



City of Shoreline | 17500 Midvale Avenue North | Shoreline, WA 98133
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SHORELINE CITY COUNCIL VIRTUAL/ELECTRONIC REGULAR MEETING AGENDA Monday, April 11, 2022 at 7:00 p.m. on Zoom

Join Zoom Webinar: <https://zoom.us/j/95015006341>
Call into Webinar: 253-215-8782 | Webinar ID: 950 1500 6341
(long distance fees may apply)

The City Council is providing opportunities for public comment by submitting written comment or by joining the meeting webinar (via computer or phone) to provide oral public comment:



[Sign-Up to Provide Oral Testimony](#) Pre-registration is required by 6:30 p.m. the night of the meeting.



[Submit Written Public Comment](#) Written comments will be presented to Council and posted to the website if received by 4:00 p.m. the night of the meeting; otherwise, they will be sent and posted the next day.

| | <u>Page</u> | <u>Estimated Time</u> |
|--|-------------|---------------------------|
| 1. CALL TO ORDER | | 7:00 |
| 2. ROLL CALL | | |
| 3. APPROVAL OF THE AGENDA | | |
| 4. REPORT OF THE CITY MANAGER | | |
| 5. COUNCIL REPORTS | | |
| 6. PUBLIC COMMENT | | |
| <i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. Speakers are asked to sign up by 6:30 p.m. the night of the meeting via the <u>Remote Public Comment Sign-in form</u>. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed up.</i> | | |
| 7. CONSENT CALENDAR | | |
| (a) Approval of Minutes of Regular Meeting of March 21, 2022 | <u>7a-1</u> | |
| (b) Approval of Expenses and Payroll as of March 25, 2022 in the Amount of \$1,810,797.48 | <u>7b-1</u> | |
| (c) Adoption of the 2022-2024 City Council Goals and Action Steps | <u>7c-1</u> | |
| 8. ACTION ITEMS | | |
| (a) Action on the Final 2022 Comprehensive Plan Amendment Docket | <u>8a-1</u> | 7:20 |
| (b) Public Hearing and Discussion of the Transportation Improvement Plan (TIP) Update | <u>8b-1</u> | 7:50 |

All interested persons are encouraged to listen and/or attend the remote online public hearing and to provide oral and/or written comments. Written comments should be submitted to Nytasha Walters, Transportation Services Manager, at nwalters@shorelinewa.gov by no later than 4:00 p.m. local time on April 11. Any person wishing to provide oral testimony at the hearing should register via the [Sign-in form](#) at least thirty (30) minutes before the start of the meeting. A request to sign-up can also be made directly to the City Clerk at (206) 801-2230.

9. STUDY ITEMS

(a) Discussion of 2021 Year-End Financial Report 9a-1 8:20

10. EXECUTIVE SESSION: Litigation – RCW 42.30.110(1)(i) 8:45

The Council may hold Executive Sessions from which the public may be excluded for those purposes set forth in RCW 42.30.110 and RCW 42.30.140. Before convening an Executive Session the presiding officer shall announce the purpose of the Session and the anticipated time when the Session will be concluded. Should the Session require more time a public announcement shall be made that the Session is being extended.

11. ADJOURNMENT 9:05

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

DOWNLOAD THE ENTIRE CITY COUNCIL PACKET FOR APRIL 11, 2022



[LINK TO STAFF PRESENTATIONS](#)



[LINK TO PUBLIC COMMENT RECEIVED](#)

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, March 21, 2022
7:00 p.m.

Held Remotely via Zoom

PRESENT: Mayor Scully, Deputy Mayor Robertson, Councilmembers McConnell, Mork, Roberts, Pobee, and Ramsdell

ABSENT: None.

1. CALL TO ORDER

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

2. ROLL CALL

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

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

Deputy Mayor Robertson gave an update of the North King County Coalition on Homelessness stating that The Oaks still has a wait list and will be working to move current residents from transitional to permanent housing. She announced a change in leadership at Lake City Partners and said they are interested in adding Shoreline community members to their board. She also spoke about a couple of courses she attended at the National League of Cities (NLC) Conference.

Councilmember Mork said she attended the March 16 Community Climate Conversation and recommended others take part in the series.

Councilmember Roberts also spoke about the NLC Conference and as a member of the Board, shared the adoption of a resolution in support of the people of Ukraine and said it was interesting to hear what peer cities were doing with funding from the American Rescue Plan Act.

Councilmember McConnell congratulated Councilmember Roberts' for receiving an award at the conference for exemplary leadership for his work with the Democratic Municipal Officials Organization.

Mayor Scully said he also attended the NLC Conference and explained the benefit the NLC has on funding projects in Shoreline. He also reported his attendance at the WRIA 8 meeting where they focused on diversity, equity, and inclusion and said he and Councilmember Pobee met with Representative Ryu to speak about stakeholders for the Fircrest Green Involvement Plan.

6. PUBLIC COMMENT

Steve Hanson, Shoreline resident and Interim President of Shoreline Community College, announced his support for the agreement with Washington State University and said he has witnessed the benefits a small business development center can have on the business community.

Gayle Janzen, North Seattle resident and member of the Tree Preservation Code Team, provided comments on the group's proposed tree code and urged Council to approve the amendments on an interim basis to slow the loss of trees and consider if more staff is needed to carry out code.

Wally Fosmore, Shoreline resident, spoke regarding Amendment 5 and emphasized the importance of the proposed penalties for removal or injury (beyond rescue) of a protected tree.

Susanne Tsoming, Shoreline resident and member of the Tree Preservation Code Team, recommended the Sidewalk Project on 5th Ave NE be delayed until more project designs are considered and requested that the amendment to the definition of a significant tree be approved with the provision that it be reviewed after studies are completed.

