is that there will be a percentage of residents living there who do not own cars, so offering free or subsidized transit passes may be a good incentive. Councilmembers McConnell and Robertson expressed support for evaluating parking ratios. Councilmember Robertson said there is fear in neighborhoods about spillover parking and asked for any data that might address those concerns. Councilmember McGlashan said he is not set on further parking reductions, and shared reasons why. Mayor Hall is comfortable examining reducing ratios, since he feels a buffer has been built in the MUR-70' zone. He observed that this reduction lowers the cost of construction. Deputy Mayor Scully said he hopes new development will make housing available for lower income households and shared that he has witnessed cars are necessary for people with low-income jobs, so he is cautious about low or zero parking. Vice Chair Pam Sager said while it would be wonderful to reduce the number of cars, she does not think we have the businesses nearby to support car free areas. Chair Laura Mork said she likes the idea of having car sharing services to reduce parking and that the City needs to consider having traffic enforcement for the Light Rail areas. Mayor Hall responded that an enforcement mechanism is part of the parking management plans the Council has discussed.

Reviewing the proposed catalyst alternatives, Councilmember Robertson asked why there was a 100-unit threshold established as a catalyst and wondered if that number could be higher. She would like to know how many non-profit developers are out there and if Shoreline is attractive to them. Councilmember McConnell said she thinks there needs to be continued discussion of what

can be done for catalyst projects and would like to eliminate some of the stumbling blocks and improve the process for developers. Councilmember McGlashan thinks the height incentives should be taken out of consideration because it does not sound like developers are going to be interested in them due to the requirement to build with steel. Commissioner Mei-Shiou Lin said using a building stepback may not be desirable, as limiting it could diminish visual impact of new development and Commissioner Jack Malek thought the height restriction should be waived.

In-depth conversation on the proposed catalyst alternative of impact fees reduction included observations and preferences from several Councilmembers and Commissioners. It was suggested by Councilmember Robertson that they should identify which impact fees are being considered for reduction, recognizing that alternative funding may be easier to secure for some projects rather than others. Mayor Hall said his concern is if the impact fees are lowered, the costs for parks and roads shifts to taxpayers. He said we know the community wants more and better parks, and we need to invest in parks, roads, and sidewalks, so he would prefer to reduce costs for projects over reducing impact fees. Commissioner Andy Galuska would prefer a capital project by the City to subsidizing development by waiving impact fees and Councilmember Roberts disagreed with waiving impact fees, suggesting State funding, instead. Councilmember McConnell said she would like to have more investigation done on how impact fees could be replaced.

Focusing on the timing of development in the Station Areas, Commissioner Lin said she is happy to hear the Vision for the Station Area village. She observed that with the use of the word ‘eventually’ it recognizes that the development is organic, and it is hard to identify how the transition will evolve. She asked how the anticipated speed of development is established, and if that is information that can be given to the Planning Commission, to measure the rate of success and figure out how much of a delay is acceptable. She said allowing the time needed to grow into it will make the impact easier to grasp. Deputy Mayor Scully expounded on Commissioner Lin’s comment and said that before they think about getting rid of impact fees or getting rid of parking, he wants to make sure that there is an urgent need to do so. Mayor Hall said for the most part development in the station areas is proceeding as envisioned, just not in the MUR-70’ areas. He said the questions regarding timing of build out are good ones, and the transition period will be rough as tall buildings pop up in single family neighborhoods.

Commissioner Andy Galuska echoed the question about why action is needed now and observed that more patience is needed for the demand to get there. Councilmember Roberts replied that there is pressure to act, since single family zoning across the City could be taken away at the State level. He said there should be efficient use of the areas right off the Light Rail lines. Vice Chair Sager said it is important that timeline is discussed, and the City does need to keep development moving along but she does not want decisions forced before there is time to give due consideration.

Mayor Hall clarified that the Council has directed action on modifying the MUR-70’ regulations to help ensure achieving the vision. He said it is not an emergency, but echoed Councilmember Roberts’ comment that the legislator is on the brink of eliminating single family zoning and Shoreline’s approach of concentrating future goal near the station areas is a better approach. He

said it is important to note the speed in which development happens, and that once a permit application is submitted the regulations for the project cannot be changed.

Commissioner Malek shared his observations and suggestions for increasing development, which focused on increasing diversity and adjusting the City's image. He suggested the City provide sewer, water, and electric and hold the Latecomer's Agreement, rather than having that be the responsibility of the developers, and Councilmember Roberts and Chair Mork expressed interest in this possibility. Councilmember Roberts said many people look at Shoreline as an example of what can be done in the region. He agreed that it is important to be visionaries and emphasized the importance of placemaking.

Commissioner Janelle Callahan said the state passed condo liability reform with the hopes of spurring more condo development and wondered if the financials have changed since this law was passed, and if more condo development could be encouraged. Mr. Bauer said that the City's development standards do not differentiate between ownership occupancy versus rental housing.

Addressing the suggestion of offering additional height to encourage tree preservation, Mayor Hall emphasized that offering additional height incentives means a cost increase to developers because of the materials required for higher construction. Mayor Hall said he could imagine saying 'in exchange for preserving more green space at street level he is willing to allow higher heights.' Councilmember Roberts said there should not be additional costs or hurdles to go higher than MUR-70' if the pedestrian scale amenities wanted can be provided. Commissioner Rwamashongye said the tree issue is a big one and offered suggestions for ways to get trees replanted in the neighborhoods. Mayor Hall shared information on the tree replanting efforts that is taking place in the City.

Mayor Hall noted that the savings available with the recent expansion and extension of the Multi-Family Property Tax Exemption program were not taken into consideration with the prototype analysis provided.

Councilmember McConnell would like to reduce the roadblocks for development without upsetting what is valued in Shoreline and she would like the Planning Commission to evaluate ground floor commercial requirements.

Mayor Hall said that the Development Agreement process takes a lot of staff and council time, so he would prefer to legislate the agreed upon priorities. Councilmember Roberts agreed.

Deputy Mayor Scully encouraged the Planning Commission to think broadly and recognized that it is a tough job because the toolkit is small.

It was summarized that the key themes expressed in the conversation were support for a reduction in parking ratios, mixed opinions on catalyst developments and impact fees, an interest in eliminating the need for Development Agreements in some instances, consideration of a public investment in infrastructure to bring utilities to the site, and continued evaluation of the possibility of increasing building height limitations. Councilmember Roberts said traditionally many of these amendments have come to Council as one big package, but he encourages the



Planning Commission to forward individual recommendations to the Council expediently. Mayor Hall agreed, recognizing that all change is incremental, and the goal is to make development an asset to the community, for both current and future residents.

9. ADJOURNMENT

At 9:00 p.m., Mayor Hall thanked the Planning Commission for their work and declared the meeting adjourned.

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Jessica Simulcik Smith, City Clerk

**CITY OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF REGULAR MEETING**

Monday, November 1, 2021  
7:00 p.m.

Held Remotely via Zoom

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

**ABSENT:** None.

1. CALL TO ORDER

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

2. ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present.

(a) Proclamation of National Native American Heritage Month

Mayor Hall proclaimed November as Native American Heritage Month in Shoreline and encouraged people to learn about, respect, and recognize all that Native American and Alaskan Natives have done for the country and to remember the injustices to which they have been subjected.

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 COVID-19 and reported on various City meetings, projects, and events.

5. COUNCIL REPORTS

Councilmember Robertson shared details on the success of the Ridgecrest Halloween Parade.

Councilmember Chang attended multiple meetings related to the Regional Transit Committee. She shared the committee work toward amending the documents that control how Metro services are added, restructured, and reduced. She said the Sound Cities Association is participating in the

drafting of amendments to be proposed and thanked Shoreline staff for their support in this effort.

6. PUBLIC COMMENT

Jackie Kurlle, Shoreline resident encouraged regular updates to the community around the Enhanced Shelter and expressed hope for its success.

Kathleen Russell, Shoreline resident, spoke on behalf of the Tree Preservation Code Team. She said more care must be taken of the entire tree canopy in Shoreline, and for this reason the Tree Preservation Code Team has proposed tree code amendments. She stated that they hope to have the opportunity to respond to the staff recommendation to deny many of the proposed amendments and urged review of comments made at the recent PRCS/Tree Board meeting regarding trees and building design.

Nancy Morris, Shoreline resident, emphasized the moral imperative to mitigate climate change and said Shoreline's codes do not meet the climate emergency challenges being faced. She asked that new development be designed to preserve mature trees.

Nancy Pfeil, Shoreline resident, expressed her concerns with recent attempts to contact the Enhanced Shelter managers at Lake City Partners and the property owners regarding the facility parking lot.

Mary Ellen Stone, Shoreline resident, urged Council support for the Parks Bond and spoke to the importance of parks to the City.

7. CONSENT CALENDAR

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

**(a) Approval of Minutes of Regular Meeting of October 11, 2021**

**(b) Authorize the City Manager to Execute Amendment No. 7 to Contract #8584 with West Coast Code Consultants for Regulatory Plan Review and Inspection Services for Light Rail Facilities**

8. ACTION ITEMS

(a) Action on Ordinance No. 949 - Authorizing the Placement of a Ballot Measure on the 2022 February Special Election Ballot to Authorize a Property Tax Bond Measure for Park Improvements and Park Land Acquisition

Christina Arcidy, Management Analyst, delivered the staff presentation. Ms. Arcidy said the bond measure is a result of Council guidance given in 2020 and was placed on the April 2021 ballot. While the measure had voter support, it failed to reach the validation threshold.

Subsequently, Council directed staff to prepare legislation for a 20 year, \$38.5 Million bond to be placed on the February 2022 Special Election ballot. She listed the funding allocated for each of the bond measure components and said staff recommends that the remaining \$3.4 Million needed come from the City's unreserved, unrestricted fund balance. She displayed a chart of the financial impacts to taxpayers as a result of the bond cost. Ms. Arcidy displayed the proposed ballot title and description and said both have been reviewed and approved by the City Attorney and the City's Bond Counsel. She reviewed the next steps if Ordinance No. 949 is approved, which would culminate in the bond measure being placed on the February 2022 Special Election ballot and said staff recommends adoption of Ordinance No. 949.

**Mayor Hall opened the public comment period.**

Kathleen Russell, Shoreline resident, spoke on behalf of the Tree Preservation Code Team. She shared the impacts on mature trees when wider sidewalks and impervious surfaces are added to parks. She asked that citizens be informed of the possible impact to trees created by the improvements funded by the park bond.

**Seeing no additional members of the public wishing to offer testimony, Mayor Hall closed the public comment period.**

**Councilmember Robertson moved to approve Ordinance No. 949. The motion was seconded by Councilmember McGlashan.**

Councilmember Robertson said she is very excited about the possibility of bringing the bond measure before the community because of the overwhelming support for the parks system.

Councilmember Roberts said he is looking forward to seeing the bond measure on the ballot. He reflected on previous efforts and said he is hopeful that validation requirements will be met and asked for feedback on the comments regarding trees and any potential reduction in scope of project due to the funding gap. Ms. Arcidy explained staff's desire to minimize tree loss and said the park improvement designs are conceptual at this time and if the bond were to be approved there will be opportunity for public comment during the design process. She also clarified that staff is recommending the use of unrestricted funds to fully complete the projects because they will not be fully funded by the bond. Councilmember Roberts asked if the current Council could direct the use of future funds, and Ms. Tarry said yes, but a future Council could override that. Mayor Hall said that if the bond measure is put on the ballot with specific projects, all future Councils are bound to complete those projects. Margaret King, City Attorney concurred, explaining that the bond would set out the expenditures and what the money is to be spent for. Councilmember Roberts asked if specificity in the ballot measure title and description would reduce the opportunity for future flexibility. Ms. King agreed, stating that the bond language provides direction. Ms. Tarry said it is important the Council be clear with what is in Section 1 of the Ordinance and pointed to the current language. Councilmember Roberts confirmed that the City has committed to the projects identified in the Ordinance.

**Deputy Mayor Scully moved to amend Ordinance No. 949 to increase the bond amount presented to the voters from \$38.5 Million to \$41.9 Million. The motion was seconded by Councilmember Roberts.**

Deputy Mayor Scully said he does not understand why the recommendation is for a bond amount that would not fully fund the projects. He wants to remove the uncertainty of the possibility of future changes and to keep the unrestricted funds available for other priorities. He does not want to hide the fact that a bond measure was approved but did not make it on the ballot. Council needs to admit to the additional cost created by this delay by putting the amount to fully fund the programs on the ballot. Councilmember Roberts agreed, adding that the change would mean a nominal annual increase to the median homeowner.

Mayor Hall and Councilmembers McGlashan, Chang, McConnell, and Robertson said they will not support this amendment. Councilmember McGlashan is leery about an increase that may be seen as a bait-and-switch, and is concerned about the impact to taxpayers, especially since other bonds will be on the ballot. Councilmember Chang said keeping the amount of the bond consistent will make it easier to pass. Councilmember McConnell said she does not support the increase because of the negative feedback that might result but will support whichever amount is agreed upon. Councilmember Robertson said her goal is to get the bond passed and feels it is important to propose the package as originally supported. Mayor Hall said he will not support the amendment because there are ample reserves to cover the variation in costs.

**The motion to amend failed 2-5, with Deputy Mayor Scully and Councilmember Roberts voting in favor.**

**The motion to approve Ordinance No. 949 passed unanimously, 7-0.**

Mayor Hall expressed appreciation for the work put in by community members to get park improvements done.

**(b) Action on Resolution No. 485 - Updating Council Rules of Procedure**

Jessica Simulcik Smith, City Clerk, delivered the staff presentation. Ms. Simulcik Smith stated that the Council Rules of Procedure exist to assist in orderly conduct of Council business and are reviewed periodically. She listed the proposed amendments related to the topics of remote attendance/participation, placement of items on the agenda, and clarification to Rule 7.19. She added that staff incorporated Council's feedback from the discussion session as presented in Attachment A, Exhibit A.

Ms. Simulcik Smith displayed four amendments submitted by Councilmember Roberts. Amendment No. 1 adds a scheduling requirement to the Rule; Amendment No. 2 proposes to strike all of Rule 5.13.B.6, detailing protocol for unstable remote connections; Amendment No. 3 captures all types of meetings Council would be permitted to attend remotely; and Amendment No. 4 changes the notification deadline requirement for remote attendance. She said staff has no concerns with the amendments and supports the changes.

Ms. Simulcik Smith concluded by stating that staff recommends the Council adopt proposed Resolution No. 485 with Councilmember Roberts' amendments.

**Councilmember Roberts moved adoption of Resolution No. 485, amending the Council Rules of Procedure. The motion was seconded by Councilmember McConnell.**

Councilmember Roberts expressed appreciation for this process. He recognized the importance of having rules in place for hybrid meetings and said it encourages public participation.

**Councilmember Roberts moved to amend Resolution No. 485 with Amendments 1 through 4 as shown in the PowerPoint. The motion was seconded by Councilmember Chang.**

Councilmember McGlashan asked if the time requirement for adding an agenda item is realistic in terms of staff workload. Ms. Tarry said significant staff work would not be invested until it was clear that the body of the Council supported the effort. Deputy Mayor Scully expressed support for the amendments and thanked Councilmember Roberts for Amendment No. 1, specifically, since it meets his concerns about potential misuse of authority. Mayor Hall agreed that it solves the identified problem.

**The motion to amend Resolution No. 485 with Amendments 1 through 4 as shown in the PowerPoint passed unanimously, 7-0.**

**The main motion as amended passed unanimously, 7-0.**

9. STUDY ITEMS

- (a) Discussion of Mid-Biennial Update and Preview of 2021-2022 Mid-Biennial Budget Amendment Ordinance No. 945, 2022 Property Tax Levy Ordinance No. 946, 2022 Fee Schedule Resolution No. 484, 2022 Impact Fee Schedules Ordinance No. 947; and 2021-2026 CIP Update

Sara Lane, Administrative Services Director; and Rick Kirkwood, Budget and Tax Manager, delivered the staff presentation. Ms. Lane said tonight's presentation is a summary of the staff report and includes a high-level financial update and review of the budget adjustment, as well as other policy issues.

Mr. Kirkwood said General Fund revenue collection is estimated to exceed that planned for 2021 and said while there was strong performance in some sources, the utility tax source performance is potentially below budget. He said General Fund expenditures are trailing the budget plan, primarily attributable to position vacancies, lower jail housing costs, and a favorable 2020 Police Services contract. He displayed a table of the intended uses of General Fund reserves and said the fund balance available for appropriation in 2021 stands at \$8.6 Million. He said the review includes salary and benefit considerations, including the 2022 Cost of Living Adjustment and recommended position title changes. He stated that the City Manager is recommending supplemental requests that would allow for effective delivery of public services and completion of Council Goals. He said if budget modifications are approved as proposed, total adjustments

would result in a net budget or appropriation increase and would recognize revenue and uses of fund balance.

Mr. Kirkwood reviewed the recommended personnel increases for 2022 and displayed a chart reflecting the 10-year financial sustainability model update, which pushes the budget gap out to 2024. He stated that the key Capital Improvement Program issues include updates to recognize funding and address emerging issues and said the Fee Schedules have been updated. He reviewed the schedule for the mid-biennial budget discussion, public hearing, and adoption of the 2021-2022 Mid-Biennial Budget Update.

In consideration of impact fees, Councilmember Chang expressed concern for the increase and asked how the City's fees compare to neighboring jurisdictions. Mr. Kirkwood said he would add this to the Council question matrix for research and response.

In review of the budget allocated to the wastewater utility, Councilmember Chang asked if enough money is being put into maintenance and repair of the wastewater system. Randy Witt, Public Works Director, said this consideration would be part of the planned rate study. Councilmember Roberts was surprised that the wastewater utility staffing is being increased by four FTEs and asked for more detailed information on whether moving from contracted personnel to in-house staff would save money. Deputy Mayor Scully would also like to see a comparison of costs. Mr. Witt said the goal is to be more cost-effective, and as staff is brought in-house, the contracted positions will roll-off. He said using a consultant means the staff knowledge of the equipment is limited, which is a detriment.

Deputy Mayor Scully said he was surprised at the number of staff positions being added mid-budget and Mayor Hall agreed that while each individual position seems reasonable, collectively, it is a large change at a mid-biennium point. Deputy Mayor Scully asked about the conversion of an Extra Help position to GIS Technician. He said if this is a new one-time project need, he would like to see what that project is, and to understand what the workload is that requires additional ongoing support. In general, he said he supports additional staffing in the IT Department. He also questioned if the Teen Development Program is providing a service that is a school need.

Councilmember Robertson said this report reinforced her confidence in the fiscal management of the City. She asked if there is a rush to tear down the recently acquired building (Jersey's) adjacent to City Hall since cost increases for demolition were noted. Ms. Lane replied that costs are not likely to come down any time soon, and because the building is in bad shape the thought is that it should be taken down before it falls down.

Councilmember Roberts recalled that the School Board ended the contract with the School Resource Officer, and he asked how that funding is being reallocated. Ms. Tarry said the money has been left untouched in the police budget pending budget recommendations for the next biennial budget. There was conversation on the topic of additional funding of the RADAR program, and Ms. Tarry said the collective cities are continuing discussion on this workplan item. Councilmember Chang asked about County and State funding support for the RADAR program and Ms. Tarry said cities will need to contribute funding, as well. She said they are

likely to look for State funding for a Crisis Diversion Center. Deputy Mayor Scully said it is his profound hope that there is a fully developed program to be presented at the next budget cycle.

Councilmember Roberts said he will be bringing forward an amendment to provide sidewalks on Northeast 200<sup>th</sup> in this budget.

10. ADJOURNMENT

At 8:39 p.m., Mayor Hall declared the meeting adjourned.