Nancy Morris, Shoreline resident, cited a report from IPCC stating the urgent need of immediate and ambitious action to address climate risks and expressed dissatisfaction that staff recommended denial of certain tree codes amendments, which she asked Council to approve.

Janet Way, Shoreline resident and member of the Shoreline Preservation Society, said she was proud of staff for their work with the Community Climate Conversations but pointed out that it is up to Council to set the policy to protect the City's tree canopy and improve the quality of life for people and wildlife.

Lee Keim, Shoreline resident, described the urgency for the world to become climate neutral. She reminded Council that they will be determining policy that will affect the City for years to come and that we must utilize trees to combat climate change.

Kathleen Russell, Shoreline resident, asked Council to approve the amendment to require a permit to remove a 24-inch DBH tree, reiterated that the codes would not apply citywide, and asserted that tree permits would protect neighborhood trees.

Alex Stein, Shoreline resident, encouraged Council to support Ukraine by joining the Foreign Legion.

Jackie Kurlle, Shoreline resident, expressed support for the proposed tree codes, encouraged continued transparency for the Enhanced Shelter and their initiatives, and advocated for active communication and involvement for the public.

Melody Fosmore, Shoreline resident, said aerial photos show how sparse Shoreline's tree canopy has become and suggested that maintaining the trees on 5th Ave NE will make the sidewalk more welcoming whereas replacement trees would take decades to be useful for carbon sequestration. She asked Council to approve the tree code amendments.

Rebecca Jones, Shoreline resident, shared temperature measurements she took at various locations during the heatwave in 2021 and reported the large contrast being due to significant trees. She concluded that keeping mature trees is the simplest way to combat the climate crisis and asked Council to approve the proposed trees code amendments.

7. CONSENT CALENDAR

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

- (a) Approval of Minutes of Regular Meeting of February 28, 2022**
- (b) Authorize the City Manager to Execute an Agreement with Award Construction, Inc. in the Amount of \$4,008,302 for Construction of the Pump Station 26 & Citywide Stormwater Safety/SCADA Improvements Project and Approving Change Order Authorization up to an Additional \$400,830**
- (c) Authorize the City Manager to Enter into a Contract with CI Security in the Amount of \$145,000 for Managed Cyber Security Detection and Response Services**
- (d) Authorize the City Manager to Execute an Agreement with Washington State University in the Amount of \$363,000 for Small Business Advising and Technical Assistance to Small Business Through its Small Business Development Center**
- (e) Authorize the City Manager to Approve Real Property Acquisitions for the 145th Corridor Phase 1 Project for Property Located at 14509 3rd Avenue NE**

8. ACTION ITEMS

- (a) Appointment of the 2022 Members to the Planning Commission

Senior Planner, Steve Szafran, presented on the Planning Commission appointments stating that there were three vacancies to be filled due to term expirations and the election of Councilmember Mork to City Council. He explained the recruitment process conducted by an appointed subcommittee who recommended Mei-shiou Lin, Leslie Brinson, and Christopher Mosier to be appointed as Commissioners.

Deputy Mayor Robertson moved to appoint Mei-shiou Lin, Leslie Brinson, and Christopher Mosier to the Planning Commission for four-year terms that run from April 1, 2022 to March 31, 2026. The motion was seconded by Councilmember Roberts and passed unanimously, 7-0.

Council expressed gratitude for the work of the Planning Commission and encouraged the applicants to continue to engage with the City.

- (b) Authorize the City Manager to Execute a Construction Contract with Rodarte Construction, Inc. in the Amount of \$3,291,215 for the 5th Avenue NE (NE 175th – NE 182nd) Sidewalk Project

City Engineer, Trish Juhnke, started off the presentation commenting that she wanted to specifically address tree impact alternative designs and impacts to Shoreline's climate footprint. She explained the two projects along 5th Ave are to provide sidewalk connections to the Light Rail Station with the first being a Sound Transit project from NE 182nd Court to NE 185th and second a City project starting from NE 175th. She noted \$2 million in Sound Transit funding is for bike and pedestrian facilities to accomplish the goal of increasing nonmotorized traffic before the Station opens. Ms. Juhnke restated there is an impact to 23 trees resultant of the projects along 5th Ave. She explained the dynamics of the trees and sidewalks in relation to several alternative designs that staff considered for the sidewalk but resolved that existing infrastructure and required supportive infrastructure for the new sidewalk do not leave much room for design alternatives to spare more trees. She noted the option to remove the bike lane or sidewalk would not meet the City's goals or ADA standards but emphasized that changing our modes of transportation is a way we can reduce carbon emissions and advocate for healthier lifestyles.

Deputy Mayor Robertson moved to authorize a Contract with Rodarte Construction, Inc. for the 5th Avenue Sidewalk Project. The motion was seconded by Councilmember Pobee.

Deputy Mayor Robertson said she would be voting in support of the contract and gave assurance that Council and staff have heard the comments from the public and done what they can to save as many trees as possible and create a safe path to the Light Rail. This was echoed by other Councilmembers and they added that changing the community's mode of transportation away from cars will significantly improve our climate impact.

When asked what options were not considered for the sidewalk designs and why, Ms. Juhnke responded that to her knowledge, pin piles and Sonotubes were not considered but she was not able to confirm this as Project Manager, Laura Reiter was on vacation.