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Jessica Simulcik Smith, City Clerk



**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Public Hearing and Discussion on Ordinance No. 951 - Extension of Interim Regulations to Allow for Additional Extensions of Application and Permit Deadlines Beyond Those Provided for in the Shoreline Municipal Code Due to COVID-19 Impacts		
<b>DEPARTMENT:</b>	Planning and Community Development		
<b>PRESENTED BY:</b>	Rachael Markle, Director, Planning and Community Development		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input checked="" type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

On July 27, 2020, the City Council adopted Ordinance No. 893, enacting interim regulations that provide relief for applicants by creating additional extensions of application and permit deadlines due to the economic and health impacts of COVID-19. On January 11, 2021, Council adopted Ordinance No. 916 and on June 21, 2021, Council adopted Ordinance No. 935 to continue the interim regulations to extend development permit and application deadlines. The interim regulations will expire on December 29, 2021 if not extended again. The COVID-19 pandemic may continue to impact the ability of permit customers, which in turn, may cause delays for the commencement of development activities.

Tonight, Council will hold a public hearing on and discuss proposed Ordinance No. 951. This Ordinance would extend these interim regulations for another six months. Proposed Ordinance No. 951 is currently scheduled to be brought back to Council for potential action on December 13, 2021.

**RESOURCE/FINANCIAL IMPACT:**

Extension of the interim regulations adopted by Ordinance No. 935 has the potential to protect the time and financial investment of applicants. Supporting the viability of permit applications that are approved and ready to issue supports the greater economy and community with little or no impact on the City's resources.

**RECOMMENDATION**

Based on the Findings of Fact regarding the continued health and economic impacts of COVID-19 in King County, staff recommends that Council conduct the required public hearing on proposed Ordinance No. 951. No further action is required tonight as this is a Council discussion on the proposed Ordinance. Proposed Ordinance No. 951 is currently scheduled for potential Council action on December 13, 2021.

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

## **BACKGROUND**

The COVID-19 pandemic has impacted the ability of permit customers and Planning and Community Development Department (PCD) staff to process permit applications in a variety of ways, which in turn, has caused delays for the commencement of development activities. Recognizing the impacts the pandemic has had on applicants, the City Manager enacted Temporary Emergency Order No. 6 on May 4, 2020, which suspended application and permit deadlines related to development, effective for approved permits and applications in process as of March 4, 2020.

On July 27, 2020, the City Council adopted Ordinance No. 893 which rescinded the Temporary Emergency Order and replaced it with six-month interim regulations that provide relief for applicants by creating additional extensions of application and permit deadlines due to the economic and health impacts of COVID-19. The staff report for this Council action can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2020/staffreport072720-7d.pdf>.

On January 11, 2021, the City Council adopted Ordinance No. 916, which extended Ordinance No. 893 for an additional six months. The staff report for this Council action can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport011121-7d.pdf>.

On June 21, 2021, the City Council adopted Ordinance No. 935, which extended Ordinance No. 916 for an additional six months. The staff report for this Council action can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport062121-7b.pdf>.

Ordinance No. 916 is set to expire on December 29, 2021 unless it is extended by Council.

### **Interim Regulation Code Sections**

SMC Section 20.30.100(D) sets a 180-day deadline for applicants to pick up permits that are ready to issue and one extension to pick up the permit. Proposed Ordinance No. 935 provides for a second extension of the deadline to pick up the permit. Additionally, while SMC Section 12.15 - Use of the ROW - contains the regulatory language for ROW permits, this section does not contain provisions for extension of ROW permit applications. The additional extension to pick up a permit that is ready to issue also applies to ROW permits identical to the deadlines and number of extensions proposed for SMC 20.30.100(D) as proposed in Ordinance No. 951.

## **DISCUSSION**

As is noted above, Ordinance No. 935 will expire on December 29, 2021 unless extended by Council. Proposed Ordinance No. 951 would allow for a continuation of a second extension for permit issuance deadlines. Two permit applicants requested and received the additional permit application extension allowed under Ordinance No. 935.

### **Interim Regulations Authority and Process**

The City Council adopted interim regulations to allow for additional extensions of permit application deadlines, pursuant to RCW 35A.63.220 and under the Growth Management Act (GMA) at RCW 36.70A.390. Under these statutory provisions, the City adopted Ordinance No. 893 without a public hearing and without review and recommendation by the Planning Commission prior to adoption of this Ordinance. As required by State law, a public hearing for Ordinance No. 893 was subsequently held on August 10, 2020.

Interim regulations adopted under this section may be effective for not longer than six months but may be effective for up to one year if a work plan is developed for related studies providing for such a longer period. Interim regulations may be renewed for one or more six-month periods if a subsequent public hearing is held, and findings of fact are made prior to each renewal. Based on the limitations of length of time an interim ordinance can be in place, the Council is being asked if there are sufficient findings of fact to approve a six (6) month extension of Ordinance No. 915. Proposed Ordinance No. 935 would be the third extension of these interim regulations. Conversely, should Ordinance No. 915 expire because the emergent issues related to COVID-19 that necessitated the adoption of Ordinance No. 893 are no longer applicable.

### **Supporting Information**

As of the writing of this staff report, there were 168,735 confirmed cases of COVID-19 in King County. Data from the [Washington State COVID-19 Data Dashboard](#) indicate that the transmission of COVID-19 cases, COVID-19 related hospitalizations and COVID-19 related deaths in King County are greater now than when Interim Ordinance No. 893 was enacted in July 2020 and renewed by Ordinance No. 935 in June 2021. COVID-19 cases, hospitalizations and deaths spiked over the 2020-2021 winter months when Ordinance No. 916 was approved. It is not known if the upcoming colder temperatures will result in another winter spike in COVID-19 cases, hospitalizations, and deaths. The availability COVID-19 vaccines for most adults and children over the age of 5 may be effective in preventing another winter spike.

Anecdotally, applicants have informed staff of the following COVID-19 related impacts that continue to cause delay and increased costs and uncertainties for local development projects:

### ***Shortages of a wide variety of building materials and construction equipment***

This local claim was further substantiated by the National Association of Builders in the November 10, 2021 online article entitled “Materials Prices Post Record Year- To-Date Increase”. Materials used for residential construction (excluding energy) increased 12.2% year to date compared to 4.5% over the same period last year. An August 30, 2021 article in the New York Times, titled “*The World is Still Short of Everything Get Use to It*”, stated that:

*Factories around the world are limiting operations – despite powerful demand for their wares-because they cannot buy metal, parts, plastics, and raw materials. Construction companies are paying more for paint, lumber, and hardware, while waiting weeks and sometimes months to receive what they need.*

We need to look no further than the Port of Seattle to see how both the availability of goods and materials and labor shortages are working together to compound impacts to many businesses and industries including construction. Jeff Cox, the Finance Editor for CNBC.com reported at the end of October that shipping issues which lead to impacts on supply and cost will continue into 2022.

***Reduced labor supply in all stages of development including permitting***

COVID-19 has caused direct and indirect temporary and longer-term reductions in experienced labor forces. Staffing for all sectors have been impacted by staff absences to recovery from COVID-19, to care for a family member with COVID-19, to quarantine based on exposure to COVID-19 or to provide childcare while daycares or schools are experiencing COVID-related closures. Longer term impacts are being felt by “The Great Resignation”, a phrase attributed to Anthony Klotz, an organizational psychologist at Texas A & M University. The City’s permitting division was met with seven such resignations in 2021 which in turn created delays for processing permit applications resulting in potential economic impacts to applicants.

***Increased holding costs due to increased timelines to complete construction***

Many projects require loans to cover construction costs or payments to property owners for the option to buy properties. The longer such projects are delayed, the more it costs the developer in interest and payments. This can also be true of holding the cost for materials ordered that are awaiting labor for installation.

***Proclamation 20-09.2 Tenancy Preservation – [A Bridge to E2SSB 5150](#) (preceded by the Statewide Eviction Moratorium)***

One of the permit applicants that has utilized the additional permit application extension provided via Ordinance No. 915 stated the reason they were requesting the permit extension was related to the Statewide Eviction Moratorium. This project is for five townhomes in the 185<sup>th</sup> Street Station Area. The existing single-family home is occupied by people renting from the previous owner. The home cannot be demolished until the rental issues are resolved. Therefore, construction has unexpectedly been delayed as an indirect impact from COVID-19.

Since COVID-19 is still a threat to our local health and economy, applicants may still benefit from having an additional opportunity to extend permits that are ready to issue.

**Findings of Fact**

Findings of Fact supporting the continued need for these interim regulations are as follows:

1. The COVID-19 pandemic continues to pose a threat to public health and the welfare of people living and working in Washington.
2. On February 29, 2020, Governor Inslee signed Proclamation 20-05 declaring a State of Emergency in all counties of the State of Washington and this Proclamation is still in effect.
3. On March 23, 2020, Governor Inslee issued Proclamation 20—25 “Stay Home – Stay Healthy,” that prohibited all people in Washington State from leaving their homes or participating in social, spiritual, and recreational gatherings of any kind

regardless of the number of participants, and all non-essential businesses in Washington State from conducting business, within limitations.

4. On June 1, 2020, Proclamation 20-25 was amended for the 4<sup>th</sup> time to transition from the “Stay Home – Stay Healthy” restrictions to the “Safe Start-Stay Healthy” county by county Phased Reopening plan.
5. On November 15, 2020 Governor Inslee amended Proclamations 20-05 and 20-25 with version 20-25.8 which rolled back the county-by-county phased reopening in response to a COVID-19 outbreak surge. The restrictions effective at that time once again placed limits on social gatherings, closed indoor operations in restaurants, bars, entertainment venues, and fitness centers, and restricted occupancy in retail, grocery, professional services, and other facilities.
6. On January 5, 2021, the Governor announced the Healthy Washington – Roadmap to Recovery plan.
7. On January 18, 2021, the Governor announced a widespread vaccination plan.
8. On March 31, 2021, all adults became eligible to receive a COVID-19 vaccine. Children 12 and older were approved for the vaccine on May 12, 2021.
9. On May 13, 2021, the Governor announced all Counties will move to Phase 3 of the Healthy Washington – Roadmap to Recovery reopening plan effective May 18 to June 30, and that statewide reopening would occur by June 30, 2021.
10. Shoreline City Hall is currently open to the public under the City’s ‘Phase 1’ reopening plan. Permitting service is also available through online, phone, mail in and drop off methods. Inspection services have resumed with COVID-19 safety precautions such as use of PPE, frequent hand washing, and social distancing.
11. On October 4, 2021, the City Council adopted Resolution No. 483 which requires that all City of Shoreline employees be fully vaccinated for COVID-19 or receive approval for a religious or medical accommodation by December 1, 2021, as a qualification for employment.
12. On November 2, 2021, the Center of Disease Control recommended children ages 5 to 15 receive the Pfizer-BioNTech COVID-19 vaccination.
13. As of November 11, 2021, King County to date has had 168,735 confirmed cases of COVID-19, 8,621 COVID-19 related hospitalizations, and 2,030 COVID-19 related deaths.
14. Staffing for permit intake, review, issuance, and inspections services continues to be impacted by COVID-19 resulting in longer permit turnaround times.
15. Professional services and labor required for development are also experiencing direct and indirect COVID 19 impacts such as staffing and construction material supply issues.

Tonight, Council will hold the required public hearing on and discuss proposed Ordinance No. 951 (Attachment A). The Council is asked to consider if the Interim regulations are still needed to respond to the emergency based on the Findings of Fact and therefore meeting the intent of RCW 35A.63.220. If the Council concludes that the Findings of Fact do not support a six (6) month extension, then Ordinance No. 935 will expire. Proposed Ordinance No. 951 would extend the interim regulations for another six months to allow an additional extension of permit applications that are ready to be issued. Proposed Ordinance No. 951 is currently scheduled to be brought back to Council for potential action on December 13, 2021.

### **RESOURCE/FINANCIAL IMPACT**

Extension of the interim regulations adopted by Ordinance No. 935 has the potential to protect the time and financial investment of applicants and permit holders. Supporting the viability of permit applications that are approved and ready to issue supports the greater economy and community with little or no impact on the City's resources.

### **RECOMMENDATION**

Based on the Findings of Fact presented in the staff report regarding the continued health and economic impacts of COVID-19 in King County, staff recommends that Council conduct the required public hearing on proposed Ordinance No. 951. No further action is required tonight as this is a Council discussion on the proposed Ordinance. Proposed Ordinance No. 951 is currently scheduled for potential Council action on December 13, 2021.

### **ATTACHMENTS**

Attachment A – Proposed Ordinance No. 951 - Extension of Interim Regulations to Extend Permit Deadlines

**ORDINANCE NO. 951**

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON  
EXTENDING THE INTERIM REGULATIONS FOR THE EXTENSIONS  
OF APPLICATION DEADLINE PERIODS IN RESPONSE TO THE  
COVID-19 PANDEMIC ADOPTED BY ORDINANCE NO. 893 AND  
EXTENDED BY ORDINANCE NOS. 916 AND 935; PROVIDING FOR A  
DURATION OF SIX MONTHS.**

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, chapter 36.70A RCW; and

WHEREAS, RCW 35A.63.220 and RCW 36.70A.390 authorize the City of Shoreline to adopt interim regulations with a duration of no more than six (6) months without review and recommendation by the Shoreline Planning Commission and without holding a public hearing; and

WHEREAS, on July 27, 2020, in response to the COVID-19 pandemic restrictions imposed by governmental authorities, the City Council adopted Ordinance No. 893, establishing interim regulations authorizing the extension of application deadline periods set forth in the Shoreline Municipal Code (SMC); and

WHEREAS, on January 11, 2021, with the adoption of Ordinance No. 916, and on June 20, 2021, with the adoption of Ordinance No. 935, the interim regulations were extended by and will expire on December 29, 2021, unless extended by the City Council; and

WHEREAS, despite public and private efforts to address the COVID-19 pandemic, including the availability of vaccines, COVID-19 continues to pose a threat to public health and limits the ability of both City Staff and the development community to effectively conduct business; and

WHEREAS, this results in a direct impact to the construction industry, including supporting consultants, by creating an inability for an applicant to timely respond to the City's comment review letter or to pick up an approved application awaiting issuance; and

WHEREAS, while progress has been made in addressing COVID-19, impacts are still occurring, including impacts on City permit and inspection staffing, increased holding costs for developers, and delays due to eviction moratorium; and

WHEREAS, the extension of the previously enacted interim regulations for an additional six-month period will provide applicants with additional time to act upon applications currently under review, and/or approved applications awaiting issuance, so as to prevent expiration of those applications during this unprecedented time in the City's history; and

WHEREAS, interim regulations are exempt from SEPA review per WAC 197-11-800(19) Procedural Actions. If the City elects to replace these interim regulations with permanent regulations, if applicable, SEPA review will be conducted at that time; and

WHEREAS, the City Council considered the interim regulations at its properly noticed November 29, 2021, regular meeting, at which it held the statutorily required public hearing, held virtually via Zoom, and determined that the extension of the interim regulations is appropriate and necessary; and

WHEREAS, due to the current economic conditions resulting from COVID-19, it is in the best interests of the citizens of the City of Shoreline and its local economy to authorize the Director of Planning and Community Development and the Director of Public Works to temporarily grant extensions of the application deadlines to preclude expiration;

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

**Section 1. Adoption of Findings of Fact.** The City Council hereby adopts the above Recitals as findings of fact to support the adoption of this Ordinance and incorporates by reference the Recitals set forth in Ordinance No. 893, Ordinance No. 916, and Ordinance No. 935.

**Section 2. Interim Regulations.** These interim regulations relate to Type A, Type B, and Type C applications administered through Title 20 SMC and chapter 12.15 SMC that were valid on March 4, 2020:

- A. SMC 20.30.100(D). In addition to the one extension authorized by this provision, the Director of Planning and Community Development, or designee, is authorized to grant one additional extension of no more than 180 days, for a total possible extension period of 360 calendar days.
- B. SMC 12.15.040(C). The Director of Public Works or designee is authorized to grant an applicant a right-of-way permit extension, in the same number and duration as provided for in this Section.
- C. An applicant must submit a written request for extension providing justification related to the COVID-19 pandemic, Washington State Governor's Proclamation 20-25, as clarified or amended, or other related federal, state, or local governmental action. The request must be submitted to the City before the expiration of the application for which the extension is being sought.
- D. The applicable Director shall have the authority to grant an extension as provided in this Section for a period of time no more than that provided for in the applicable SMC provision. A Director may grant an extension for less time, may deny an extension in its entirety, or may shorten or revoke a temporary extension for good cause. The decision to approve, deny, shorten, or revoke an extension is a discretionary act and a



final decision of the City subject to appeal under chapter 36.70C RCW Land Use Petition Act.

- E. Any temporary extension shall be calculated from the initial expiration date of the application. If a development has multiple applications with differing expiration dates, the later expiration date shall be used for the purpose of calculating these extension provisions.

**Section 3. Public Hearing.** Pursuant to RCW 35A.63.220 and RCW 36.70A.390, the City Council held a public hearing on the extension of the interim regulations on June 7, 2021. Pursuant to the Washington State Governor's Proclamation 20-28, as amended, and the City Council Resolution No. 459, the public hearing was held online using the Zoom Webinar platform.

**Section 4. Directions to the City Clerk.**

- A. **Transmittal to the Department of Commerce.** The City Clerk is hereby directed to cause a certified copy of this Ordinance to be transmitted to the Washington State Department of Commerce as provided in RCW 36.70A.106.
- B. **Corrections by the City Clerk.** Upon approval of the City Attorney, the City Clerk is authorized to make necessary corrections to this Ordinance, including the correction 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.
- C. **Ordinance not to be Codified.** Because this Ordinance adopts interim regulations, the City Clerk shall not codify this Ordinance.

**Section 5. 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 6. Publication, Effective Date, and Expiration.** A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five (5) days after its publication and shall be in effect for a period of six (6) months from its effective date. After which, these interim regulations shall automatically expire unless extended as provided by statute or otherwise superseded by action of the City Council, whichever occurs first.

**PASSED BY THE CITY COUNCIL ON DECEMBER 13, 2021.**

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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

Date of Transmittal to Commerce: \_\_\_\_\_, 2021

## **CITY COUNCIL AGENDA ITEM**

### **CITY OF SHORELINE, WASHINGTON**

<b>AGENDA TITLE:</b>	Public Hearing and Discussion on Ordinance No. 952 – Extension of the Interim Regulations Authorizing Outdoor Seating on Private Property and Within Approved Public Rights-of-Way Due to COVID-19 Impacts		
<b>DEPARTMENT:</b>	Planning and Community Development		
<b>PRESENTED BY:</b>	Andrew Bauer, Planning Manager		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input checked="" type="checkbox"/> Public Hearing	

#### **PROBLEM/ISSUE STATEMENT:**

On July 27, 2020, the City Council adopted Ordinance No. 895, enacting interim regulations for outdoor seating areas for existing restaurants and bars due to indoor seating restrictions in place at that time related to COVID-19. On January 11, 2021, Council adopted Ordinance No. 917 to extend the interim regulations for an additional six months, and on June 21, 2021 Council adopted Ordinance No. 936 to extend them another six months. The interim regulations will expire on December 29, 2021, if not extended. COVID-19 continues to be a present part of daily lives, and some are uncomfortable with indoor gatherings such as in restaurants and bars, even with the countywide proof of vaccine requirement for indoor establishments that went into effect on October 25<sup>th</sup>. For these reasons continued flexibility for outdoor seating options may provide some relief for restaurants and bars.

Tonight, Council will hold a public hearing on and discuss proposed Ordinance No. 952, which would extend these interim regulations for another six months. Proposed Ordinance No. 952 is currently scheduled to be brought back to Council for potential action on December 13, 2021.

#### **RESOURCE/FINANCIAL IMPACT:**

The interim regulations waive fees for temporary outdoor seating areas. The total impact on revenue will vary depending on the number of businesses establishing outdoor seating areas, which has been five businesses to date. However, with the Outdoor Seating Registration process now implemented for private property areas, it is anticipated to use a smaller amount of staff time to process the registrations. Additionally, by expanding occupancy, businesses will hopefully be able to increase their sales and in-turn contribute more to the flow of economic activity in the City (e.g. wages to employees, tax revenue, etc.).