The motion passed unanimously, 7-0

- (c) Action on Ordinance No. 955 - Amending Shoreline Municipal Code Chapters 20.20 and 20.50 Regarding the Tree Related 2021 Batch Development Code Amendments

Senior Planner, Steve Szafran, introduced his presentation as a response to comments and questions gathered from the previously presented amendments and began with Amendment C2,

lowering the diameter breast height (DBH) for significant trees to 6-inches, which was denied by the Planning Commission, and he provided language for Council to reject the denial. In relation to Amendment 5, Mr. Szafran provided two examples of how fines were applied for violations of General Requirements detailed in SMC 20.50.300 and explained the Planning Commission's denial of the amendment was due to the greater value of penalties using the standard calculating method. Next, he spoke about Amendment C6 specifically amending SMC 20.50.310(B)(2) to reduce the permit exemption to remove a significant tree from 30-inches to 24-inches DBH and provided language to reject the Planning Commission's denial. Finally, Mr. Szafran went over Amendment C8 which would authorize the Director to reduce or waive tree retention requirements and clarified that the City may still require the trees to be replaced on site at a greater DBH than standard code requires and provided language to deny the amendment. He concluded with staff's recommendation to adopt Ordinance No. 955.

Councilmember Roberts moved to adopt of Ordinance No. 955. The motion was seconded by Councilmember Pobee.

Councilmember Roberts moved to amend Ordinance No. 955, rejecting the Planning Commission's recommendation for Batch Amendment C-2 related to the denial of the proposed definition of Significant Tree and approve the applicant's revision to the definition of Significant Tree as shown in the PowerPoint. The motion was seconded by Councilmember Pobee.

Council commented that a 6-inch DBH for significant trees is a common standard among other cities so it makes sense to have this as a consistent standard throughout the City and recommended that staff document unintended consequences moving forward with this amendment opposed to waiting for a study to be done.

The motion was unanimously approved, 7-0.

Councilmember Roberts moved to amend Ordinance No. 955, rejecting the Planning Commission's recommendation for denial of Batch Amendment C-6 only in regard to SMC 20.50.310(B)(2) and to amend SMC 20.50.310(B)(2) to read as follows: The removal of any tree greater than 24 inches DBH shall require a clearing and grading permit (SMC 20.50.320 through 20.50.370). The motion was seconded by Deputy Mayor Robertson.

Council noted how much the community cares for the trees and asked for clarification on where the amendment applies and Mr. Szafran responded confirming the amendment only applies where trees protection is not part of the code.

The motion was unanimously approved, 7-0.

Councilmember Ramsdell moved to approve Amendment C-5 and C-6 related to penalties and financial guarantee requirements that was not recommended by staff. The motion was seconded by Councilmember Roberts.

Councilmember Ramsdell expressed discomfort with the lack of clear methodology and supports the idea of definitive upfront and straight forward penalties to reduce the opportunity for bias. City Manager, Debbie Tarry, clarified that the value of trees is not determined by the Director but instead done by professional arborists. Council asked for examples of violations with larger developments to compare the current code against proposed penalties and asked what the code enforcement action process is. Mr. Szafran answered that staff did not have other examples where substantial monetary penalties were assessed and explained that the City becomes aware of a violation when staff performs an inspection or it is reported to the City. Council asked for more information on Amendment 6 and Mr. Szafran explained that Amendment 6 covers language that currently exists in the Critical Area Code for financial guarantee requirements but it adds two more years of monitoring for projects within the MUR 35 and MUR 45 zones.

Mr. Szafran was asked if there could be incentives for developers to retain trees, and whether the proposed penalties would be in addition to the current penalties. He replied that Council could direct staff to add 'incentives' as a Work Plan item and clarified the amendment reads the responsible party in a violation could be subject to civil penalties in SMC 20.30.770(D)(2) in addition to the per tree cost listed in the community proposed amendment. Council questioned if this item could be postponed for further review to better understand the amendments and Assistant City Attorney, Julie Ainsworth-Taylor, confirmed that Council may postpone this amendment while still adopting the Ordinance.

Councilmember Ramsdell moved to postpone discussion on Amendments C-5 and C-6 to a future meeting. The motion was seconded by Councilmember McConnell and passed unanimously, 7-0.

Councilmember Roberts moved to reject the Planning Commission's recommendation for Batch Amendment C-8 and deny the amendment. The motion was seconded by Councilmember Pobee and passed 4-3, with Deputy Mayor Robertson and Councilmembers Mork and McConnell dissenting.

The motion to adopt of Ordinance No. 955 as amended passed unanimously, 7-0.

9. STUDY ITEMS

- (a) Discussion of Resolution No. 488 Approving the Relocation Plan and City Manager Property Acquisition Authority, and Ordinance No. 957 Authorizing the Use of Eminent Domain for Acquisition of Certain Real Properties - to Construct the State Route 523 (N/NE 145th Street) & I-5 Interchange

Ms. Juhnke discussed Resolution No. 488 in two parts explaining that the first part would increase the spending amount the City Manager is authorized to acquire property from \$50,000 to \$1,000,000 for the SR 523 and I5 Interchange Project with anything over \$1,000,000 requiring Council approval. She pointed out the rapidly increasing real estate prices and determination to stay on project schedule as cause for this change to accelerate the approval process for property owners. She said the second part of the Resolution is the relocation plan that was developed by City staff and reviewed by the Washington State Department of Transportation according to the

Uniform Relocation and Assistance and Real Property Acquisition Policy to support relocation claims. Ms. Juhnke detailed projections for the ten parcels in need of partial acquisition, and potentially two parcels becoming full acquisitions, that all range from \$50,000 to over \$1,000,000 and stated that staff identified up to three parcels that could have relocation costs ranging from \$2,500 - \$150,000 per parcel.

Ms. Juhnke next presented on Ordinance No. 957 to exercise the power of eminent domain to acquire private property for public use and said this would be necessary for the acquisition of six parcels within the City of Shoreline but does not include two parcels within the City of Seattle, and two parcels owned by Seattle Public Utilities (SPU). She clarified that the City will have to negotiate with the property owners and SPU for acquisition and if needed, carry out an agreement with City of Seattle to proceed with eminent domain on behalf of Shoreline. She also provided clarification that funding within the discretionary amounts is provided by Sound Transit and the City of Shoreline will not contribute any general fund dollars.

10. ADJOURNMENT

At 9:14 p.m., Mayor Scully declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Approval of Expenses and Payroll as of March 25, 2022
DEPARTMENT: Administrative Services
PRESENTED BY: Sara S. Lane, Administrative Services Director

EXECUTIVE / COUNCIL SUMMARY

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

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$1,810,797.48 specified in the following detail:

***Payroll and Benefits:**

| Payroll Period | Payment Date | EFT Numbers (EF) | Payroll Checks (PR) | Benefit Checks (AP) | Amount Paid |
|-------------------|-----------------|------------------------|---------------------------|---------------------------|---------------------|
| 2/6/22 - 2/19/22 | 2/25/2022 | SUPP PY | 17733 | | \$320.96 |
| 2/20/22 - 3/5/22 | 3/11/2022 | 101364-101567 | 17734-17747 | 85152-85155 | \$608,915.47 |
| 2/20/22 - 3/5/22 | 3/11/2022 | | | WT1250-WT1251 | \$109,381.07 |
| | | | | | <u>\$718,617.50</u> |

***Wire Transfers:**

| Expense Register Dated | Wire Transfer Number | Amount Paid |
|------------------------------|-------------------------|---------------------|
| 3/23/2022 | 1252 | \$150,637.18 |
| 3/25/2022 | 1253 | \$18,236.60 |
| | | <u>\$168,873.78</u> |

***Accounts Payable Claims:**

| Expense Register Dated | Check Number (Begin) | Check Number (End) | Amount Paid |
|------------------------------|-------------------------|--------------------------|---------------------|
| 3/16/2022 | 85095 | 85120 | \$156,147.50 |
| 3/16/2022 | 85121 | 85151 | \$472,313.45 |
| 3/22/2022 | 85156 | 85157 | \$84,859.55 |
| 3/22/2022 | 85158 | 85158 | \$1,793.07 |
| 3/23/2022 | 85159 | 85178 | \$117,416.73 |
| 3/24/2022 | 85179 | 85201 | \$90,775.90 |
| | | | <u>\$923,306.20</u> |

Approved By: City Manager **DT**

City Attorney **MK**

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | | | |
|----------------------|--|---|--|
| AGENDA TITLE: | Adoption of the 2022-2024 City Council Goals and Work Plan | | |
| DEPARTMENT: | City Manager's Office | | |
| PRESENTED BY: | John Norris, Assistant City Manager | | |
| ACTION: | <input type="checkbox"/> Ordinance | <input type="checkbox"/> Resolution | <input checked="" type="checkbox"/> Motion |
| | <input type="checkbox"/> Discussion | <input type="checkbox"/> Public Hearing | |

PROBLEM/ISSUE STATEMENT:

At the City Council's annual Strategic Planning Workshop, which was held March 4 and 5, 2022, the Council discussed their proposed 2022-2024 Council Goals and Work Plan. The Council Goals continue to focus on achievement of Vision 2029 and being a sustainable city in all respects.

As noted in Attachment A, the proposed 2022-2024 City Council Goals are below. Four of these five Goals are a continuation of the same Goals from the 2021-2023 Work Plan. Staff is proposing that Council Goal #5 be slightly amended to account for the increasing focus on the Action Steps under this Goal related to supporting individuals who are unhoused in Shoreline and those in behavioral health crisis. The changes to this Goal are show in strikethrough/underline amendment format below:

1. Strengthen Shoreline's economic climate and opportunities;
2. Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment;
3. Continue preparation for regional mass transit in Shoreline;
4. Expand the City's focus on equity and social justice and work to become an Anti-Racist community; and
5. Promote and enhance ~~the City's safe community~~ safety, healthy and neighborhoods, programs and initiatives and a coordinated response to homelessness and individuals in behavioral health crisis.

In addition to the Council Goals themselves, the Council also reviewed the Action Steps, or sub-goals, that implement the five Council Goals at their Strategic Planning Workshop. Attachment A to this staff report provides the proposed 2022-2024 Council Goals and Work Plan, which include the suggested Action Steps under each goal.

On March 28, 2022, the City Council discussed the proposed Council Goals and Work Plan. The staff report for this Council discussion can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport032822-9b.pdf>.

Council was supportive of the proposed amendments to Council Goal #5 and the proposed changes to the Action Steps and directed staff to bring the proposed Council Goals and Action Steps back to the Council meeting tonight for potential action. Tonight, staff is requesting that Council adopt the proposed 2022-2024 Council Goals and Action Steps.

RESOURCE/FINANCIAL IMPACT:

Resources needed to accomplish the Council's Goals and Work Plan are included in the 2021-2022 Biennial Budget and may also be included in the proposed 2023-2024 Biennial Budget.

RECOMMENDATION

Staff recommends that Council adopt the 2022-2024 Council Goals and Work Plan.

ATTACHMENTS:

Attachment A – Proposed 2022-2024 City Council Goals and Work Plan

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

2022-2024 City Council Goals and Work Plan

The Council is committed to fulfilling the community's long-term vision – Vision 2029 – and being a sustainable city in all respects:

- Sustainable neighborhoods—ensuring they are safe, attractive and serve all ages and abilities;
- Sustainable environment—preserving our environmental assets and enhancing our built environment so that it protects our natural resources;
- Sustainable services—supporting quality services, facilities and infrastructure; and
- Sustainable finances—responsible stewardship of fiscal resources to achieve the neighborhoods, environment and services desired by the community.