### **RECOMMENDATION**

Staff recommends Council conduct the required public hearing on proposed Ordinance No. 952. No further action is required tonight as this is a Council discussion on the proposed Ordinance. Council action on proposed Ordinance No. 952 is currently scheduled for December 13, 2021.

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

## **BACKGROUND**

Eating and drinking establishments have been severely impacted by the COVID-19 pandemic. The lifting of restrictions and reopening of the state has advanced since the summer, and on October 25<sup>th</sup>, a countywide vaccine requirement took effect for indoor seating in restaurants and bars. However, hesitation around indoor eating and drinking safety continues to exist for some people, regardless of their vaccination status. As such, flexibility for outdoor seating options continues to be an important tool to offset potential impacts of the pandemic.

On July 27, 2020, the City Council adopted Ordinance No. 895, which established six-month interim regulations for outdoor seating for restaurants and bars. The staff report for this Council action can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2020/staffreport072720-8a.pdf>.

On January 11, 2021, the City Council adopted Ordinance No. 917 which extended Ordinance No. 895 for an additional six months. The staff report for this Council action can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport011121-7e.pdf>.

On June 21, 2021, the City Council adopted Ordinance No. 936 which extended Ordinance No. 895 for another six months. The staff report for this Council action can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2021/staffreport062121-7b.pdf>.

Ordinance No. 936 is set to expire on December 29, 2021 unless it is extended by Council. The main components of the interim regulations include the following:

- Establishment of an Outdoor Seating Registration for areas on private property;
- Suspension of Temporary Use Permit provisions in SMC 20.30.295 for outdoor seating areas;
- Suspension of minimum off-street parking requirements in SMC 20.50.390 for existing eating and drinking establishments;
- Expedited review for Right-of-Way Site Permits for outdoor seating areas on City ROW; and
- Waiver for application fees and ROW use fees.

To date, there have been five (5) outdoor seating registrations filed with the City. No new applications have been filed since the interim regulations were extended in June. There have not been any applications for use of the ROW.

## **DISCUSSION**

As is noted above, Ordinance No. 936 will expire on December 29, 2021. Extension of the interim regulations would allow for continued flexibility for outdoor seating areas for existing bars and restaurants. Local restaurants and bars may benefit from the

continued ability to create outdoor seating areas as the effects of the pandemic linger in people's consciousness and hesitation for indoor gatherings remains for many.

Efforts are underway to identify the most meaningful and effective components to develop draft regulations for permanent outdoor seating for Planning Commission and Council consideration in the coming months. The interim regulations will continue to be used as a "pilot" to inform what has and has not been meaningful for the business community on the path toward preparing permanent regulations.

### **Interim Regulations Authority and Process**

The City Council has statutory authority to adopt interim regulations pursuant to RCW 35A.63.220 and under the Growth Management Act (GMA) at RCW 36.70A.390. Under these statutory provisions, the City adopted Ordinance No. 895 without a Public Hearing and without review and recommendation by the Planning Commission prior to Ordinance adoption. As required by State law, a public hearing on Ordinance No. 895 was held subsequently on August 10, 2020.

Interim regulations adopted under this section may be effective for not longer than six months but may be effective for up to one year if a work plan is developed for related studies providing for such a longer period. Interim regulations may be renewed for one or more six-month periods if a subsequent public hearing is held and findings of fact are made prior to each renewal.

### **Findings of Fact**

The interim regulations adopted in Ordinance No. 895, and extended in Ordinance No. 917, and extended again in Ordinance No. 936, may be renewed for another six-month period following a public hearing, documentation of the findings of fact that support the extension, and adoption of a new ordinance. Findings of Fact supporting the continued need for these interim regulations are as follows:

1. The COVID-19 pandemic continues to pose a threat to public health and the welfare of people living and working in Washington.
2. On February 29, 2020, Governor Inslee signed Proclamation 20-05 declaring a State of Emergency in all counties of the State of Washington.
3. On March 23, 2020, Governor Inslee issued Proclamation 20—25 "Stay Home – Stay Healthy," that prohibited all people in Washington State from leaving their homes or participating in social, spiritual and recreational gatherings of any kind regardless of the number of participants, and all non-essential businesses in Washington State from conducting business, within limitations.
4. On June 1, 2020, Proclamation 20-25 was amended for the 4<sup>th</sup> time to transition from the "Stay Home – Stay Healthy" restrictions to the "Safe Start-Stay Healthy" county by county Phased Reopening plan.
5. On November 15, 2020 Governor Inslee amended Proclamations 20-05 and 20-25 with version 20-25.8 which rolled back the county-by-county phased reopening in response to a COVID-19 outbreak surge. The restrictions effective at that time once again placed limits on social gatherings, closed indoor operations in restaurants, bars, entertainment venues, and fitness centers, and restricted occupancy in retail, grocery, professional services and other facilities.

6. On January 5, 2021, the Governor announced the Healthy Washington – Roadmap to Recovery plan.
7. On January 11, 2021, Council adopted Ordinance No. 917 which renewed the interim regulations for outdoor seating for another six months.
8. On January 18, 2021, the Governor announced a widespread vaccination plan.
9. On March 31, 2021, all adults became eligible to receive a COVID-19 vaccine. Children 12 and older were approved for the vaccine on May 12, 2021.
10. On May 13, 2021, the Governor announced all counties will move to Phase 3 of the Healthy Washington – Roadmap to Recovery reopening plan effective May 18 to June 30, and that statewide reopening would occur by June 30, 2021.
11. On October 25, 2021, proof of vaccination is required in King County for indoor seating in restaurants and bars.
12. Continued flexibility for outdoor seating areas will benefit local restaurants and bars by offering an alternative to indoor seating areas.

Tonight, Council will hold the required public hearing on and discuss proposed Ordinance No. 952 (Attachment A). This Ordinance would extend the interim regulations for outdoor seating for restaurants and bars for another six months. Proposed Ordinance No. 952 is currently scheduled to be brought back to Council for potential action on December 13, 2021.

### **RESOURCE/FINANCIAL IMPACT**

The interim regulations waive fees for temporary outdoor seating areas. The total impact on revenue will vary depending on the number of businesses establishing outdoor seating areas, which has been five businesses to date. However, with the Outdoor Seating Registration process now implemented for private property areas, it is anticipated to use a smaller amount of staff time to process the registrations. Additionally, by expanding occupancy, businesses will hopefully be able to increase their sales and in-turn contribute more to the flow of economic activity in the City (e.g. wages to employees, tax revenue, etc.).

### **RECOMMENDATION**

Staff recommends Council conduct the required public hearing on proposed Ordinance No. 952. No further action is required tonight as this is a Council discussion on the proposed Ordinance. Council action on proposed Ordinance No. 952 is currently scheduled for December 13, 2021.

### **ATTACHMENTS**

Attachment A – Proposed Ordinance No. 952 - Extension of Interim Regulations for Outdoor Seating

**ORDINANCE NO. 952**

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON  
EXTENDING THE INTERIM REGULATIONS AUTHORIZING  
OUTDOOR SEATING ON PRIVATE PROPERTY AND WITHIN  
APPROVED PUBLIC RIGHTS-OF-WAY IN RESPONSE TO THE COVID-  
19 PANDEMIC ADOPTED BY ORDINANCE NO. 895 AND EXTENDED BY  
ORDINANCE NO. 917 AND ORDINANCE NO. 936; PROVIDING FOR A  
DURATION OF SIX MONTHS.**

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, chapter 36.70A RCW; and

WHEREAS, RCW 35A.63.220 and RCW 36.70A.390 authorize the City of Shoreline to adopt interim regulations with a duration of no more than six (6) months without review and recommendation by the Shoreline Planning Commission and without holding a public hearing; and

WHEREAS, on July 27, 2020, in response to the COVID-19 pandemic restrictions imposed by governmental authorities, the City Council adopted Ordinance No. 895, establishing interim regulations authorizing the extension of application deadline periods set forth in the Shoreline Municipal Code (SMC); and

WHEREAS, on January 11, 2021, the interim regulations were extended by Ordinance No. 917 and were extended on June 21, 2021, by the adoption of Ordinance No. 936; these interim regulations will expire on December 29, 2021 unless extended by the City Council; and

WHEREAS, despite public and private efforts to address the COVID-19 pandemic, including the availability of vaccines, COVID-19 continues to pose a threat to public health and customers may still be concerned with dining indoors; and

WHEREAS, eating and drinking establishments have suffered significant financial impacts due to COVID-19, and the establishment of interim regulations of six months in duration will provide certain outdoor space for eating and drinking establishments to utilize; and

WHEREAS, the extension of the previously enacted interim regulations for an additional six month period will provide eating and drinking establishments extended occupancy thereby increasing the economic flow at their business during this unprecedented time in the City's history; and

WHEREAS, interim regulations are exempt from SEPA review per WAC 197-11-800(19) Procedural Actions, and if the City elects to replace these interim regulations with permanent regulations, SEPA review may be required to be conducted at that time; and

WHEREAS, the City Council considered the interim regulations at its properly noticed November 29, 2021 regular meeting, at which it held the statutorily required public hearing, held



virtually via Zoom, and determined that the extension of the interim regulations is appropriate and necessary; and

WHEREAS, due to the current public health concerns resulting from COVID-19, it is in the best interests of the citizens of the City of Shoreline and its local economy to authorize the use of private property and public rights-of-way for outdoor dining;

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

**Section 1. Adoption of Findings of Fact.** The City Council hereby adopts the above Recitals as findings of fact to support the adoption of this Ordinance and incorporates by reference the Recitals set forth in Ordinance No. 895, Ordinance No. 917, and Ordinance No. 936.

**Section 2. Interim Regulations.** Legally permitted eating and drinking establishments existing as of the effective date of Ordinance No. 895 may establish temporary outdoor seating areas as provided in the provisions set forth in this section:

**A. Use of Parking Lots on Private Property.**

1. Eating and drinking establishments with access to a private parking lot may use this area for outdoor seating provided:
  - a. The owner or owner's representative submits an Outdoor Seating Area Registration on official form(s) as prescribed and provided by the Department of Planning and Community Development.
    1. There shall be no submittal fee for the Outdoor Seating Area Registration.
2. Any provision contained in a Registration is not intended to interfere with or supersede any contractual obligations and Registrants are solely responsible for ensuring authorization from the property owner to utilize the area.
3. In relationship to outdoor seating areas within private parking lots, the following sections of the Shoreline Municipal Code are suspended:
  - a. SMC 20.30.295: Temporary Use Permit.
  - b. SMC 20.50.390: Minimum off-street parking requirements, provided ADA-accessible stalls are still provided, as may be necessary to comply with ADA standards.

**B. Use of Public Right-of-Way.**

1. Eating and drinking establishments with access to areas such as public sidewalks, on-street parking, or other public space (Public right-of-way) may use these areas for outdoor seating provided:
  - a. The owner or owner's representative shall submit a right-of-way site permit application utilizing official forms provided by the Department of Public Works as required by SMC 12.15.040.
  - b. The Departments of Public Works and Planning and Community Development shall take reasonable steps to review and render a decision on the permit application no more than seven (7) business days after application intake.

- c. The Director of Public Works shall have discretion to modify standards set forth in the Engineering Design Manual without use of the formal deviation procedures as may be necessary to effectuate the intent of these interim regulations.
- 2. In relationship to outdoor seating areas within the public right-of-way, the following sections of the Shoreline Municipal Code are suspended:
  - a. SMC 3.01.010(J)(4): Right-of-way site permit fee.
  - b. SMC 12.15.030(C)(4): Periodic Use fee.

**C. Conditions Applicable to all Outdoor Seating Areas.**

The following provisions are applicable to all Outdoor Seating Area Registrations or Right-of-Way Site Permits.

- 1. All outdoor seating areas allowed by these interim regulations shall be operated in a safe and sanitary manner and are subject to the following terms and conditions to ensure compliance with:
  - a. All applicable provisions of chapter 15.05 SMC Construction and Building Codes, including but not limited to, the International Building Code, the International Fire Code, and the National Electric Code;
  - b. SMC 9.05 Noise Control;
  - c. All applicable licensing requirements of the Washington State Liquor and Cannabis Board;
  - d. Accessibility requirements of the Americans with Disabilities Act (ADA);
  - e. All applicable provisions of the Code of the King County Board of Health, including but not limited to, Title 5 and Title 5R Food-Service Establishments;
  - f. The Seattle/King County Public Health COVID-19 guidelines for restaurants; and
  - g. Any directives issued by the State of Washington, including directives from the Washington State Governor or Department of Health.
- 2. An Outdoor Seating Area Registration or an Outdoor Seating Area Right-of-Way Permit shall be effective for the duration of this Ordinance. If the City has not adopted permanent regulations permitting outdoor seating areas, use of these areas shall cease on the effective date of this Ordinance and these areas shall be removed and restored back to their original condition within seven (7) calendar days of the effective date of this Ordinance. If the City has adopted permanent regulations, then continued use of the outdoor seating area shall be subject to such regulations, including but not limited to, obtaining a permit and paying any required fees.
- 3. The failure of an eating or drinking establishment to adhere to the terms and conditions set forth in the Registration or Permit, or to be found operating in a manner that creates a public nuisance, may result in modification, suspension, or revocation of the Registration or Permit. If revoked, the establishment shall not be permitted to operate another outdoor seating area during the duration of this Ordinance, and any extension thereof unless separate permit approval is granted by the Director of Planning and Community Development, which may contain additional conditions. Approval of said permit shall be in the Director's sole discretion.

**D. Shoreline Fire Department.**

Subject to approval by the Shoreline Fire Department, Fire Operational permit fees as set forth in SMC 3.01.020 may be waived or reduced for outdoor seating areas.

**E. Liberal Construction.**

The Director of Planning and Community Development and the Director of Public Works are hereby authorized to liberally administer the Outdoor Seating Area program established by this Ordinance to effectuate the City Council's intent of these interim regulations. This authority includes the imposition of any condition necessary to ensure the public health and safety and the promulgation of rules of procedures to effectuate the program.

**Section 3. Public Hearing.** Pursuant to RCW 35A.63.220 and RCW 36.70A.390, the City Council held a public hearing on the extension of the interim regulations on November 29, 2021. Pursuant to the Washington State Governor's Proclamation 20-28, as amended, and the City Council Resolution No. 459, the public hearing was held online using the Zoom Webinar platform.

**Section 4. Directions to the City Clerk.**

- A. Transmittal to the Department of Commerce.** The City Clerk is hereby directed to cause a certified copy of this Ordinance to be transmitted to the Washington State Department of Commerce as provided in RCW 36.70A.106.
- B. Corrections by the City Clerk.** Upon approval of the City Attorney, the City Clerk is authorized to make necessary corrections to this Ordinance, including the correction 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.
- C. Ordinance not to be Codified.** Because this Ordinance adopts interim regulations, the City Clerk shall not codify this Ordinance.

**Section 5. Reservation of Rights.**

1. The City reserves the right to inspect any outdoor seating area to ensure compliance with the terms and conditions of the Registration or Permit.
2. The City reserves the right, at its discretion, to suspend the provisions of this Ordinance in furtherance of the public health and safety of the residents of the City of Shoreline.

**Section 6. 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 7. Publication, Effective Date, and Expiration.** A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect

five (5) days after its publication and shall be in effect for a period of six (6) months from its effective date. After which, these interim regulations shall automatically expire unless extended as provided by statute or otherwise superseded by action of the City Council, whichever occurs first.

**PASSED BY THE CITY COUNCIL ON DECEMBER 13, 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

Date of Transmittal to Commerce: \_\_\_\_\_, 2021

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Discussion of the Light Rail Station Subareas Parking Study 2021 Update  
**DEPARTMENT:** Public Works  
**PRESENTED BY:** Kendra Dedinsky, City Traffic Engineer  
**ACTION:**        ☐ Ordinance        ☐ Resolution        ☐ Motion  
                 ☒ Discussion        ☐ Public Hearing

**PROBLEM/ISSUE STATEMENT:**

Anticipating the increased demand for on-street parking resulting from the start of light rail service and the increased density around the light rail stations, the Shoreline City Council allocated \$25,000 annually from 2018 through 2021 to study parking in the station areas. This study is designed to obtain baseline parking utilization information, identify current and anticipated future on-street parking capacity challenges, and identify tools to manage parking now and into the future within the light rail subareas. The first Light Rail Subareas Parking Study was discussed with the Council in October 2019 and the second in January 2021.

Similar to prior reports, the Light Rail Subareas Parking Study 2021 Update (Attachment A) provides updated parking utilization data (collected in winter 2021), updated on-street parking demand projections, and status of recommended actions. New walkshed analysis around light rail stations is provided this year in preparation for future Sound Transit hide-and-ride mitigation efforts. Highlights from the updated study will be presented at tonight's meeting.

**RESOURCE/FINANCIAL IMPACT:**

There are no additional financial or resource impacts at this time. This 2021 update is the last year of City-funded parking data collection efforts. Sound Transit is required to evaluate hide-and-ride parking mitigation as part of their Special Use Permit conditions (2024). No additional resource is needed at this time for near-term recommendations described.

**RECOMMENDATION**

No action is required; this item is discussion only. Staff recommends that Council review the Subareas Parking Study 2021 Update and ask staff questions about the study.

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

## **BACKGROUND**

The first Light Rail Subareas Parking Study was discussed with the Council in October 2019 and is available at the following link: [October 28, 2019 staff report on Discussion of the Light Rail Station Subareas Parking Study](#). The first study provided thorough documentation of existing parking laws, codes, policies and practices, common parking management tools, on-street parking demand projections, and recommended near-term, mid-term, and long-term strategies to manage parking demand.

The second Light Rail Subareas Parking Study (2020) was discussed with Council in January 2021 and is available at the following link: [January 4th, 2021 staff report on Discussion of the Light Rail Station Subareas Parking Study 2020 Update](#). The 2020 study included updated enforcement statistics, 2020 subarea on-street parking capacity and utilization data, updated on-street parking demand projections, actions completed since last study report out, and updated recommendations.

## **DISCUSSION**

The following provides a high-level summary of the Light Rail Station Subareas Parking Study 2021 Update (Attachment A) and resulting highlights and recommendations.

### **Demand**

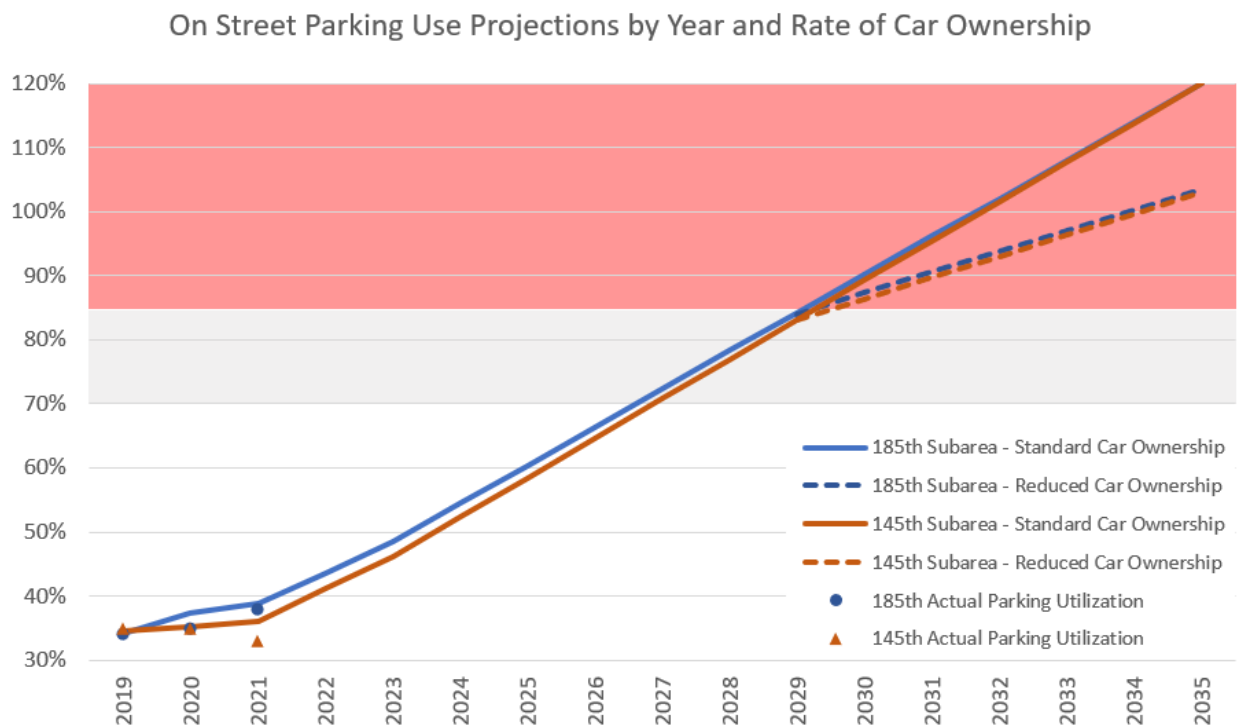
A thorough on-street parking capacity and utilization data collection and analysis was performed for the 145<sup>th</sup> and 185<sup>th</sup> subareas, extending approximately ¼ mile beyond rezoned boundaries. The target for on-street occupancy is set at 70-85%, which is consistent with industry standards. Occupancy lower than this represents an underutilized asset; an unbalanced cost in terms of maintenance and operations. At utilization over 85%, demand management strategies such as metering are typically used to ensure 1-2 open spaces per block can be found. A survey of two time periods is conducted to gauge residential versus commercial demand. Table 1 shows a summary of parking utilization data collected for both subareas, both time periods, and for three years of data collection. In general, the updated subarea parking supply continues to show a significant surplus of parking on most streets within and surrounding the subareas, with slightly higher utilization in the 185<sup>th</sup> Subarea.

*Table 1. Subareas Parking Utilization by Time of Day, Street Class, and Year*

	4-6 AM % Utilized			10-12 PM % Utilized		
	2019 Report (2018 YE)	2020 Report (2019 YE)	2021 Report (2020 YE)	2019 Report (2018 YE)	2020 Report (2019 YE)	2021 Report (2020 YE)
145th Local Streets	36%	37%	34%	26%	26%	29%
145th Arterials	17%	18%	22%	31%	30%	28%
145th Summary	35%	35%	33%	26%	26%	29%
185th Local Streets	35%	36%	38%	26%	29%	31%
185th Arterials	28%	25%	34%	28%	23%	30%
185th Summary	34%	35%	38%	26%	28%	31%

In reviewing areas with the highest utilization, it appears that the neighborhood south of NE 175<sup>th</sup> Street, between 11<sup>th</sup> Avenue NE and 15<sup>th</sup> Avenue NE may meet or is close to meeting Restricted Parking Zone criteria, which would be applicable to local streets west of 15<sup>th</sup> Avenue NE, up to and including 11<sup>th</sup> Avenue NE.

Updated parking demand projections continue to show that even in more conservative scenarios, average parking utilization in both subareas is not expected to reach or exceed 70% until about 2027. In addition, projections show that installation and use of parking meters is likely not feasible until 2029 or beyond, as 85% is commonly used as the threshold for parking meter feasibility. It should be noted that establishing on-street ADA parking is required when metered parking is implemented, which can be difficult to achieve as additional width and accessible curb cuts are required.



*Figure 1. On Street Parking Demand Projections*

### Recommendations

The following represent near-term (0-5 year) recommendations and include some updates to the prior report as noted.

1. Continue to utilize basic time of day and load zone parking restrictions as needed
  - Status: Ongoing.
2. Analyze and adopt a monetary penalty schedule for parking violations specific to City of Shoreline
  - Status: Completed June 2020.
3. Fund a position dedicated to parking management and enforcement
  - Status: On hold – will be addressed through the 2023-24 budget process.

4. Update RPZ policies, procedures and fees to prepare for anticipated new RPZ's surrounding light rail stations
  - Status: Completed. Additional work to move permitting online will occur prior to 2024 light rail station openings.
5. Use existing study data to inform the Engineering Development Manual Street Matrix update process
  - Status: Ongoing.
6. Consider updating Transportation Master Plan parking policies specific to land use context
  - Status: In progress.
7. Explore potential development code revisions to encourage reduced car ownership
  - Status: In progress. Staff from the Planning and Community Development Department began discussions regarding unbundling parking from rental prices in 2021.
8. Group subarea parking utilization reporting into smaller analysis zones
  - Status: Partially complete – analysis was conducted to determine which areas may qualify for RPZs, and additional walkshed analysis was conducted to prepare for Sound Transit hide-and-ride mitigation efforts.

In the 5-10 year range, staff recommends:

1. Potential implementation of special use zones
2. Establish basic real time parking information technology
3. Depending on growth, perform a feasibility analysis of metered parking in key locations

In 10 or more years, staff recommends:

1. Implement metered parking in key locations
2. Expand real time parking information

### **RESOURCE/FINANCIAL IMPACT**

There are no additional financial or resource impacts at this time. This 2021 update is the last year of City-funded parking data collection efforts. Sound Transit is required to evaluate hide-and-ride parking mitigation as part of their Special Use Permit conditions (2024). No additional resource is needed at this time for near-term recommendations described.

### **RECOMMENDATION**

No action is required; this item is discussion only. Staff recommends that Council review the Subareas Parking Study 2021 Update and ask staff questions about the study.

### **ATTACHMENTS**

Attachment A – Light Rail Station Subareas Parking Study Update





## City of Shoreline

Light Rail Station Subareas Parking Study 2021 Update

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## Introduction

In March 2015 and September 2016, new zoning designations were established in the vicinity of the 185<sup>th</sup> Street station and the 145<sup>th</sup> Street station respectively. Anticipating the increased demand for on-street parking resulting from the opening of light rail stations and from increased density around the light rail stations, the Shoreline City Council allocated \$25,000 annually from 2018 through 2021 to obtain baseline parking utilization information, identify current and anticipated future on-street parking capacity challenges, and evaluate opportunities to manage parking now and into the future within the light rail subareas. Two studies have been completed prior to this 2021 update.

The first Light Rail Subareas Parking Study was discussed with the Council in October 2019 and is available at the following link: [October 28, 2019 staff report on Discussion of the Light Rail Station Subareas Parking Study](#). The first study provided thorough documentation of existing parking laws, codes, policies and practices, common parking management tools, on-street parking demand projections, and recommended near-term, mid-term, and long-term strategies to manage parking demand.

The second Light Rail Subareas Parking Study (2020) was discussed with Council in January 2021 and is available at the following link: [January 4th, 2021 staff report on Discussion of the Light Rail Station Subareas Parking Study 2020 Update](#). The 2020 study included updated enforcement statistics, 2020 subarea on-street parking capacity and utilization data, updated on-street parking demand projections, actions completed since last study report out, and updated recommendations.

These studies only address motor vehicle parking on City streets and do not include information about bicycle or other types of unlicensed vehicle parking. This 2021 update focuses on utilization data, provides updates to utilization projections, updates to action steps, and includes new walkshed mapping around the light rail stations to prepare for anticipated restricted parking zones.

## On-Street Parking Utilization

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

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

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

Recognizing that parking occupancy varies over the course of the day, parking occupancy is evaluated by time-of-day groupings. These groupings normally include early morning hours between 4-6 AM to obtain

residential demand and middle hours 10 AM-12 PM to obtain daytime demand. Parking data collection was performed in the Winter of 2021, avoiding any holidays, however travel patterns related to COVID-19 impacts would certainly be applicable to the data collected during this period.

Table 1 shows household growth by year within each subarea; the main factor influencing on street parking at this time. Between January 1<sup>st</sup>, 2020 and December 31<sup>st</sup>, 2020, permits for four (4) new households in the 145<sup>th</sup> Subarea and 31 new households in the 185<sup>th</sup> subarea were finalized.

*Table 1. Subarea Household Growth*

<b>Study Area Household Growth</b>	<b>145<sup>th</sup> Subarea</b>	<b>185<sup>th</sup> Subarea</b>
<b>2019 Report (2018 YE)</b>	3,467	3,317
<b>2020 Report (2019 YE)</b>	3,476	3,418
<b>2021 Report (2020 YE)</b>	3,480	3,449

Table 2 provides parking utilization data from 2019, 2020, and 2021 survey efforts. Given the relatively minor growth in both subareas for the 2020 calendar year, 2021 parking utilization (representing 2020 year-end) is not significantly different from prior report findings.

*Table 2. Summary Parking Utilization - 145th & 185th Subareas*

	<b>4-6 AM % Utilized (residential demand)</b>			<b>10-12 PM % Utilized (commercial demand)</b>		
	<b>2019 Report (2018 YE)</b>	<b>2020 Report (2019 YE)</b>	<b>2021 Report (2020 YE)</b>	<b>2019 Report (2018 YE)</b>	<b>2020 Report (2019 YE)</b>	<b>2021 Report (2020 YE)</b>
145th Local Streets	36%	37%	34%	26%	26%	29%
145th Arterials	17%	18%	22%	31%	30%	28%
145th Summary	35%	35%	33%	26%	26%	29%
185th Local Streets	35%	36%	38%	26%	29%	31%
185th Arterials	28%	25%	34%	28%	23%	30%
185th Summary	34%	35%	38%	26%	28%	31%

As would be expected, parking utilization is highest in the hours representing residential parking demand (4-6 AM) but is still quite low overall, at 33% in the 145<sup>th</sup> Subarea and 38% in the 185<sup>th</sup> Subarea. As residential streets make up the majority of the City street network, they also account for the majority of on-street parking. It is worth noting that the capacity of on-street parking was lower for this cycle in both subareas, which likely contributes to the overall increased utilization rate within the 185<sup>th</sup> Subarea, considering the relatively minor increase in households. The reduction in parking capacity (shown in [Appendix E](#)) is likely due primarily to construction activity. Conversely, the 145<sup>th</sup> Subarea saw a slight decrease in utilization despite reduced on-street parking capacity, from 35% to 33%. This may be in part due to COVID-19 related impacts, as much of the higher parking utilization historically occurred near 15<sup>th</sup> Avenue NE where there are more commercial land uses.

Comprehensive street segment-specific results are provided in tabular form in [Appendix B](#) and are also mapped as shown in [Appendix C](#). The 145<sup>th</sup> Subarea contained 12 segments exceeding 70% (a net decrease of 6 segments), with 9 segments exceeding 85% for at least one period. The 185<sup>th</sup> Subarea contained 28 segments with utilization over 70% (a net increase of 2 new segments in comparison to the last survey). Of these 28 segments, 17 had parking utilization over 85% for at least one period during the day. A list of

specific segments with utilization over 70% is shown in [Appendix D](#). In considering areas that could potentially meet restricted parking zone permit requirements, the following streets appeared to meet or come close to the criteria (75% utilization across a ¼ mile area):

- 11<sup>th</sup> Avenue NE (NE 170<sup>th</sup> Street to NE 175<sup>th</sup> Street)
- 12<sup>th</sup> Avenue NE (NE 170<sup>th</sup> Street to NE 181<sup>st</sup> Place)
- 15<sup>th</sup> Avenue NE (NE 175<sup>th</sup> Street to 15<sup>th</sup> Place NE)

A Restricted Parking Zone (RPZ) in this area would be applicable to local streets west of 15<sup>th</sup> Avenue NE, and west to and including 11<sup>th</sup> Avenue NE, if established.

## Projected On-Street Parking Capacity and Utilization

With the existing capacity and utilization conditions documented, as well as the underlying future growth thresholds established by the 145<sup>th</sup> and 185<sup>th</sup> Subarea Final Environmental Impact Statements, it is possible to estimate, at a very high level, potential impacts to on-street parking within and surrounding the subarea.

According to the most recent US Census Data, in King County an average of two (2) vehicles per household are available. Using this information, in conjunction with existing household data, year 2035 household thresholds, code requirements for on-site parking for new construction (including reductions allowed when light rail stations are operating), and existing on-street parking capacity/utilization data, it is possible to estimate the parking demand trend. Figure 3 shows two scenarios for each subarea; one in which car ownership remains at 2 vehicles per household, and another where it drops to 1.4 vehicles per new household by 2029. The differential in parking demand by 2035 under the two scenarios is approximately 17% for both subareas. The data tables for this figure and additional context for assumptions is provided as [Appendix E](#).

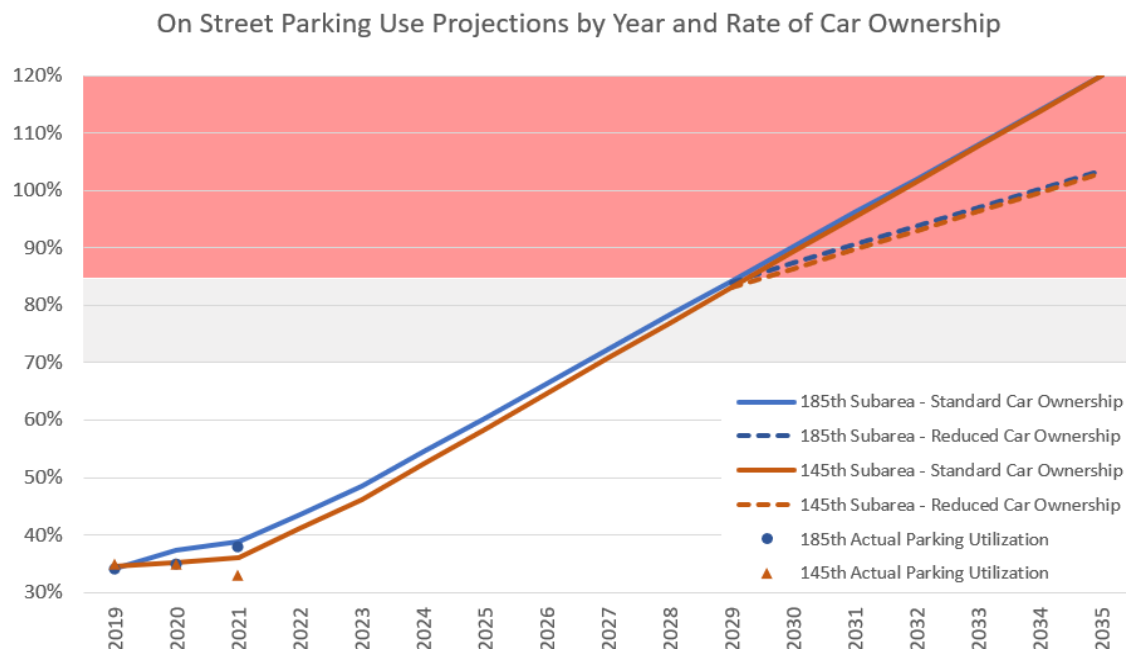


Figure 3. On-street parking demand projections

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

It should also be noted that increased parking demand generated by Sound Transit Light Rail stations is not accounted for. This is because hide-and-ride mitigation is planned to detour trips to the station once the parking garage is full. For this year's report, to help the City prepare for potential hide-and-ride mitigation, walkshed mapping was completed. [Appendix F](#) illustrates a 15-minute walkshed around station areas; these areas will require consideration for tools such as restricted parking zone permitting.

## Conclusions & Recommendations

Household growth for the 2020 calendar year was relatively low for both subareas which resulted in little change from the prior year parking utilization report. As such, the conclusions and recommendations are consistent with the 2020 report. Progress on near term actions is reported in blue italic text.

### Near-Term (0-5 years)

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

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

*Status: In progress/ongoing.*

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

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

*Status: Complete. The first discussion of the proposed monetary penalty updates occurred May 18, 2020, and the adoption occurred June 1<sup>st</sup>. [Ordinance No. 889](#) documents these changes which reflect a \$40 minimum monetary penalty and \$25 delinquency penalty starting January 1, 2021. The ordinance also documents an increase to a \$50 minimum monetary penalty starting January 1, 2023.*

#### 3. Fund a position dedicated to parking management and enforcement

Based on existing and anticipated need to enforce anticipated RPZ's around Sound Transit Light Rail Stations, staff recommends funding a part time position by 2024, dependent on the financial analysis



and outcomes of revising the parking violation monetary penalty. The position should be periodically reviewed with biennium budget process to determine if/when additional staff resource is needed.

*Status: On hold. Revisions to the parking violation monetary penalty will help to offset the cost of a new dedicated parking enforcement position. Through financial analysis conducted for the monetary penalty changes, and discussions with Council, the goal is now to fund a position by the time light rail opens. The request for the position, including supporting analysis, will be addressed in the 2023-2024 budget process.*

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

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

*Status: In progress. RPZ guidelines have been updated and are online at: [www.shorelinewa.gov/government/departments/public-works/traffic-services/parking](http://www.shorelinewa.gov/government/departments/public-works/traffic-services/parking).*

*The new fee collection system used by the City's Recreation Division, ActiveNet, will likely be utilized for RPZ tracking and fees. Once the migration to ActiveNet is operationally complete and vacant positions in the City's IT Division are filled, Traffic staff will work to add RPZ permits to ActiveNet.*

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

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

*Status: In progress/ongoing.*

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

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

*Status: In progress. TMP process has begun: <https://www.shorelinewa.gov/government/departments/public-works/transportation-services/transportation-master-plan/tmp-update>.*

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

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

*Status: In progress. The Planning and Community Development Department has begun reviewing policy to unbundle parking from rental prices. Additional refinements to development code with regard to on-site parking will be considered in future code updates.*

## 8. Group subarea parking utilization reporting into smaller analysis zones

For the final report out, and in preparation for upcoming Sound Transit parking studies, create smaller geographic groupings within each subarea for utilization analysis. This will better reflect the impacts around pockets of development and will allow for better planning and quicker response to areas with emerging parking capacity issues.

*Status: In progress. This report evaluated some smaller grouped areas in consideration of RPZ criteria (as described on page 5) but did not set specific boundaries for utilization summaries. Instead, to better prepare for light rail station hide-and-ride mitigation, walkshed analysis was completed to better understand where RPZ actions may be needed. Staff will use walkshed data and detailed utilization data provided by the 2019, 2020, and 2021 reports to further refine study zones as part of the ST2 Special Use Permit conditions for RPZ study as needed.*

## Mid-Term (5-10 years)

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

### 1. Potential implementation of special use zones

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

### 2. Establish basic real time parking information technology

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

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

If growth is generally on-track with or exceeding projections, collect new parking utilization and demand data in 2028 to determine if metered parking is viable. If utilization shows metered parking



may be viable based on demand, prepare more detailed implementation strategy and financial analysis for follow up Council action.