The City Council holds an annual Strategic Planning Workshop to monitor progress and determine priorities and action steps necessary to advance Vision 2029. This workplan, which is aimed at improving the City's ability to fulfill the community's vision, is then reflected in department work plans, the City's budget, capital improvement plan, and through special initiatives.

Goal 1: Strengthen Shoreline's economic climate and opportunities

Robust private investment and economic opportunities help achieve Council Goals by enhancing the local economy, providing jobs and housing choices, and supporting the public services and lifestyle amenities that the community desires and expects.

ACTION STEPS:

1. Conduct a review of development that has occurred in the 145th Station Area
2. Amend the development regulations for MUR-70 to fully realize the vision for transit-oriented development in the station areas, including affordable housing, transit-supportive densities, and vibrant, walkable communities
3. Implement the Community Renewal Plan for Shoreline Place by processing Block D and Block E permit submittals
4. Continue to implement development review and permitting best practices, including review of staffing and contract resources to meet permit processing and review time targets, and expansion of the City's online permit capabilities
5. Enhance business retention and expansion efforts by building relationships and identifying regulatory challenges, especially in the post-pandemic environment
6. Facilitate collaboration with and between members of the business community to support new and existing businesses
7. Implement programs and construct capital projects funded through the American Rescue Plan Act to support community recovery from the COVID-19 pandemic
8. Implement Cottage Housing regulations as the first implementation step of the City's Housing Action Plan as the City continues to support housing choices, associated policies and necessary regulatory modifications
9. Incorporate Age Friendly Community policies into the 2024 Comprehensive Plan update
10. Participate in the State's Master Plan process for the Fircrest Campus and advocate for uses compatible with the City's vision for underutilized properties
11. Monitor the outcomes of the ground floor commercial requirements in the North City and Ridgecrest neighborhoods and use lessons learned from this early adoption area to model future development regulations
12. Pursue replacement of the City's Levy Lid Lift, expiring in 2022, to ensure the ability to deliver valued public services to the Shoreline community
13. Support King County Metro's evaluation of the 192nd Park and Ride as a potential location for expanded transit operations and transit-oriented-development

14. Work with Seattle City Light to ensure electric infrastructure supports Shoreline's planned growth by sharing information and seeking to align timelines of private developments, City projects, and utility capacity expansion projects

Goal 2: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment

The City has identified needed improvements to strengthen its municipal infrastructure to maintain public services the community expects through adoption of the Comprehensive Plan, Surface Water Master Plan, Wastewater Master Plan, Transportation Master Plan and the Parks, Recreation and Open Space Plan. As capital improvements are made, it is important to include efforts that will enhance Shoreline's natural environment, ultimately having a positive impact on the Puget Sound region.

ACTION STEPS:

1. Implement the Voter Approved New Sidewalk Program by constructing the 5th Avenue and 20th Avenue sidewalk projects and initiating design of the Westminster Way, 19th Avenue and Ballinger Way sidewalk projects
2. Implement the Sidewalk Rehabilitation Program by completing repair work on 15th and 5th Avenue NE and developing a prioritized plan for the next five years
3. Continue to Implement the Parks, Recreation, and Open Space Plan, including construction of park improvements and acquisition of properties funded through the 2022 Park Bond
4. Continue to explore strategies for replacement of the Shoreline Pool and Spartan Recreation Center
5. Update the 2014 Urban Forest Strategic Plan and continue to implement the Green Cities Partnership, and volunteer programs with Mountains to Sound Greenway Trust, Forterra, and the Washington Native Plant Society
6. Continue to implement the 2022-2024 Priority Environmental Strategies including implementation of Salmon-Safe certification activities, resource conservation and zero waste activities, and updating the City's Climate Action Plan
7. Implement Phase One of the City Maintenance Facility project: construction of the Ballinger Maintenance Facility and preliminary design of the Hamlin and North Maintenance facilities
8. Continue implementing the 2017-2022 Surface Water Master Plan and develop the 2023-2028 Surface Water Master Plan
9. Update the Wastewater Master Plan to reflect modifications following the assumption of the utility by the City
10. Update the Transportation Master Plan, including evaluating a multi-modal level of service, concurrency, shared use mobility options, and the Transportation Impact Fee (TIF)
11. Begin the state mandated major update of the Comprehensive Plan
12. Complete 90% design of the N 175th Street Corridor Project from Interstate-5 to Stone Avenue N and initiate Right-of-Way acquisition
13. Begin construction of the 145th and I-5 Interchange improvements and Phase 1 of the 145th Street Corridor improvements
14. Work with regional and federal partners to fund Right-of-Way acquisition for Phase 2 of the 145th Street Corridor improvements
15. Create the 2023-2028 Public Art and Cultural Services Plan

Goal 3: Continue preparation for regional mass transit in Shoreline

Our community looks forward to increasing mobility options and reducing environmental impacts through public transit services. The ST2 light rail extension from Northgate to Lynnwood includes investment in the Shoreline North/185th Street Station and the Shoreline South/148th Street Station, which are planned to open in 2024. The ST3 package includes funding for corridor improvements and Bus Rapid Transit service along State Route 523 (N 145th Street) from Bothell Way connecting to the Shoreline South/148th Street Station. Engaging our community members and regional transit partners in plans to integrate local transit options into the future light rail service continues to be an important Council priority.

ACTION STEPS:

1. Support Sound Transit's 145th Street improvements from Highway 522 to Interstate-5 as part of ST3
2. Work collaboratively with Sound Transit on the Lynnwood Link Extension Project, including negotiation of remaining project agreements and coordination of project construction, inspection, and ongoing permitting
3. Develop a funding plan to implement the 185th Corridor Strategy
4. Coordinate with developers and seek partnerships and funding to realize the vision of the Light Rail Station Areas
5. Create non-motorized connections to the light rail stations including coordinating design elements of the Trail Along the Rail
6. Complete design of the 148th Street Non-Motorized Bridge, construct the Phase 1 improvements, and work with regional, state, and federal partners to fully fund the project
7. Collaborate with regional transit providers to implement long range regional transit plans including Sound Transit's ST3 Plan, King County Metro's Metro Connects Long Range Plan, and Community Transit's Blue Line and Long-Range Plan
8. Develop a parking program, including Restricted Parking Zones and a parking enforcement unit

Goal 4: Expand the City's focus on equity and social justice and work to become an Anti-Racist community

The Council values all residents, is committed to building an anti-racist community, and believes the City has a responsibility to ensure that Shoreline is an inviting, equitable and safe community for all that does not tolerate any form of discrimination. In order to meet the needs of all community members, the City must provide meaningful community engagement so that all people have access to needed services, information, and resources and can provide input on the development and implementation of City policies and programs.

ACTION STEPS:

1. Continue implementing the City's Equity and Social Justice Program with a heightened focus on anti-racism as described in City Council Resolution No. 467, including identifying and implementing ongoing equity and anti-racism training for City staff, Council, boards and commissions and assessing internal opportunities for change and development
2. Continue building trusting working relationships within the community to foster engagement, participation, and co-creation of strategies for building an anti-racist community
3. Engage in community conversations that will inform approaches to community safety and law enforcement policy and other community-driven topics
4. Develop resources and training to assist staff in understanding meaningful community engagement practices and approaches
5. Work to ensure that the City's programs, parks, facilities and activities are accessible to all Shoreline residents per the Americans with Disabilities Act
6. Continue developing relationships to inform our community policing practices

Goal 5: Promote and enhance community safety, healthy neighborhoods, and a coordinated response to homelessness and individuals in behavioral health crisis

The Council recognizes that supporting stronger community connections and making it possible for residents to meet their needs are critical elements of a safe and thriving community. Maintaining a safe community is the City's highest priority. The 2020 Resident Satisfaction Survey reflected that 94% of respondents felt safe in their neighborhood during the day and 81% had an overall feeling of safety in Shoreline. The City is continuing a concentrated work plan to enhance our public safety communication and crime prevention efforts to ensure that our residents and businesses continue to find Shoreline a safe place to live, work and play. The City is also continuing to support those individuals living unhoused in our community or experiencing behavioral health issues by coordinating with regional homeless partners, working to ensure that there is adequate shelter capacity in Shoreline and North King County, and expanding behavioral health engagement and crisis intervention for those in need.

ACTION STEPS:

1. Use data driven policing to address crime trends and quality of life concerns in a timely manner
2. Support efforts to improve public safety by incorporating best practices and model policies for use of force, de-escalation training and police accountability
3. Maximize and expand the North Sound RADAR (Response Awareness, De-escalation and Referral) service delivery model
4. Continue to expand the partnership between the North Sound City Coalition and the King County Behavioral Health Administrative Service Organization to advance the siting and operation of a crisis triage center for North King County residents who are experiencing a behavioral health crisis
5. Collaborate with King County District Court and other criminal justice service partners to address the inequitable treatment of low-income misdemeanor defendants through options such as a warrant release program, a relicensing program, and other efforts to lower Court Failure to Appear rates
6. Continue the Shoreline Police-Community Response Operations Team to implement solutions related to public safety, code enforcement and homelessness response
7. Continue partnerships between Community Services, Parks, Economic Development and Police on Problem Solving Projects and crime prevention to improve safety and the feeling of safety
8. Conduct trainings and community programs to promote personal safety, awareness, and response
9. Continue to support the North King County Enhanced Shelter through partnership with the King County Regional Homelessness Authority, Lake City Partners and the community
10. Actively monitor developments related to the King County Regional Homelessness Authority with a particular focus on actions and resources related to sub-regional planning efforts
11. Use data driven information to inform the City's actions and plans to provide shelter and housing for all individuals in our community
12. Explore opportunities to expand the City's community building efforts beyond established neighborhood associations

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Action on the Final 2022 Comprehensive Plan Amendment Docket
DEPARTMENT: Planning & Community Development
PRESENTED BY: Steven Szafran, AICP, Senior Planner
Rachael Markle, AICP, Director
ACTION: ___ Ordinance ___ Resolution ___ X Motion
 ___ Discussion ___ Public Hearing

PROBLEM/ISSUE STATEMENT:

The City is limited by state law and the City's adopted procedures to processing Comprehensive Plan amendments once a year, with exceptions only in limited situations. Proposed amendments are collected throughout the previous year with a deadline of December 1st for public and staff submissions of suggested amendments to be considered in the following year. Shoreline Municipal Code (SMC) Section 20.30.340(C)(2)(b) permits the Council to submit an amendment to the Docket at any time before the final Docket is set.

The Docket establishes the amendments that will be reviewed and studied during the year by staff and the Planning Commission prior to their recommendation to the City Council for final approval to amend the Comprehensive Plan by the end of the following year. In addition, the Docket ensures that all the proposed amendments are considered concurrently so that the cumulative effect of the various proposals can be ascertained when the City Council is making its final decision, as required by RCW 36.70A.130(2)(b).