### Long-Term (10+ years)

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

#### **1. Implement metered parking in key locations**

If warranted, begin implementation of metered parking program in high-demand locations within the subareas. *Note: Establishing ADA parking on-street is required when metered parking is implemented.*

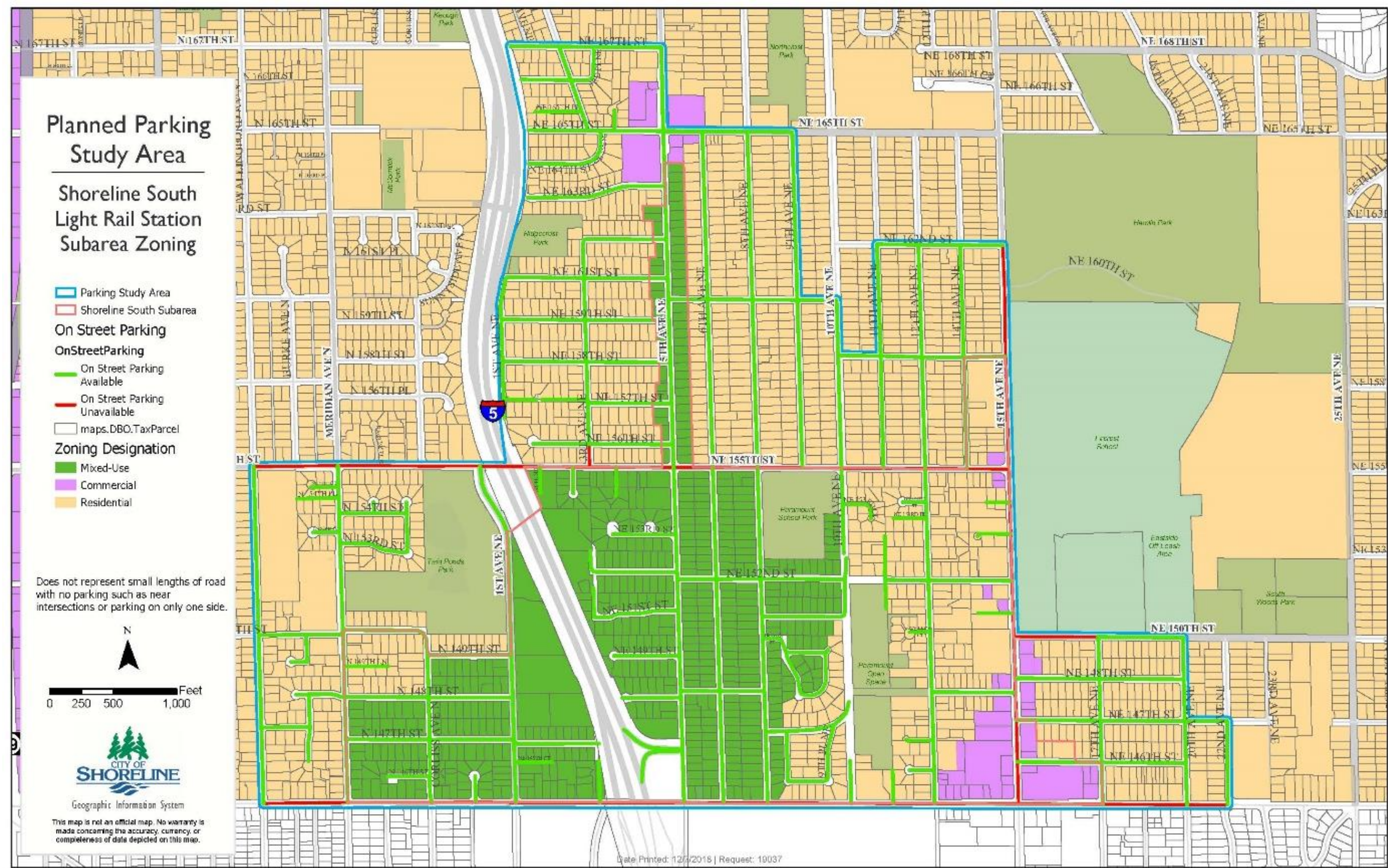
#### **2. Expand real time parking information**

Depending on the private infrastructure and market demand, potentially form public-private partnerships to expand real time parking information program. Explore big data technology to provide opportunities for real time information with regard to on-street parking.

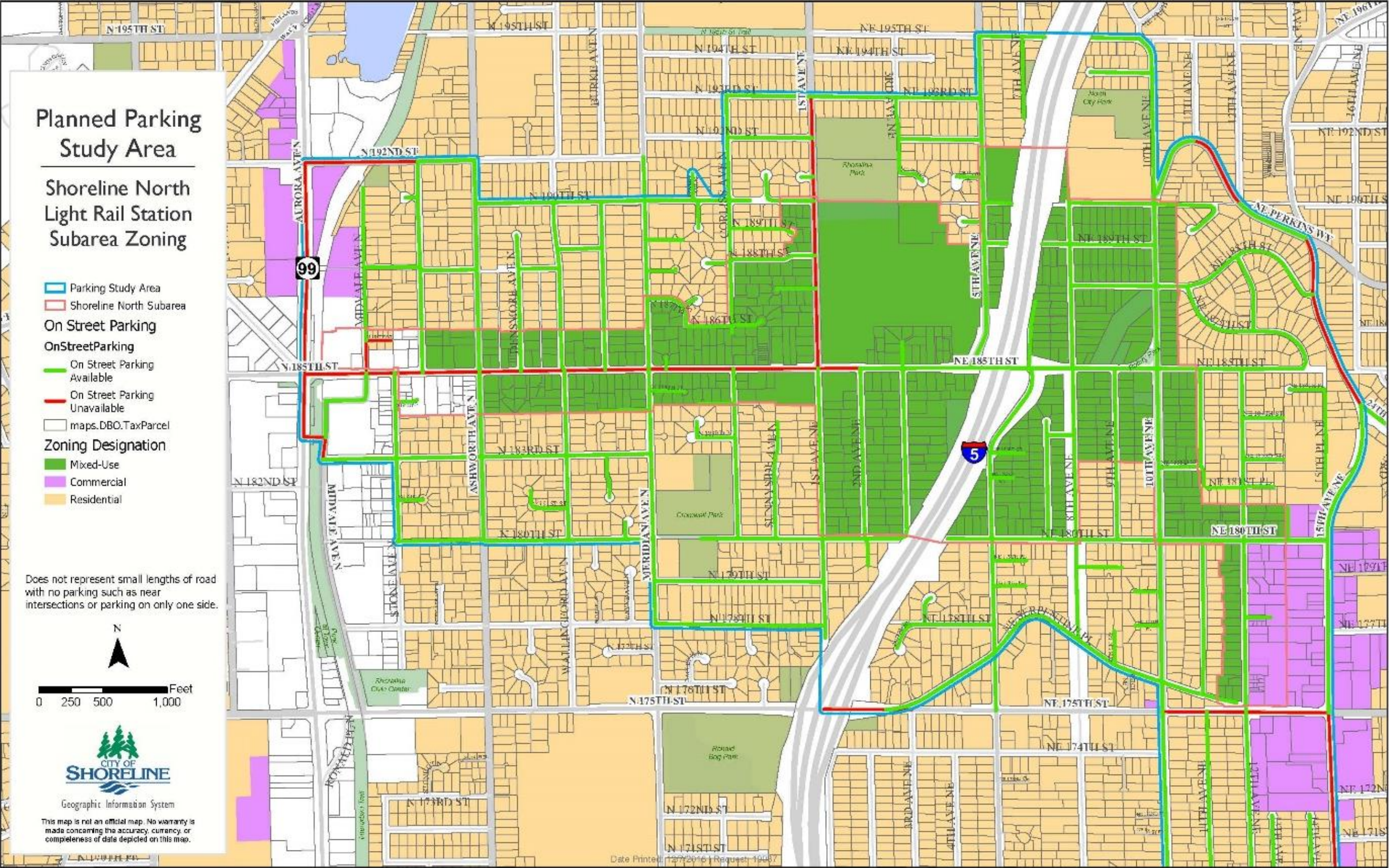
## Appendices A-E



Appendix A – 145th & 185th Parking Study Area









Appendix B – Tabular Parking Survey Results by Street Segment  
145<sup>th</sup> Area

STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
10TH AVE NE FROM NE 151ST ST TO NE 152ND ST	12	0	0%	5	42%
10TH AVE NE FROM NE 152ND ST TO STREET END	6	4	67%	3	50%
10TH AVE NE FROM STREET END TO NE 153RD CT	17	6	35%	2	12%
10TH AVE NE FROM NE 153RD CT TO NE 155TH ST	5	2	40%	2	40%
10TH AVE NE FROM NE 155TH ST TO NE 158TH ST	37	18	49%	13	35%
10TH AVE NE FROM NE 158TH ST TO NE 160TH ST	29	14	48%	8	28%
11TH AVE NE FROM NE 155TH ST TO NE 158TH ST	37	16	43%	23	62%
11TH AVE NE FROM NE 158TH ST TO NE 162ND ST	42	12	29%	14	33%
12TH AVE NE FROM NE 145TH ST TO NE 146TH ST	4	4	100%	4	100%
12TH AVE NE FROM NE 146TH ST TO NE 147TH ST	15	4	27%	7	47%
12TH AVE NE FROM NE 147TH ST TO NE 148TH ST	15	1	7%	2	13%
12TH AVE NE FROM NE 148TH ST TO NE 150TH CT	23	5	22%	4	17%
12TH AVE NE FROM NE 150TH CT TO NE 152ND ST	13	1	8%	1	8%
12TH AVE NE FROM NE 152ND ST TO NE 153RD PL	28	0	0%	1	4%
12TH AVE NE FROM NE 153RD PL TO NE 154TH ST	6	1	17%	3	50%
12TH AVE NE FROM NE 154TH ST TO NE 155TH ST	8	2	25%	0	0%
12TH AVE NE FROM NE 155TH ST TO NE 158TH ST	41	4	10%	4	10%
12TH AVE NE FROM NE 158TH ST TO NE 162ND ST	27	10	37%	7	26%
14TH AVE NE FROM NE 155TH ST TO NE 158TH ST	40	10	25%	8	20%
14TH AVE NE FROM NE 158TH ST TO NE 162ND ST	39	12	31%	9	23%
17TH AVE NE FROM NE 145TH ST TO NE 146TH ST	8	3	38%	3	38%
17TH AVE NE FROM NE 146TH ST TO NE 147TH ST	2	0	0%	0	0%
17TH AVE NE FROM NE 147TH ST TO NE 148TH ST	7	1	14%	1	14%
17TH AVE NE FROM NE 148TH ST TO NE 150TH ST	7	7	100%	5	71%
2ND AVE NE FROM STREET END TO NE 155TH ST	12	3	25%	3	25%
20TH AVE NE FROM NE 145TH ST TO NE 146TH ST	6	4	67%	3	50%
20TH AVE NE FROM NE 146TH ST TO NE 147TH ST	15	6	40%	1	7%
20TH AVE NE FROM NE 147TH ST TO NE 148TH ST	20	5	25%	5	25%
20TH AVE NE FROM NE 148TH ST TO NE 150TH ST	19	2	11%	2	11%
22ND AVE NE FROM NE 145TH ST TO NE 147TH ST	46	14	30%	7	15%
3RD AVE NE FROM NE 151ST ST TO STREET END	Closed	0	Closed	1	Closed
3RD AVE NE FROM NE 155TH ST TO NE 156TH ST	4	0	0%	0	0%
3RD AVE NE FROM NE 156TH ST TO NE 157TH ST	12	3	25%	1	8%

STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
3RD AVE NE FROM NE 157TH ST TO NE 158TH ST	17	5	29%	3	18%
3RD AVE NE FROM NE 158TH ST TO NE 159TH ST	19	5	26%	4	21%
3RD AVE NE FROM NE 159TH ST TO NE 161ST ST	17	7	41%	4	24%
3RD AVE NE FROM NE 161ST ST TO NE 162ND ST	13	5	38%	4	31%
3RD AVE NE FROM NE 165TH ST TO NE 165TH PL	9	0	0%	0	0%
3RD AVE NE FROM NE 165TH PL TO NE 166TH ST	13	3	23%	3	23%
3RD PL NE FROM NE 166TH ST TO NE 167TH ST	10	5	50%	3	30%
4TH AVE NE FROM NE 164TH ST TO NE 165TH ST	12	1	8%	1	8%
4TH AVE NE FROM NE 165TH ST TO STREET END	7	6	86%	6	86%
6TH AVE NE FROM NE 145TH ST TO NE 148TH ST	36	17	47%	13	36%
6TH AVE NE FROM NE 148TH ST TO NE 152ND ST	42	19	45%	20	48%
6TH AVE NE FROM NE 152ND ST TO NE 155TH ST	38	28	74%	22	58%
6TH AVE NE FROM NE 155TH ST TO NE 160TH ST	82	22	27%	23	28%
6TH AVE NE FROM NE 160TH ST TO NE 165TH ST	76	23	30%	19	25%
8TH AVE NE FROM NE 145TH ST TO NE 147TH ST	29	2	7%	3	10%
8TH AVE NE FROM NE 147TH ST TO NE 148TH ST	14	4	29%	1	7%
8TH AVE NE FROM NE 148TH ST TO NE 150TH ST	13	3	23%	2	15%
8TH AVE NE FROM NE 150TH ST TO NE 151ST ST	7	6	86%	6	86%
8TH AVE NE FROM NE 151ST ST TO NE 152ND ST	13	3	23%	4	31%
8TH AVE NE FROM NE 152ND ST TO NE 155TH ST	43	11	26%	9	21%
8TH AVE NE FROM NE 155TH ST TO NE 160TH ST	70	13	19%	11	16%
8TH AVE NE FROM NE 160TH ST TO NE 165TH ST	79	17	22%	10	13%
9TH AVE NE FROM NE 146TH ST TO NE 147TH ST	18	3	17%	3	17%
9TH AVE NE FROM NE 148TH ST TO NE 150TH ST	16	5	31%	5	31%
9TH AVE NE FROM NE 150TH ST TO NE 150TH ST	3	0	0%	0	0%
9TH AVE NE FROM NE 155TH ST TO NE 160TH ST	86	35	41%	25	29%
9TH AVE NE FROM NE 160TH ST TO NE 165TH ST	75	35	47%	26	35%
9TH PL NE FROM NE 146TH ST TO NE 147TH ST	18	6	33%	6	33%
9TH PL NE FROM NE 148TH ST TO NE 150TH ST	14	5	36%	3	21%
9TH PL NE FROM NE 150TH ST TO STREET END	1	1	100%	0	0%
BAGLEY PL N FROM N 154TH ST TO STREET END	4	6	150%	4	100%
BURKE AVE N FROM STREET END TO N 147TH ST	12	3	25%	5	42%
BURKE AVE N FROM N 147TH ST TO N 148TH ST	12	1	8%	0	0%
BURKE AVE N FROM N 149TH ST TO N 150TH ST	5	4	80%	3	60%
CORLISS AVE N FROM N 145TH ST TO N 146TH ST	8	1	13%	1	13%
CORLISS AVE N FROM N 146TH ST TO N 147TH ST	13	1	8%	5	38%

STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
CORLISS AVE N FROM N 147TH ST TO N 148TH ST	24	4	17%	4	17%
CORLISS AVE N FROM N 148TH ST TO N 149TH ST	12	9	75%	7	58%
CORLISS AVE N FROM N 149TH ST TO N 150TH ST	10	0	0%	1	10%
CORLISS PL N FROM N 153RD ST TO N 154TH ST	12	8	67%	8	67%
CORLISS PL N FROM N 154TH ST TO STREET END	2	3	150%	1	50%
N 146TH ST FROM STREET END TO CORLISS AVE N	13	4	31%	4	31%
N 147TH ST FROM CORLISS AVE N TO 1ST AVE NE	30	4	13%	4	13%
N 147TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	27	10	37%	10	37%
N 147TH ST FROM WALLINGFORD AV N TO BURKE AVE N	19	2	11%	0	0%
N 148TH ST FROM STREET END TO BURKE AVE N	5	4	80%	3	60%
N 148TH ST FROM BURKE AVE N TO MERIDIAN AVE N	5	3	60%	2	40%
N 148TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	29	15	52%	7	24%
N 148TH ST FROM CORLISS AVE N TO 1ST AVE NE	19	9	47%	6	32%
N 149TH ST FROM STREET END TO BURKE AVE N	3	0	0%	1	33%
N 149TH ST FROM CORLISS AVE N TO 1ST AVE NE	19	13	68%	8	42%
N 150TH ST FROM WALLINGFORD AV N TO BURKE AVE N	8	4	50%	3	38%
N 150TH ST FROM BURKE AVE N TO MERIDIAN AVE N	12	0	0%	0	0%
N 150TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	24	12	50%	11	46%
N 153RD PL FROM STREET END TO MERIDIAN AVE N	3	3	100%	3	100%
N 153RD ST FROM MERIDIAN AVE N TO CORLISS PL N	22	6	27%	9	41%
N 154TH ST FROM MERIDIAN AVE N TO BAGLEY PL N	11	4	36%	3	27%
N 154TH ST FROM BAGLEY PL N TO CORLISS PL N	15	3	20%	5	33%
NE 146TH ST FROM 9TH AVE NE TO 9TH PL NE	7	5	71%	6	86%
NE 146TH ST FROM STREET END TO 12TH AVE NE	8	4	50%	0	0%
NE 146TH ST FROM 15TH AVE NE TO 17TH AVE NE	26	12	46%	11	42%
NE 146TH ST FROM 17TH AVE NE TO 20TH AVE NE	25	12	48%	7	28%
NE 147TH ST FROM 1ST AVE NE TO STREET END	34	9	26%	8	24%
NE 147TH ST FROM 8TH AVE NE TO 9TH AVE NE	7	1	14%	1	14%
NE 147TH ST FROM 9TH AVE NE TO 9TH PL NE	14	3	21%	3	21%
NE 147TH ST FROM 9TH PL NE TO STREET END	14	3	21%	4	29%
NE 147TH ST FROM 15TH AVE NE TO 17TH AVE NE	24	13	54%	11	46%
NE 147TH ST FROM 17TH AVE NE TO 20TH AVE NE	20	19	95%	12	60%
NE 147TH ST FROM 20TH AVE NE TO 22ND AVE NE	20	3	15%	3	15%
NE 148TH ST FROM STREET END TO 5TH AVE NE	Closed	0	Closed	0	Closed
NE 148TH ST FROM 5TH AVE NE TO 6TH AVE NE	11	1	9%	1	9%
NE 148TH ST FROM 6TH AVE NE TO 8TH AVE NE	15	6	40%	5	33%

STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
NE 148TH ST FROM 9TH AVE NE TO 9TH PL NE	15	8	53%	3	20%
NE 148TH ST FROM 12TH AVE NE TO 15TH AVE NE	24	21	88%	23	96%
NE 148TH ST FROM 15TH AVE NE TO 17TH AVE NE	34	24	71%	23	68%
NE 148TH ST FROM 17TH AVE NE TO 20TH AVE NE	27	18	67%	15	56%
NE 149TH ST FROM STREET END TO 5TH AVE NE	25	17	68%	13	52%
NE 150TH ST FROM 8TH AVE NE TO 9TH AVE NE	3	0	0%	0	0%
NE 150TH ST FROM 9TH AVE NE TO 9TH PL NE	10	0	0%	1	10%
NE 151ST ST FROM 3RD AVE NE TO 5TH AVE NE	24	5	21%	5	21%
NE 151ST ST FROM 8TH AVE NE TO 10TH AVE NE	34	11	32%	14	41%
NE 152ND ST FROM 3RD AVE NE TO 5TH AVE NE	30	3	10%	4	13%
NE 152ND ST FROM 5TH AVE NE TO 6TH AVE NE	8	5	63%	3	38%
NE 152ND ST FROM 6TH AVE NE TO 8TH AVE NE	17	4	24%	1	6%
NE 152ND ST FROM 8TH AVE NE TO 10TH AVE NE	31	4	13%	5	16%
NE 152ND ST FROM 11TH AVE NE TO 12TH AVE NE	11	1	9%	0	0%
NE 152ND ST FROM 12TH AVE NE TO 15TH AVE NE	18	16	89%	17	94%
NE 153RD ST FROM STREET END TO 5TH AVE NE	21	5	24%	4	19%
NE 154TH ST FROM STREET END TO 12TH AVE NE	5	2	40%	1	20%
NE 156TH ST FROM STREET END TO 3RD AVE NE	16	7	44%	5	31%
NE 156TH ST FROM 3RD AVE NE TO 5TH AVE NE	32	15	47%	12	38%
NE 157TH ST FROM 3RD AVE NE TO 5TH AVE NE	28	16	57%	14	50%
NE 158TH ST FROM 1ST AVE NE TO 3RD AVE NE	33	13	39%	8	24%
NE 158TH ST FROM 3RD AVE NE TO 5TH AVE NE	36	15	42%	12	33%
NE 158TH ST FROM 10TH AVE NE TO 11TH AVE NE	7	0	0%	0	0%
NE 158TH ST FROM 11TH AVE NE TO 12TH AVE NE	15	7	47%	7	47%
NE 158TH ST FROM 12TH AVE NE TO 14TH AVE NE	20	3	15%	2	10%
NE 158TH ST FROM 14TH AVE NE TO 15TH AVE NE	11	2	18%	4	36%
NE 159TH ST FROM 1ST AVE NE TO 3RD AVE NE	33	13	39%	11	33%
NE 159TH ST FROM 3RD AVE NE TO 5TH AVE NE	28	15	54%	6	21%
NE 160TH ST FROM 5TH AVE NE TO 6TH AVE NE	15	3	20%	3	20%
NE 160TH ST FROM 6TH AVE NE TO 8TH AVE NE	22	3	14%	3	14%
NE 160TH ST FROM 8TH AVE NE TO 9TH AVE NE	18	4	22%	7	39%
NE 160TH ST FROM 9TH AVE NE TO 10TH AVE NE	14	0	0%	0	0%
NE 161ST ST FROM 1ST AVE NE TO 3RD AVE NE	27	10	37%	5	19%
NE 161ST ST FROM 3RD AVE NE TO 5TH AVE NE	28	13	46%	12	43%
NE 162ND ST FROM 3RD AVE NE TO 5TH AVE NE	31	21	68%	17	55%
NE 162ND ST FROM 11TH AVE NE TO 12TH AVE NE	17	0	0%	0	0%



STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
NE 162ND ST FROM 12TH AVE NE TO 14TH AVE NE	18	1	6%	1	6%
NE 162ND ST FROM 14TH AVE NE TO 15TH AVE NE	17	1	6%	1	6%
NE 163RD ST FROM STREET END TO 5TH AVE NE	47	12	26%	12	26%
NE 164TH ST FROM STREET END TO 4TH AVE NE	14	4	29%	6	43%
NE 165TH ST FROM STREET END TO 3RD AVE NE	10	4	40%	3	30%
NE 165TH ST FROM 3RD AVE NE TO 4TH AVE NE	1	0	0%	0	0%
NE 165TH ST FROM 4TH AVE NE TO 4TH AVE NE	1	0	0%	1	100%
NE 165TH ST FROM 4TH AVE NE TO 5TH AVE NE	15	4	27%	12	80%
NE 165TH PL FROM STREET END TO 3RD AVE NE	6	2	33%	2	33%
NE 166TH ST FROM 3RD AVE NE TO 3RD PL NE	9	1	11%	2	22%
NE 167TH ST FROM 3RD PL NE TO 5TH AVE NE	19	3	16%	3	16%
SUNNYSIDE AVE N FROM N 145TH ST TO STREET END	13	8	62%	1	8%
WALLINGFORD AV N FROM N 145TH ST TO N 147TH ST	25	1	4%	2	8%
WALLINGFORD AV N FROM N 147TH ST TO N 150TH ST	28	4	14%	4	14%
WALLINGFORD AV N FROM N 150TH ST TO N 155TH ST	50	13	26%	12	24%

STREET SEGMENT NAME	CAPACITY				3-6AM COUNTS				3-6AM DEMAND				10-11AM COUNTS				10-11AM Demand			
	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E
1ST AVE NE: N 145TH ST TO NE 146TH CT			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE: NE 146TH CT TO N 147TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE: N 147TH ST TO N 148TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE: N 148TH ST TO N 149TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE: N 149TH ST TO N 155TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE: NE 145TH ST TO 145TH ST I-5 RP			NP	5			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE: 145TH ST I-5 RP TO NE 148TH ST			2	4			0	0			0%	0%			0	0			0%	0%
5TH AVE NE: NE 148TH ST TO NE 148TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE: NE 148TH ST TO NE 149TH ST			6	4			1	1			17%	25%			5	1			83%	25%
5TH AVE NE: NE 149TH ST TO NE 151ST ST			5	5			2	0			40%	0%			1	0			20%	0%
5TH AVE NE: NE 151ST ST TO NE 152ND ST			2	4			0	3			0%	75%			0	2			0%	50%
5TH AVE NE: NE 152ND ST TO NE 152ND ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE: NE 152ND ST TO NE 153RD ST			7	6			0	3			0%	50%			1	1			14%	17%
5TH AVE NE: NE 153RD ST TO NE 155TH ST			NP	4			NP	0			NP	0%			NP	1			NP	25%
5TH AVE NE: NE 155TH ST TO NE 156TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE: NE 156TH ST TO NE 157TH ST			NP	1			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE: NE 157TH ST TO NE 158TH ST			NP	7			NP	0			NP	0%			NP	3			NP	43%
5TH AVE NE: NE 158TH ST TO NE 159TH ST			NP	4			NP	2			NP	50%			NP	1			NP	25%
5TH AVE NE: NE 159TH ST TO NE 160TH ST			NP	2			NP	1			NP	50%			NP	1			NP	50%
5TH AVE NE: NE 160TH ST TO NE 161ST ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE: NE 161ST ST TO NE 162ND ST			7	NP			4	NP			57%	NP			3	NP			43%	NP
5TH AVE NE: NE 162ND ST TO NE 163RD ST			8	NP			5	NP			63%	NP			3	NP			38%	NP
5TH AVE NE: NE 163RD ST TO NE 165TH ST			NP	4			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE: NE 165TH ST TO NE 167TH ST			7	8			2	7			29%	88%			5	8			71%	100%
MERIDIAN AVE N: N 145TH ST TO N 147TH ST			7	11			0	1			0%	9%			1	2			14%	18%
MERIDIAN AVE N: N 147TH ST TO N 148TH ST			2	9			1	1			50%	11%			0	2			0%	22%
MERIDIAN AVE N: N 148TH ST TO N 149TH LN			6	2			1	1			17%	50%			0	0			0%	0%
MERIDIAN AVE N: N 149TH LN TO N 150TH ST			1	3			0	3			0%	100%			0	3			0%	100%
MERIDIAN AVE N: N 150TH ST TO N 153RD ST			13	8			0	1			0%	13%			0	0			0%	0%
MERIDIAN AVE N: N 153RD PL TO N 154TH ST			2	2			0	0			0%	0%			2	2			100%	100%
MERIDIAN AVE N: N 153RD ST TO N 153RD PL			NP	1			NP	0			NP	0%			NP	0			NP	0%
MERIDIAN AVE N: N 154TH ST TO N 154TH PL			2	4			0	0			0%	0%			1	2			50%	50%
MERIDIAN AVE N: N 154TH CT TO N 155TH ST			NP	3			NP	0			NP	0%			NP	0			NP	0%
NE 165TH ST: 5TH AVE NE TO 6TH AVE NE	7	TL			0	TL							1	TL			14%			

185<sup>th</sup> Area

STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
10TH AVE NE FROM NE 170TH ST TO NE 171ST PL	8	0	0%	4	50%
10TH AVE NE FROM NE 171ST PL TO NE 172ND PL	6	1	17%	0	0%
10TH AVE NE FROM NE 172ND PL TO NE 174TH ST	24	3	13%	2	8%
10TH AVE NE FROM NE 174TH ST TO NE 175TH ST	10	1	10%	2	20%
10TH AVE NE FROM NE 190TH ST TO NE PERKINS WY	2	2	100%	3	150%
10TH AVE NE FROM NE PERKINS WY TO NE 194TH ST	62	11	18%	8	13%
10TH AVE NE FROM NE 194TH ST TO NE 195TH ST	10	0	0%	0	0%
11TH AVE NE FROM NE 170TH ST TO NE 175TH ST	35	28	80%	18	51%
11TH AVE NE FROM NE SERPENTINE PL TO NE 180TH ST	58	27	47%	21	36%
11TH AVE NE FROM NE 182ND ST TO NE 185TH ST	33	32	97%	25	76%
11TH AVE NE FROM STREET END TO NE 190TH ST	13	6	46%	5	38%
12TH AVE NE FROM NE 170TH ST TO NE 175TH ST	44	56	127%	35	80%
12TH AVE NE FROM NE 175TH ST TO NE 177TH ST	24	31	129%	26	108%
12TH AVE NE FROM NE 177TH ST TO NE 180TH ST	22	24	109%	14	64%
12TH AVE NE FROM NE 180TH ST TO NE 181ST PL	14	14	100%	9	64%
12TH AVE NE FROM NE 181ST PL TO NE 183RD ST	8	2	25%	2	25%
12TH AVE NE FROM NE 183RD ST TO NE 184TH ST	11	0	0%	0	0%
12TH AVE NE FROM NE 184TH ST TO NE 185TH ST	8	0	0%	0	0%
12TH AVE NE FROM NE 187TH ST TO NE 188TH ST	17	6	35%	8	47%
13TH AVE NE FROM 12TH PL NE TO STREET END	28	28	100%	21	75%
14TH AVE NE FROM NE 170TH ST TO STREET END	27	20	74%	18	67%
14TH AVE NE FROM NE 185TH ST TO NE 187TH ST	5	1	20%	0	0%
15TH PL NE FROM 15TH AVE NE TO NE 184TH PL	8	0	0%	1	13%
1ST AVE NE FROM N 178TH ST TO N 179TH ST	12	3	25%	2	17%
1ST AVE NE FROM N 179TH ST TO N 180TH ST	10	1	10%	2	20%
1ST AVE NE FROM N 180TH ST TO N 185TH ST	34	19	56%	11	32%
2ND AVE NE FROM NE 180TH ST TO NE 185TH ST	49	10	20%	10	20%
2ND PL NE FROM STREET END TO NE 178TH ST	16	3	19%	4	25%
3RD AVE NE FROM NE 178TH ST TO STREET END	11	2	18%	1	9%
3RD AVE NE FROM NE 180TH ST TO NE 185TH ST	41	25	61%	22	54%
3RD AVE NE FROM NE 192ND ST TO NE 193RD ST	10	0	0%	0	0%
7TH AVE NE FROM NE 180TH ST TO NE 183RD ST	33	20	61%	14	42%
7TH AVE NE FROM NE 183RD ST TO STREET END	1	5	500%	2	200%
7TH AVE NE FROM STREET END TO NE 195TH ST	22	3	14%	3	14%

STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
8TH AVE NE FROM NE SERPENTINE PL TO NE 179TH ST	17	4	24%	3	18%
8TH AVE NE FROM NE 179TH ST TO NE 180TH ST	10	0	0%	0	0%
8TH AVE NE FROM NE 180TH ST TO NE 183RD ST	47	5	11%	7	15%
8TH AVE NE FROM NE 183RD ST TO NE 185TH ST	18	3	17%	3	17%
8TH AVE NE FROM NE 185TH ST TO NE 188TH ST	18	4	22%	3	17%
8TH AVE NE FROM NE 188TH ST TO NE 189TH ST	16	8	50%	5	31%
8TH AVE NE FROM NE 189TH ST TO NE 190TH ST	16	8	50%	7	44%
9TH AVE NE FROM NE 180TH ST TO NE 185TH ST	68	40	59%	30	44%
BAGLEY PL N FROM N 183RD PL TO STREET END	5	2	40%	1	20%
BAGLEY PL N FROM N 187TH ST TO N 186TH ST	2	1	50%	1	50%
BAGLEY PL N FROM STREET END TO BAGLEY AVE N	9	4	44%	1	11%
BAGLEY AVE N FROM BAGLEY PL N TO STREET END	10	2	20%	3	30%
BURKE AVE N FROM STREET END TO N 183RD ST	7	3	43%	2	29%
BURKE AVE N FROM N 185TH ST TO N 189TH ST	35	10	29%	6	17%
BURKE AVE N FROM N 189TH ST TO N 190TH ST	11	0	0%	2	18%
CORLISS AVE N FROM N 180TH ST TO N 183RD PL	48	11	23%	13	27%
CORLISS AVE N FROM N 183RD PL TO N 184TH ST	11	4	36%	3	27%
CORLISS AVE N FROM N 184TH ST TO N 185TH ST	10	6	60%	5	50%
CORLISS AVE N FROM N 186TH ST TO N 188TH ST	25	11	44%	6	24%
CORLISS AVE N FROM N 188TH ST TO N 189TH ST	13	0	0%	0	0%
CORLISS AVE N FROM N 189TH ST TO N 190TH ST	8	0	0%	0	0%
CORLISS AVE N FROM N 190TH ST TO N 192ND ST	27	7	26%	7	26%
CORLISS AVE N FROM N 192ND ST TO N 193RD ST	20	2	10%	2	10%
DENSMORE AVE N FROM N 185TH ST TO N 188TH ST	31	11	35%	15	48%
DENSMORE AVE N FROM N 188TH ST TO STREET END	10	10	100%	5	50%
MIDVALE AVE N FROM N 185TH ST TO N 185TH CT	NP	NP	NP	NP	NP
MIDVALE AVE N FROM N 185TH CT TO N 188TH ST	16	6	38%	16	100%
MIDVALE AVE N FROM N 188TH ST TO STREET END	14	5	36%	9	64%
N 178TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	24	7	29%	4	17%
N 178TH ST FROM CORLISS AVE N TO SUNNYSIDE CT N	5	1	20%	2	40%
N 178TH ST FROM SUNNYSIDE CT N TO 1ST AVE NE	8	2	25%	0	0%
N 179TH ST FROM MERIDIAN AVE N TO 1ST AVE NE	54	13	24%	12	22%
N 180TH ST FROM STONE AVE N TO ASHWORTH AVE N	16	7	44%	4	25%
N 180TH ST FROM ASHWORTH AVE N TO WALLINGFORD AV N	28	6	21%	4	14%
N 180TH ST FROM WALLINGFORD AV N TO BURKE AVE N	8	1	13%	1	13%
N 180TH ST FROM BURKE AVE N TO WAYNE AVE N	12	0	0%	0	0%

STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
N 180TH ST FROM WAYNE AVE N TO MERIDIAN AVE N	7	0	0%	0	0%
N 180TH ST FROM STREET END TO CORLISS AVE N	7	3	43%	2	29%
N 180TH ST FROM CORLISS AVE N TO SUNNYSIDE AVE N	14	5	36%	4	29%
N 180TH ST FROM SUNNYSIDE AVE N TO 1ST AVE NE	18	4	22%	2	11%
N 183RD ST FROM MIDVALE AVE N TO STONE AVE N	21	18	86%	11	52%
N 183RD ST FROM STONE AVE N TO ASHWORTH AVE N	18	3	17%	3	17%
N 183RD ST FROM ASHWORTH AVE N TO WALLINGFORD AV N	27	8	30%	6	22%
N 183RD ST FROM WALLINGFORD AV N TO BURKE AVE N	10	3	30%	5	50%
N 183RD ST FROM BURKE AVE N TO MERIDIAN AVE N	15	7	47%	8	53%
N 183RD PL FROM BAGLEY PL N TO CORLISS AVE N	11	3	27%	5	45%
N 186TH ST FROM BAGLEY PL N TO CORLISS AVE N	11	7	64%	7	64%
N 187TH ST FROM MERIDIAN AVE N TO BAGLEY PL N	10	4	40%	3	30%
N 187TH ST FROM BAGLEY PL N TO STREET END	10	2	20%	2	20%
N 188TH ST FROM MIDVALE AVE N TO STONE AVE N	6	3	50%	2	33%
N 188TH ST FROM STONE AVE N TO ASHWORTH AVE N	13	3	23%	2	15%
N 188TH ST FROM DENSMORE AVE N TO WALLINGFORD AV N	12	4	33%	3	25%
N 188TH ST FROM STREET END TO CORLISS AVE N	5	4	80%	3	60%
N 188TH ST FROM CORLISS AVE N TO 1ST AVE NE	28	3	11%	4	14%
N 189TH ST FROM WALLINGFORD AV N TO BURKE AVE N	22	1	5%	7	32%
N 190TH ST FROM ASHWORTH AVE N TO WALLINGFORD AV N	17	4	24%	2	12%
N 190TH ST FROM WALLINGFORD AV N TO BURKE AVE N	19	3	16%	2	11%
N 190TH ST FROM BURKE AVE N TO MERIDIAN AVE N	12	3	25%	3	25%
N 190TH ST FROM MERIDIAN AVE N TO BAGLEY AVE N	6	0	0%	1	17%
N 190TH ST FROM BAGLEY AVE N TO CORLISS AVE N	14	0	0%	1	7%
N 190TH ST FROM CORLISS AVE N TO STREET END	5	2	40%	1	20%
N 190TH ST FROM SUNNYSIDE AVE N TO 1ST AVE NE	11	4	36%	3	27%
N 191ST ST FROM STREET END TO STONE AVE N	2	3	150%	2	100%
N 192ND ST FROM STONE AVE N TO ASHWORTH AVE N	23	5	22%	5	22%
N 192ND ST FROM CORLISS AVE N TO 1ST AVE NE	28	5	18%	4	14%
N 193RD ST FROM CORLISS AVE N TO 1ST AVE NE	26	7	27%	7	27%
NE 178TH ST FROM STREET END TO 2ND PL NE	NP	NP	NP	NP	NP
NE 178TH ST FROM 2ND PL NE TO 3RD AVE NE	2	0	0%	1	50%
NE 178TH ST FROM 3RD AVE NE TO 5TH AVE NE	10	5	50%	3	30%
NE 180TH ST FROM 1ST AVE NE TO 2ND AVE NE	12	1	8%	2	17%
NE 180TH ST FROM 2ND AVE NE TO 3RD AVE NE	13	6	46%	5	38%
NE 180TH ST FROM STREET END TO 5TH AVE NE	18	7	39%	6	33%