This year's Preliminary 2022 Docket was presented to the Planning Commission on February 3, 2022, and contained two (2) privately-initiated amendments and three (3) City-initiated amendments. Ultimately, the Planning Commission voted to recommended one (1) privately-initiated and three (3) City-initiated amendments be placed on the Draft 2022 Docket (Attachment A) for Council's consideration.

During the Council's discussion of the Draft 2022 Docket on March 7, 2022, Councilmember Roberts introduced two additional potential Docket items for consideration. As well, one additional Staff-initiated Docket item was brought forward to change the land use designation of one parcel in the Richmond Beach Saltwater Park from Public Facility to Public Open Space. If Council is interested in adding any of these potential amendments to the Final 2022 Docket, a Councilmember would need to move the addition of these amendments. Tonight, Council is scheduled to take action on the Final 2022 Comprehensive Plan Amendment Docket.

RESOURCE/FINANCIAL IMPACT:

The proposed Comprehensive Plan Amendments on the 2022 Final Docket will not have a direct financial impact to the City.

RECOMMENDATION

The Planning Commission recommends that the City Council move to adopt the Final 2022 Comprehensive Plan Amendment Docket as shown in Attachment A. Staff further recommends adding City-Initiated Potential Amendment #1 to the Final 2022 Comprehensive Plan Amendment Docket to amend the Comprehensive Plan Land Use Map from Public Facility to Public Open Space for one parcel (1126039010).

Approved By: City Manager ***DT*** City Attorney ***JA-T***

BACKGROUND

The State Growth Management Act, Chapter 36.70A RCW, limits consideration of proposed Comprehensive Plan amendments to no more than once a year. To ensure that the public can view the proposals within a concurrent, citywide context, the Growth Management Act directs cities to create a Docket that lists the amendments to be considered in this “once a year” review process.

Proposed amendments are collected throughout the previous year with a deadline of December 1st for public and staff submissions of suggested amendments to be considered in the following year. SMC Section 20.30.340(C)(2)(b) permits the Council to submit an amendment to the Docket at any time before the final Docket is set. The Docket establishes the amendments that will be reviewed and studied during the year by staff and the Planning Commission prior to their recommendation to the City Council for final approval to amend the Comprehensive Plan by the end of the following year.

Comprehensive Plan amendments usually take two forms: privately-initiated amendments and City-initiated amendments. This year, the Planning Commission was presented with two (2) privately-initiated amendments and three (3) City-initiated amendments.

The Planning Commission has recommended the Preliminary 2022 Docket (Attachment A) and the City Council is now tasked with establishing the Final 2022 Docket, which will direct staff's preparation of an amendment that will be considered for adoption later this year.

DISCUSSION

The Planning Commission considered the Preliminary 2022 Comprehensive Plan Docket on February 3, 2022, and voted to forward the recommended Draft 2022 Docket to the City Council for its consideration in establishing the Final 2022 Docket. The staff report for this Planning Commission meeting can be reviewed at the following link: [Draft 2022 Comprehensive Plan Docket](#).

The Planning Commission meeting minutes from the February 3, 2022 meeting are included as Attachment B to this staff report. A description and the Planning Commission's recommendations for the proposed Comprehensive Plan Amendments is shown below.

On March 7, 2022 the City Council reviewed and discussed the Draft 2022 Comprehensive Plan Docket. The staff report for this Council discussion can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport030722-9c.pdf>.

Amendment #1 – Amend the Transportation Master Plan (TMP) and Transportation Element which Includes Updated Goals and Policies

This amendment will replace the current TMP with a new TMP. The City is currently updating its TMP to better serve the community's current and future transportation needs. The TMP supports all forms of travel – by foot, bicycle, skateboard, scooter, stroller, wheelchair, transit, motorcycle, and automobile. With the coming arrival of light rail transit, new and higher frequency bus service, new pedestrian/bicycle connections, land use changes, and anticipated population growth, the TMP update provides an opportunity to better align transportation goals, objectives, and policies with the City's Comprehensive Plan.

The last update to the TMP was in 2011. The TMP update will guide local and regional transportation investments and define the City's future transportation policies, programs, and projects for the next 20 years.

The TMP, which serves as the supporting analysis for the City's Comprehensive Plan Transportation Element, must be updated to align with the City's Comprehensive Plan periodic update by 2024 and meet the Growth Management Act requirements; maintain the City's eligibility for pursuing future grant funding; and set transportation policies for guiding the development of Shoreline. In fall 2020, the City launched a multi-year process to update the TMP with the goal of adoption by the end of 2022.

Planning Commission Recommendation

The Planning Commission recommends that this amendment be placed on the 2022 Comprehensive Plan Docket.

Amendment #2 – 2024 Comprehensive Plan Major Update

The State Growth Management Act (GMA) requires counties and cities to periodically conduct a thorough review of their Comprehensive Plan and regulations to bring them up to date with any relevant changes in the GMA and to respond to changes in land use and population growth. This mandatory "periodic update" takes place at least once every eight years. Shoreline last completed a major update of the Comprehensive Plan in 2012. The deadline for adoption of this periodic update is June 2024.

There are four overall tasks counties and cities must take during the periodic update process:

1. *Establish a public participation program* – Develop a plan that includes a schedule for steps in the update process to ensure the public is aware of the process and knows how they can participate (RCW 36.70A.130(2) and WAC 365-196-600).
2. *Review relevant plans and regulations* – Evaluate whether there is a need to revise the urban growth area, comprehensive plan, or development regulations to ensure they are consistent with the GMA (RCW 36.70A.130(3) and WAC 365-195-610).

3. *Take legislative action* – Adopt an ordinance or resolution finding that a review has occurred, and identifying revisions made or concluding that revisions were not needed (RCW 36.70A.130(1)(b)).
4. *Submit notice to the state* – Send formal notice of intent to adopt to the state at least 60 days prior to taking legislative action. Send a copy of the signed adopted ordinance or resolution 10 days after final action (RCW 36.70A.106).