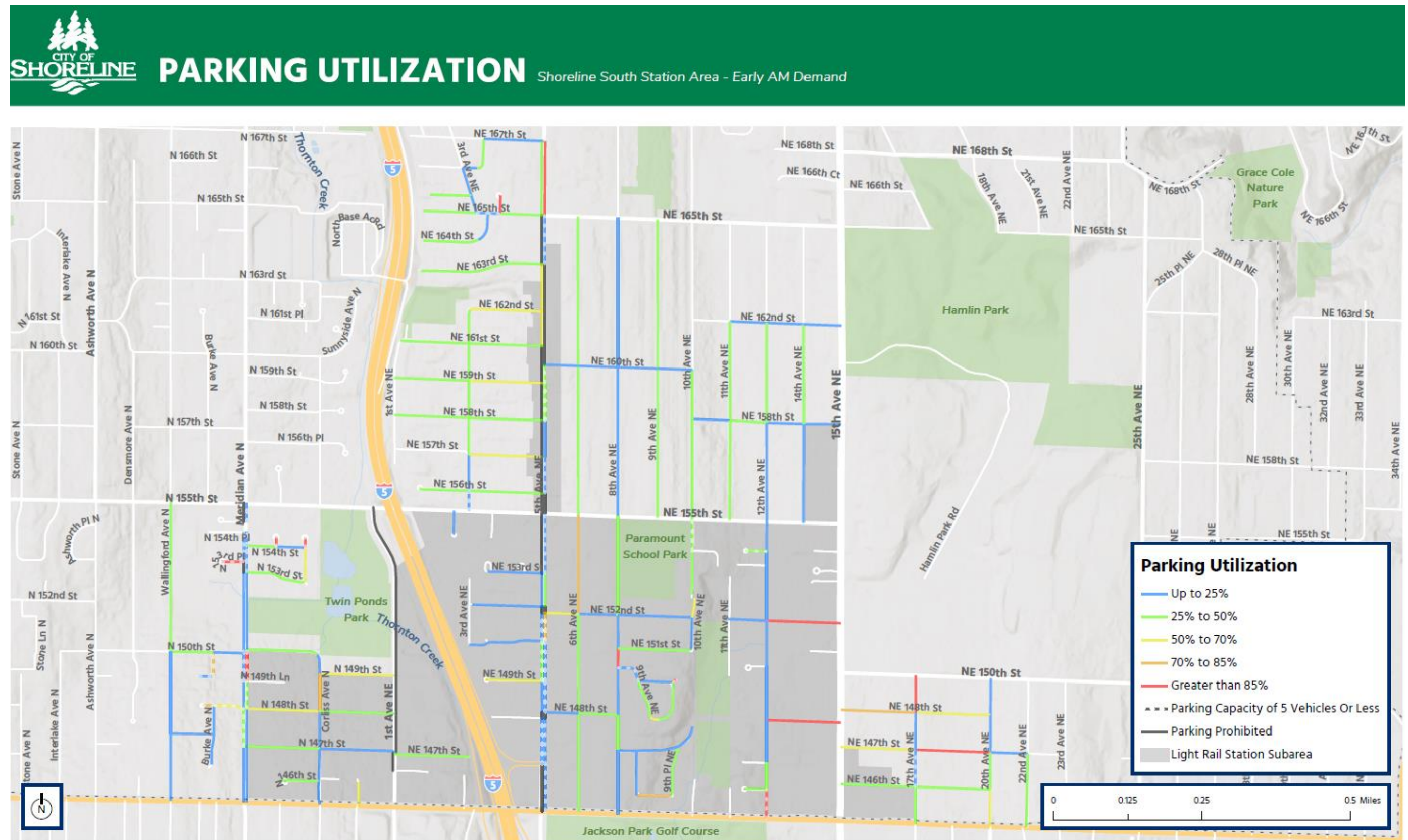
STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
NE 180TH ST FROM 5TH AVE NE TO 7TH AVE NE	18	9	50%	7	39%
NE 180TH ST FROM 7TH AVE NE TO 8TH AVE NE	11	0	0%	0	0%
NE 180TH ST FROM 8TH AVE NE TO 9TH AVE NE	11	2	18%	1	9%
NE 180TH ST FROM 9TH AVE NE TO 10TH AVE NE	16	4	25%	4	25%
NE 181ST PL FROM 12TH AVE NE TO STREET END	5	3	60%	3	60%
NE 182ND ST FROM 10TH AVE NE TO 11TH AVE NE	12	4	33%	3	25%
NE 183RD ST FROM 7TH AVE NE TO 8TH AVE NE	6	1	17%	1	17%
NE 183RD ST FROM 12TH AVE NE TO STREET END	12	5	42%	4	33%
NE 184TH ST FROM 12TH AVE NE TO STREET END	12	4	33%	5	42%
NE 184TH PL FROM STREET END TO 15TH PL NE	11	3	27%	4	36%
NE 185TH ST FROM 10TH AVE NE TO 11TH AVE NE	6	4	67%	1	17%
NE 185TH ST FROM 11TH AVE NE TO 12TH AVE NE	10	1	10%	2	20%
NE 185TH ST FROM 12TH AVE NE TO 14TH AVE NE	17	7	41%	7	41%
NE 187TH ST FROM NE 188TH ST TO 12TH AVE NE	23	7	30%	12	52%
NE 187TH ST FROM 12TH AVE NE TO 14TH AVE NE	11	8	73%	7	64%
NE 188TH ST FROM 8TH AVE NE TO 10TH AVE NE	41	9	22%	5	12%
NE 188TH ST FROM 10TH AVE NE TO NE 187TH ST	2	0	0%	0	0%
NE 188TH ST FROM NE 187TH ST TO 12TH AVE NE	11	18	164%	1	9%
NE 188TH ST FROM 12TH AVE NE TO 15TH AVE NE	18	9	50%	9	50%
NE 189TH ST FROM 5TH AVE NE TO STREET END	3	2	67%	1	33%
NE 189TH ST FROM STREET END TO 8TH AVE NE	NP	NP	NP	NP	NP
NE 189TH ST FROM 8TH AVE NE TO 10TH AVE NE	33	11	33%	12	36%
NE 189TH CT FROM STREET END TO 5TH AVE NE	6	3	50%	2	33%
NE 190TH ST FROM 8TH AVE NE TO 10TH AVE NE	45	10	22%	11	24%
NE 190TH ST FROM 10TH AVE NE TO 11TH AVE NE	26	1	4%	1	4%
NE 190TH PL FROM STREET END TO 5TH AVE NE	5	2	40%	1	20%
NE 191ST ST FROM 3RD AVE NE TO STREET END	5	3	60%	1	20%
NE 192ND ST FROM 3RD AVE NE TO 5TH AVE NE	28	3	11%	3	11%
NE 193RD ST FROM 1ST AVE NE TO 3RD AVE NE	34	9	26%	7	21%
NE 193RD ST FROM 3RD AVE NE TO 5TH AVE NE	35	7	20%	8	23%
NE 194TH ST FROM STREET END TO 10TH AVE NE	22	16	73%	10	45%
NE 195TH ST FROM 5TH AVE NE TO 7TH AVE NE	8	2	25%	2	25%
NE 195TH ST FROM 7TH AVE NE TO STREET END	4	7	175%	6	150%
NE 195TH ST FROM STREET END TO 10TH AVE NE	8	2	25%	5	63%
NE SERPENTINE PL FROM NE 175TH ST TO 5TH AVE NE	15	12	80%	6	40%
NE SERPENTINE PL FROM 5TH AVE NE TO 7TH AVE NE	12	1	8%	2	17%

STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
NE SERPENTINE PL FROM 7TH AVE NE TO 8TH AVE NE	9	3	33%	1	11%
NE SERPENTINE PL FROM 8TH AVE NE TO 8TH LN NE	11	2	18%	2	18%
NE SERPENTINE PL FROM 8TH LN NE TO 9TH CT NE	5	1	20%	1	20%
NE SERPENTINE PL FROM 9TH CT NE TO 10TH AVE NE	6	3	50%	0	0%
NE SERPENTINE PL FROM 10TH AVE NE TO 11TH AVE NE	14	13	93%	8	57%
NE SERPENTINE PL FROM 11TH AVE NE TO STREET END	6	20	333%	14	233%
STONE AVE N FROM N 180TH ST TO N 182ND PL	17	8	47%	5	29%
STONE AVE N FROM N 182ND PL TO N 183RD ST	15	1	7%	1	7%
STONE AVE N FROM N 183RD ST TO N 184TH CT	16	4	25%	3	19%
STONE AVE N FROM N 184TH CT TO N 185TH ST	6	2	33%	0	0%
STONE AVE N FROM N 185TH ST TO N 188TH ST	29	7	24%	4	14%
STONE AVE N FROM N 188TH ST TO N 191ST ST	24	1	4%	1	4%
STONE AVE N FROM N 191ST ST TO N 192ND ST	11	10	91%	8	73%
SUNNYSIDE AVE N FROM N 180TH ST TO STREET END	32	10	31%	10	31%
SUNNYSIDE AVE N FROM N 190TH ST TO STREET END	7	1	14%	1	14%
WALLINGFORD AV N FROM N 180TH ST TO N 181ST ST	8	3	38%	2	25%
WALLINGFORD AV N FROM N 181ST ST TO N 183RD ST	18	7	39%	8	44%
WALLINGFORD AV N FROM N 183RD ST TO N 185TH ST	19	7	37%	8	42%
WALLINGFORD AV N FROM N 185TH ST TO N 188TH ST	37	18	49%	13	35%
WALLINGFORD AV N FROM N 188TH ST TO N 189TH ST	4	0	0%	3	75%
WALLINGFORD AV N FROM N 189TH ST TO N 190TH ST	17	5	29%	7	41%
WAYNE AVE N FROM N 180TH ST TO STREET END	5	1	20%	1	20%

STREET SEGMENT NAME	CAPACITY				3:30-6AM COUNTS				3:30-6AM DEMAND				10-11AM COUNTS				10-11AM Demand			
	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E
10TH AVE NE: NE 175TH ST TO NE SERPENTINE PL			4	3			0	0			0%	0%			0	2			0%	67%
10TH AVE NE: NE SERPENTINE PL TO NE 177TH PL			6	8			0	3			0%	38%			0	4			0%	50%
10TH AVE NE: NE 177TH PL TO NE 178TH PL			NP	2			NP	3			NP	150%			NP	1			NP	50%
10TH AVE NE: NE 178TH PL TO NE 180TH ST			7	3			0	2			0%	67%			1	0			14%	0%
10TH AVE NE: NE 180TH ST TO NE 182ND ST			9	5			4	1			44%	20%			4	5			44%	100%
10TH AVE NE: NE 182ND ST TO NE 185TH ST			17	8			4	5			24%	63%			5	2			29%	25%
10TH AVE NE: NE 185TH ST TO NE 188TH ST			6	15			0	6			0%	40%			3	4			50%	27%
10TH AVE NE: NE 188TH ST TO NE 189TH ST			NP	7			NP	3			NP	43%			0	2			NP	29%
10TH AVE NE: NE 189TH ST TO NE 190TH ST			NP	5			NP	4			NP	80%			0	4			NP	80%
15TH AVE NE: NE 170TH ST TO NE 171ST ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE: NE 171ST ST TO NE 172ND ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE: NE 172ND ST TO NE 175TH ST			NP	6			NP	0			NP	0%			NP	0			NP	0%
15TH AVE NE: NE 175TH ST TO NE 177TH ST			TL	2			TL	2			TL	100%			TL	2			TL	100%
15TH AVE NE: NE 177TH ST TO NE 179TH ST			TL	4			TL	3			TL	75%			TL	3			TL	75%
15TH AVE NE: NE 179TH ST TO NE 180TH ST			lul	TL			lul	TL			lul	TL			lul	TL			lul	TL
15TH AVE NE: NE 180TH ST TO 15TH PL NE			NP	2			NP	2			NP	100%			NP	2			NP	100%
15TH AVE NE: 15TH PL NE TO 24TH AVE NE			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE: 24TH AVE NE TO NE 188TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE: NE 188TH ST TO NE PERKINS WY			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE: N 185TH ST TO N 187TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE: N 187TH ST TO N 188TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE: N 188TH ST TO N 190TH ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE: N 190TH ST TO N 190TH CT			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE: N 190TH CT TO N 192ND ST			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE: N 192ND ST TO N 193RD ST			2	NP			0	NP			0%	NP			0	NP			0%	NP
5TH AVE NE: NE SERPENTINE PL TO NE 178TH ST			1	4			0	1			0%	25%			0	1			0%	25%
5TH AVE NE: NE 178TH ST TO NE 178TH PL			2	4			0	2			0%	50%			0	2			0%	50%
5TH AVE NE: NE 178TH PL TO NE 179TH PL			5	4			2	1			40%	25%			0	2			0%	50%
5TH AVE NE: NE 179TH PL TO NE 180TH ST			2	4			0	0			0%	0%			0	0			0%	0%
5TH AVE NE: NE 180TH ST TO NE 182ND CT			3	9			2	1			67%	11%			2	1			67%	11%
5TH AVE NE: NE 182ND CT TO NE 183RD CT			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE: NE 183RD CT TO 7TH AVE NE			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE: NE 185TH ST TO NE 189TH ST			NP	10			NP	4			NP	40%			0	1			NP	10%
5TH AVE NE: NE 189TH ST TO NE 189TH CT			NP	2			NP	0			NP	0%			0	0			NP	0%
5TH AVE NE: NE 189TH CT TO NE 190TH ST			2	NP			0	NP			0%	NP			0	NP			0%	NP



STREET SEGMENT NAME	CAPACITY				3:30-6AM COUNTS				3:30-6AM DEMAND				10-11AM COUNTS				10-11AM Demand			
	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E
5TH AVE NE: NE 190TH ST TO NE 190TH PL			NP	8			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE: NE 190TH PL TO NE 192ND ST			NP	1			NP	1			NP	100%			NP	0			NP	0%
5TH AVE NE: NE 192ND ST TO NE 193RD ST			NP	5			NP	1			NP	20%			NP	2			NP	40%
5TH AVE NE: NE 193RD ST TO NE 195TH ST			1	5			0	2			0%	40%			0	1			0%	20%
ASHWORTH AVE N: N 180TH ST TO N 183RD ST			NP	NP			NP	NP			NP				NP	NP			NP	
ASHWORTH AVE N: N 183RD ST TO N 185TH ST			6	2			2	0			33%	0%			2	0			33%	0%
ASHWORTH AVE N: N 185TH ST TO N 188TH ST			12	2			0	3			0%	150%			0	2			0%	100%
ASHWORTH AVE N: N 188TH ST TO N 190TH ST			13	4			5	1			38%	25%			2	2			15%	50%
ASHWORTH AVE N: N 190TH ST TO N 192ND ST			8	4			2	4			25%	100%			3	3			38%	75%
MERIDIAN AVE N: N 178TH ST TO N 179TH ST			10	6			0	0			0%	0%			0	0			0%	0%
MERIDIAN AVE N: N 179TH ST TO N 180TH ST			9	12			0	0			0%	0%			0	0			0%	0%
MERIDIAN AVE N: N 180TH ST TO N 183RD ST			17	21			1	0			6%	0%			1	0			6%	0%
MERIDIAN AVE N: N 183RD ST TO N 184TH ST			2	2			1	1			50%	50%			1	0			50%	0%
MERIDIAN AVE N: N 184TH ST TO N 184TH PL			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
MERIDIAN AVE N: N 184TH PL TO N 185TH ST			6	NP			0	NP			0%	NP			0	NP			0%	NP
MERIDIAN AVE N: N 185TH ST TO N 187TH ST			3	3			2	0			67%	0%			2	4			67%	133%
MERIDIAN AVE N: N 187TH ST TO N 188TH ST			3	2			2	0			67%	0%			3	1			100%	50%
MERIDIAN AVE N: N 188TH ST TO N 189TH ST			2	7			0	1			0%	14%			0	1			0%	14%
MERIDIAN AVE N: N 189TH ST TO N 190TH ST			9	7			0	3			0%	43%			0	2			0%	29%
NE 175TH ST: 12TH AVE NE TO 15TH AVE NE	6	NP			7	NP			117%	NP			7	NP			117%	NP		
NE 180TH ST: 10TH AVE NE TO 11TH AVE NE	3	6			0	0			0%	0%			1	0			33%	0%		
NE 180TH ST: 11TH AVE NE TO 12TH AVE NE	5	6			9	5			180%	83%			2	4			40%	67%		
NE 180TH ST: 12TH AVE NE TO 14TH AVE NE	NP	9			NP	6			NP	67%			NP	7			NP	78%		
NE 180TH ST: 14TH AVE NE TO 15TH AVE NE	NP	11			NP	20			NP	182%			NP	11			NP	100%		
NE 185TH ST: 2ND AVE NE TO 3RD AVE NE	NP	6			NP	5			NP	83%			NP	3			NP	50%		
NE 185TH ST: 3RD AVE NE TO 5TH AVE NE	NP	8			NP	8			NP	100%			NP	4			NP	50%		
NE 185TH ST: 5TH AVE NE TO 5TH AVE NE	NP	NP			NP	NP			NP	NP			NP	NP			NP	NP		
NE 185TH ST: 5TH AVE NE TO 8TH AVE NE	NP	5			NP	0			NP	0%			NP	0			NP	0%		
NE 185TH ST: 8TH AVE NE TO 9TH AVE NE	NP	11			NP	1			NP	9%			NP	8			NP	73%		
NE 185TH ST: 9TH AVE NE TO 10TH AVE NE	NP	6			NP	0			NP	0%			NP	2			NP	33%		
NE PERKINS WY: 10TH AVE NE TO 11TH AVE NE	NP	2			NP	0			NP	0%			NP	0			NP	0%		
NE PERKINS WY: 11TH AVE NE TO 12TH AVE NE	NP	NP			NP	NP			NP	NP			NP	NP			NP	NP		
NE PERKINS WY: 12TH AVE NE TO 15TH AVE NE	NP	12			NP	7			NP	58%			NP	3			NP	25%		

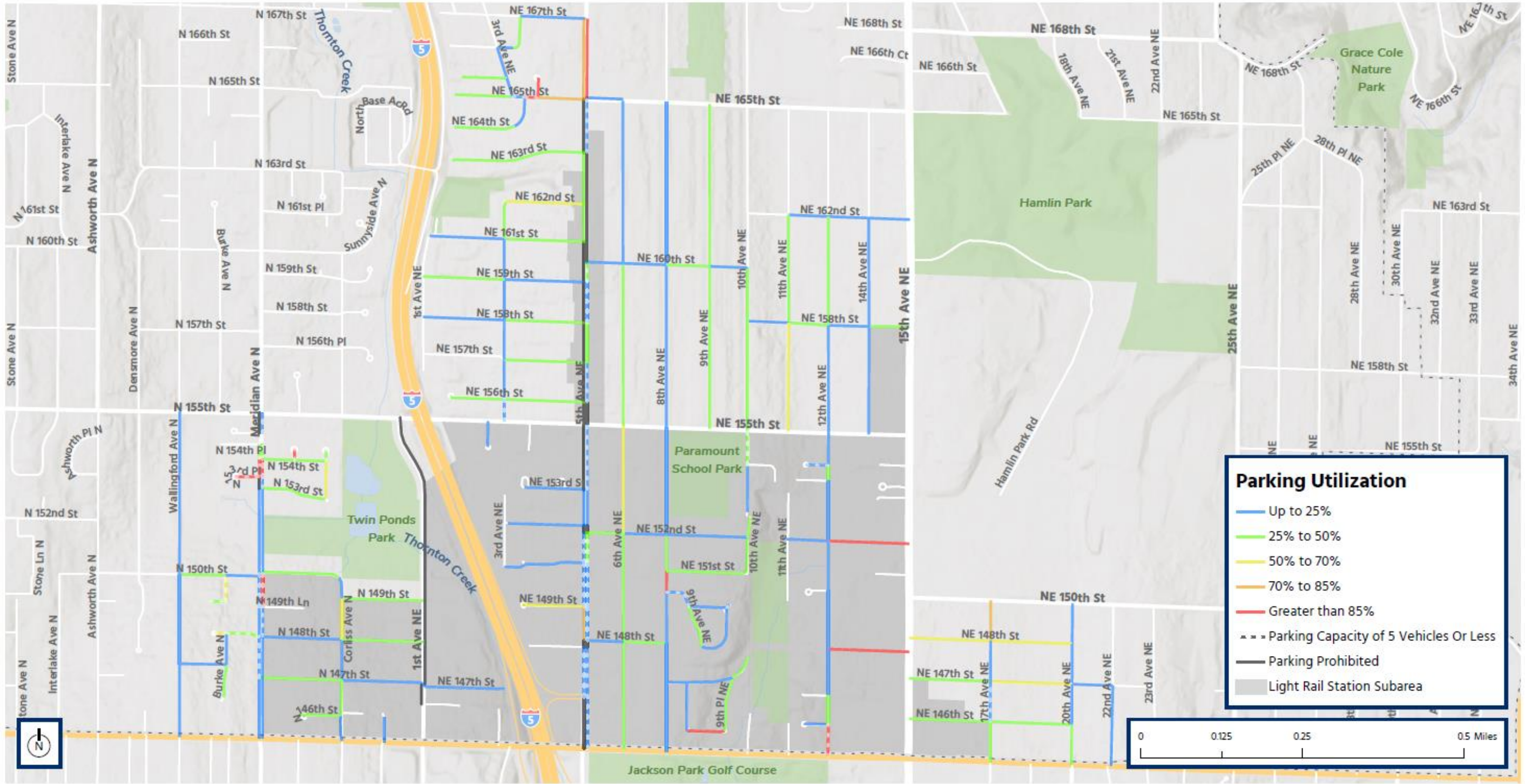







# PARKING UTILIZATION

Shoreline South Station Area - Late AM Demand

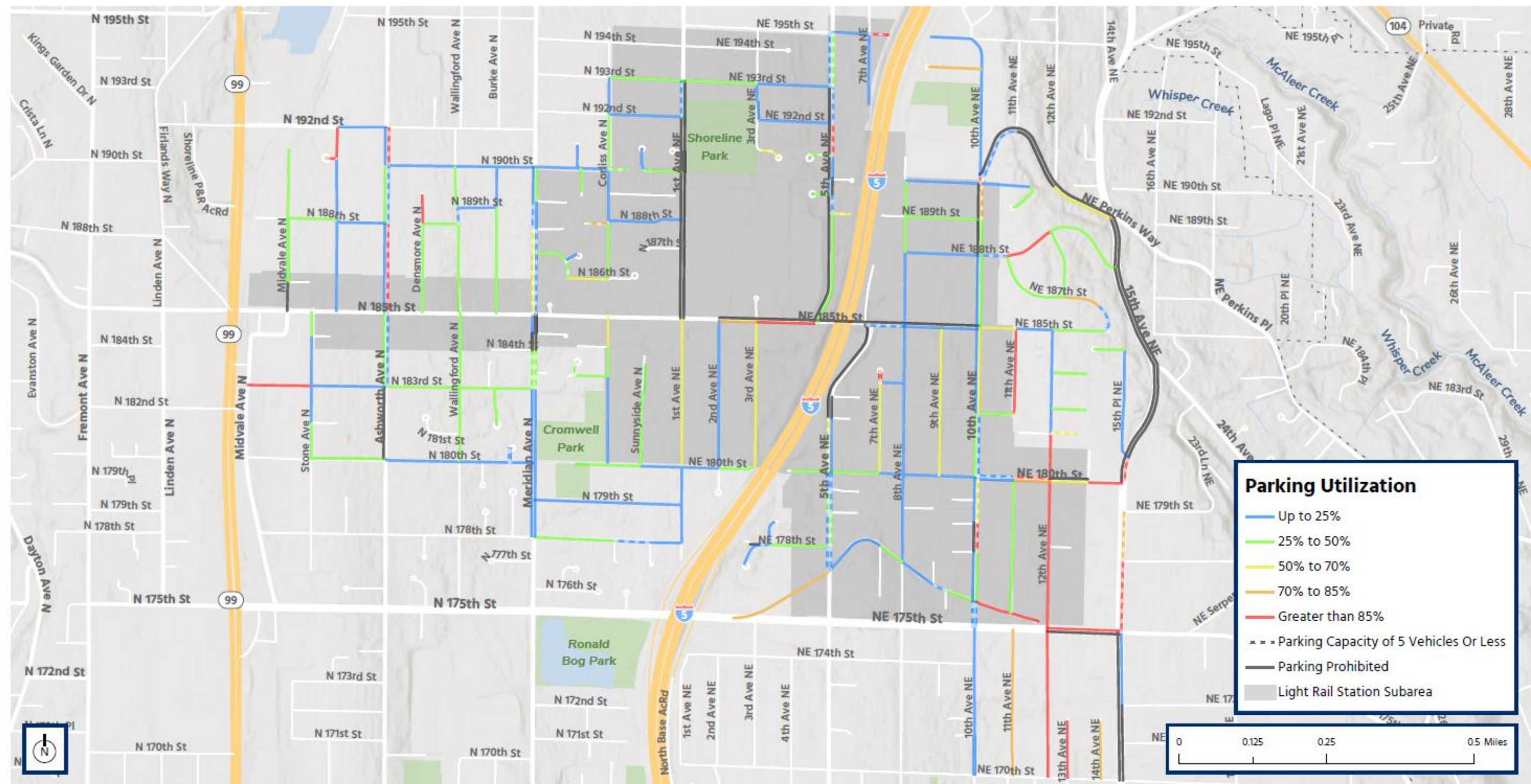






# PARKING UTILIZATION

Shoreline North Station Area - Early AM Demand

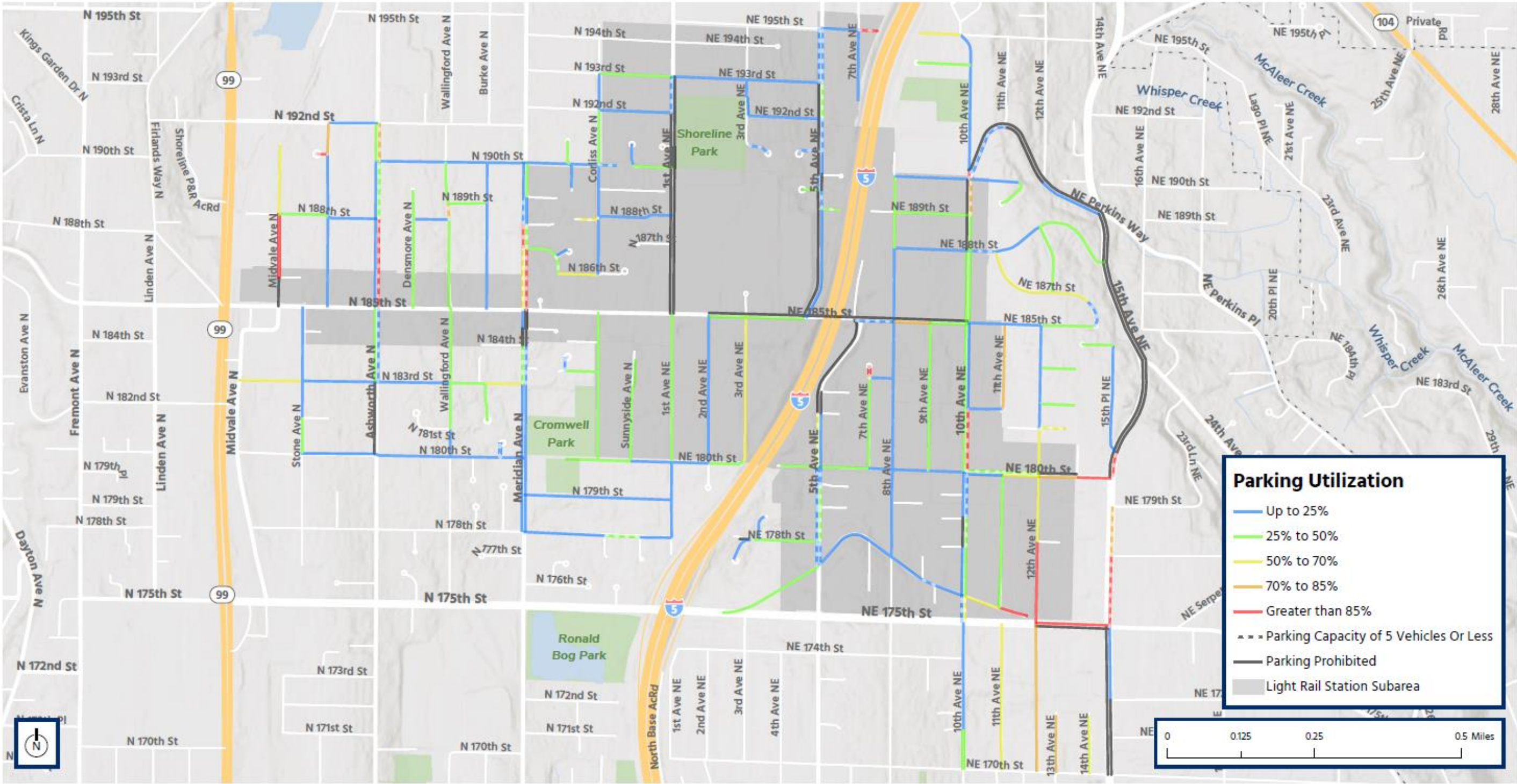






# PARKING UTILIZATION

Shoreline North Station Area - Late AM Demand



Appendix D – Street Segments with Utilization over 70%

145th Area					
STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
17TH AVE NE FROM NE 148TH ST TO NE 150TH ST	7	7	100%	5	71%
NE 147TH ST FROM 17TH AVE NE TO 20TH AVE NE	20	19	95%	12	60%
NE 152ND ST FROM 12TH AVE NE TO 15TH AVE NE	18	16	89%	17	94%
NE 148TH ST FROM 12TH AVE NE TO 15TH AVE NE	24	21	88%	23	96%
4TH AVE NE FROM NE 165TH ST TO STREET END	7	6	86%	6	86%
8TH AVE NE FROM NE 150TH ST TO NE 151ST ST	7	6	86%	6	86%
CORLISS AVE N FROM N 148TH ST TO N 149TH ST	12	9	75%	7	58%
6TH AVE NE FROM NE 152ND ST TO NE 155TH ST	38	28	74%	22	58%
NE 146TH ST FROM 9TH AVE NE TO 9TH PL NE	7	5	71%	6	86%
NE 148TH ST FROM 15TH AVE NE TO 17TH AVE NE	34	24	71%	23	68%
NE 165TH ST FROM 4TH AVE NE TO 5TH AVE NE	15	4	27%	12	80%
5TH AVE NE FROM NE 165TH ST TO NE 167TH ST	15	9	60%	13	87%

185th Area					
STREET SEGMENT NAME	CAPACITY	3AM-6AM COUNTS	3AM-6AM DEMAND	10AM-NOON COUNTS	10AM-NOON DEMAND
NE SERPENTINE PL FROM 11TH AVE NE TO STREET END	6	20	333%	14	233%
NE 188TH ST FROM NE 187TH ST TO 12TH AVE NE	11	18	164%	1	9%
12TH AVE NE FROM NE 175TH ST TO NE 177TH ST	24	31	129%	26	108%
12TH AVE NE FROM NE 170TH ST TO NE 175TH ST	44	56	127%	35	80%
12TH AVE NE FROM NE 177TH ST TO NE 180TH ST	22	24	109%	14	64%
12TH AVE NE FROM NE 180TH ST TO NE 181ST PL	14	14	100%	9	64%
13TH AVE NE FROM 12TH PL NE TO STREET END	28	28	100%	21	75%
DENSMORE AVE N FROM N 188TH ST TO STREET END	10	10	100%	5	50%
11TH AVE NE FROM NE 182ND ST TO NE 185TH ST	33	32	97%	25	76%
NE SERPENTINE PL FROM 10TH AVE NE TO 11TH AVE NE	14	13	93%	8	57%
STONE AVE N FROM N 191ST ST TO N 192ND ST	11	10	91%	8	73%
N 183RD ST FROM MIDVALE AVE N TO STONE AVE N	21	18	86%	11	52%
11TH AVE NE FROM NE 170TH ST TO NE 175TH ST	35	28	80%	18	51%
NE SERPENTINE PL FROM NE 175TH ST TO 5TH AVE NE	15	12	80%	6	40%
14TH AVE NE FROM NE 170TH ST TO STREET END	27	20	74%	18	67%
NE 187TH ST FROM 12TH AVE NE TO 14TH AVE NE	11	8	73%	7	64%
NE 194TH ST FROM STREET END TO 10TH AVE NE	22	16	73%	10	45%
MIDVALE AVE N FROM N 185TH CT TO N 188TH ST	16	6	38%	16	100%
10TH AVE NE FROM NE 180TH ST TO NE 182ND ST	14	5	36%	9	64%
ASHWORTH AVE N FROM N 185TH ST TO N 188TH ST	14	3	21%	2	14%
ASHWORTH AVE N FROM N 190TH ST TO N 192ND ST	12	6	50%	6	50%
NE 175TH ST FROM 12TH AVE NE TO 15TH AVE NE	6	7	117%	7	117%
NE 180TH ST FROM 11TH AVE NE TO 12TH AVE NE	11	14	127%	6	55%

NE 180TH ST FROM 12TH AVE NE TO 14TH AVE NE	9	6	67%	7	78%
NE 180TH ST FROM 14TH AVE NE TO 15TH AVE NE	11	20	182%	11	100%
NE 185TH ST FROM 2ND AVE NE TO 3RD AVE NE	6	5	83%	3	50%
NE 185TH ST FROM 3RD AVE NE TO 5TH AVE NE	8	8	100%	4	50%
NE 185TH ST FROM 8TH AVE NE TO 9TH AVE NE	11	1	9%	8	73%

*Note: Arterial street utilization was summarized for the segment for this table - Appendix B splits out spaces and utilization by side of street, as does the map in Appendix C. Additionally, this table only depicts segments with parking capacity over 5.*



Appendix E – Parking Demand Projection Assumptions

185th Subarea	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households <sup>1</sup>	3317	3418	3449	3596	3742	3889	4035	4182	4328	4475	4621	4768	4914	5061	5207	5354	5500
Estimated Total Parking Demand - Conservative Car Ownership <sup>2</sup>	6634	6836	6898	7191	7484	7777	8070	8363	8656	8949	9242	9535	9828	10121	10414	10707	11000
Estimated Total Parking Demand - Reduced Car Ownership <sup>3</sup>												9447	9652	9857	10062	10268	10473
Estimated On Site Parking Available <sup>4</sup>	5537	5632	5661	5798	5935	6038	6141	6243	6346	6448	6551	6653	6756	6858	6961	7063	7166
Estimated On Street Parking Demand - Conservative Car Ownernship <sup>5</sup>	1097	1204	1237	1393	1549	1739	1929	2120	2310	2501	2691	2882	3072	3263	3453	3644	3834
Estimated On Street Parking Demand - Reduced Car Ownership <sup>6</sup>												2794	2896	2999	3101	3204	3307
Estimated On Street Parking Utilization - Conservative Car Ownership <sup>7</sup>	34%	37%	39%	44%	48%	54%	60%	66%	72%	78%	84%	90%	96%	102%	108%	114%	120%
Estimated On Street Parking Utilization - Reduced Car Ownership <sup>8</sup>												87%	91%	94%	97%	100%	103%
145th Subarea	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households <sup>1</sup>	3467	3476	3480	3637	3794	3952	4109	4266	4423	4580	4738	4895	5052	5209	5366	5524	5681
Estimated Total Parking Demand - Conservative Car Ownership <sup>2</sup>	6934	6952	6960	7274	7589	7903	8218	8532	8846	9161	9475	9790	10104	10418	10733	11047	11362
Estimated Total Parking Demand - Reduced Car Ownership <sup>3</sup>												9695	9915	10135	10356	10576	10796
Estimated On Site Parking Available <sup>4</sup>	5748	5756	5760	5908	6055	6165	6275	6385	6495	6605	6715	6825	6935	7045	7155	7265	7375
Estimated On Street Parking Demand - Conservative Car Ownernship <sup>5</sup>	1186	1196	1200	1367	1534	1738	1943	2147	2351	2556	2760	2964	3169	3373	3577	3782	3986
Estimated On Street Parking Demand - Reduced Car Ownership <sup>6</sup>												2870	2980	3090	3200	3310	3420
Estimated On Street Parking Utilization - Conservative Car Ownership <sup>7</sup>	35%	35%	36%	41%	46%	52%	58%	65%	71%	77%	83%	89%	95%	102%	108%	114%	120%
Estimated On Street Parking Utilization - Reduced Car Ownership <sup>8</sup>												86%	90%	93%	96%	100%	103%

<sup>1</sup> See "Study Area Household Growth Assumptions" table below

<sup>2</sup> Based on continued average car ownership of 2 cars/household

<sup>3</sup> Based on 1.4 cars per new household starting in 2030

<sup>4</sup> Based on existing conditions and accounting for an average of .9375 stalls per unit until 2024, reducing by 25% in 2024 and subsequent years

<sup>5</sup> Based on existing conditions, accounting for 2 cars/household

<sup>6</sup> Based on existing conditions, accounting for 1.4 cars/household starting in 2030

<sup>7</sup> Estimated conservative demand divided by on street capacity

<sup>8</sup> Estimated reduced car ownership demand divided by on street capacity

Study Area Household Growth Assumptions	145 <sup>th</sup> Subarea	185 <sup>th</sup> Subarea
2014 Households <sup>1</sup>	3467	3310
2019 Households <sup>2</sup>	3467	3317
2020 Households <sup>3</sup>	3476	3418
2021 Households <sup>4</sup>	3480	3449
2035 Household Threshold <sup>5</sup>	5681	5500
Households added per year (assuming linear growth 2021-2035)	157.2	146.5

<sup>1</sup> From 145th/185th Subarea Final Environmental Impact Statements.

<sup>2</sup> 2014 household baseline + net new households added by permits finalized through 12/31/2018

<sup>3</sup> Prior year households + net new households added by permits finalized between 1/1/2019 and 12/31/2019.

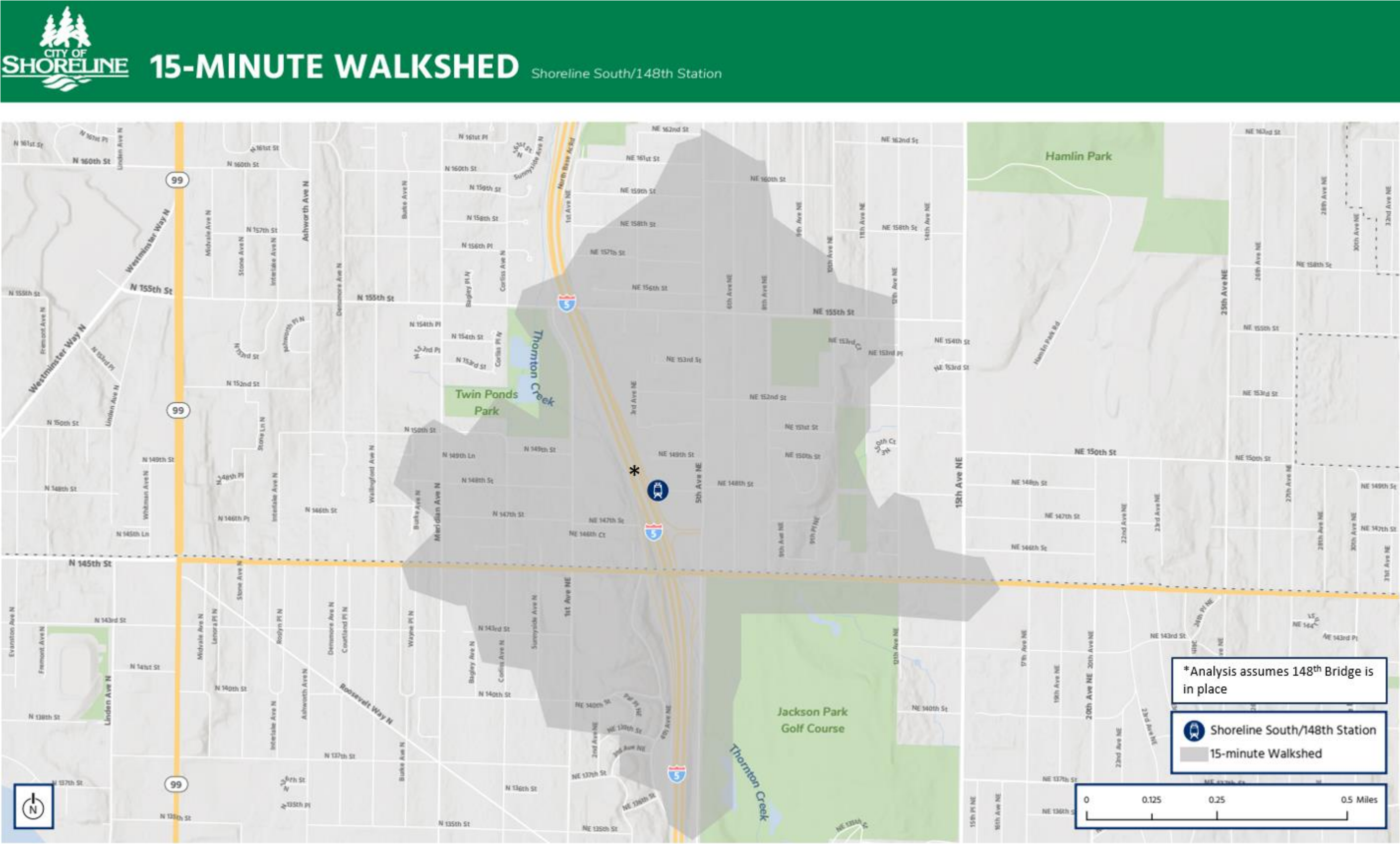
<sup>4</sup> Prior year households + net new households added by permits finalized between 1/1/2020 and 12/31/2020.


<sup>5</sup> Based on upper threshold for household growth shown in Table 3.2-13 from 145<sup>th</sup>/185<sup>th</sup> Subarea Final Environmental Impact Statements.

Study Area On Street Parking Capacity Assumptions	Number of on-street parking spaces (2019)	Number of on-street parking spaces (2020)	Number of on-street parking spaces (2021)
145 <sup>th</sup> Study Area	3434	3399	3321
185 <sup>th</sup> Study Area	3227	3221	3195



Appendix F – Light Rail Station 15-minute Walksheds for RPZ Study and Consideration





# 15-MINUTE WALKSHED

Shoreline North/185th Station