Staff has created an outline schedule to propose a process for the update of the 2012 Comprehensive Plan (Attachment C). There are opportunities for efficiencies and cost savings through a collaborative approach with functional plans scheduled for updates before June 2024. To combine resources and prevent meeting fatigue for both the public and City, staff proposes that some Comprehensive Plan Element updates be considered concurrently with the development or update of other relevant plans. For example, the following Element reviews and plan updates could be combined:

- Housing Element (2022) with Housing Action Plan (adopted 2021)
- Transportation Element with Transportation Master Plan (TMP), deadline December 2022
- Parks, Recreation, and Open Space (PROS) Element with the PROS Plan, deadline July 2023
- Capital Facilities Element with Capital Improvement Plan, updated annually

Due to the different adoption schedules for the plans listed above, staff proposes to adopt changes to the Elements (Goals, Policies, and Supporting Analysis) along with each of the relevant plans. This will entail updating certain elements sooner than others. In the case of the Housing Element, it will be up to two years prior to the Comprehensive Plan deadline.

Planning Commission Recommendation

The Planning Commission recommends that this amendment be placed on the 2022 Comprehensive Plan Docket.

Amendment #3 – Amend the Comprehensive Plan Land Use Map Designation from Public Facility to Mixed-Use 1 and change the Zoning from Residential, 18 units/acre (R-18) and Mixed-Business (MB) to Mixed-Business (MB) at the King County Metro Park & Ride Facility at 19000 Aurora Avenue N

This amendment was originally initiated by King County Metro (KC Metro) to change the Comprehensive Plan Land Use Map designation of one parcel from Public Facilities to Mixed-Use 1 (Attachment D) and to concurrently rezone the parcel from R-18 and MB to entirely MB (Attachment E) in 2021. The zoning designation of the park & ride is split with roughly a third of the site zoned R-18 and the rest zoned MB. The request will allow the applicant to pursue greater redevelopment potential on the site.

The City previously engaged the State and KC Metro on the desire for long-term planning of the 192nd Park & Ride for transit-oriented development (TOD). Through a property ownership transition from the State, KC Metro is the current owner of the park

and ride. KC Metro TOD planners indicate that they are finalizing the 192nd Park and Ride TOD study and that a change in comprehensive plan land use designation and zoning would be one of the key first steps in the process. A change in the land use designation and zoning will allow KC Metro to go to market and secure a development partner for the park & ride. The TOD Study will be completed early this year and community outreach on the plan will occur before City Council would be discussing any changes to the Comprehensive Plan Land Use Map or the Zoning Map.

Amendment #3 supports City Council Goal #1, Action Step 10, which states: “Support King County Metro’s evaluation of the 192nd Park and Ride as a potential location for expanded transit operations and transit-oriented-development.” Adding this amendment to the Final 2022 Docket would support that action step if it were included in the final goals. Previous Council Goal language has also directed staff to support redevelopment of the park & ride.

Planning Commission Recommendation

The Planning Commission recommends that this amendment be added to the 2022 Comprehensive Plan Docket.

Amendment #4 – Amend the Land Use Element to add a New Policy “Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline’s urban tree canopy”

This is a privately-initiated amendment (Attachment F) to add a new Land Use Element Policy – “Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline’s urban tree canopy.”

The applicant states that the Comprehensive Plan contains many statements about the need to protect and preserve the tree canopy in Shoreline. This proposed amendment adds the recommendation that building and the protection of the tree canopy can coexist.

Planning Commission Recommendation

The Planning Commission recommends that this amendment be added to the 2022 Comprehensive Plan Docket.

Amendment #5 – Add Short Term Rental Definition, Licensing Requirements, and Location

This is a privately-initiated amendment to add requirements for short-term rentals (Attachment G) and includes the following:

- A. *Short-term rental definition – The use of an entire dwelling unit by any person or group of persons to occupy for rent for a period of less than thirty consecutive days. Short-term rentals do not include bed and breakfast inns, hotels and motels, or boarding houses.*

- B. *License Required. A City business license is required to operate a short-term rental. No more than two short-term rental sites may be operated by any individual, marital group, a group of people, or a corporate entity such as an LLC, within the City.*
- C. *Location. A short-term rental use may be located in a dwelling unit or an accessory dwelling unit. See SMC 20.40.210 for applicable accessory dwelling unit requirements.*

The applicant states that short-term rentals have the potential to generate income for the operator and tax revenue for the City. In this sense, short-term rental regulations support Goal III to “Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations”, and Economic Development Goal I to create jobs, support businesses, and “reduce reliance on residential property tax to fund City operations and capital improvements”. By defining what a short-term rental is, and what the requirements are, the City can provide clarity to short-term rental operators and grow tax revenue from short-term rental businesses by making clear it is an allowed use.

Planning Commission Recommendation

The Planning Commission recommends this request not be added to the Final 2022 Docket. As the applicant stated in their justification for the amendment, the proposed addition of a short-term rental use is already supported by Comprehensive Plan Housing Goals II, Housing Goal III, and Economic Development Goal I.

The City’s recently adopted [Housing Action Plan](#) addresses short term rentals as part of the Action 4.3 which states:

“Short-term rentals are sometimes perceived to have a negative impact on the availability of housing for full-time residents, as investors may purchase properties to rent them to visitors and others will short-term needs. This could create displacement pressure and is also related to issues of housing supply. Some jurisdictions, particularly in places with higher levels of tourism and visitation, have taken steps to regulate or even ban short-term rentals to maintain existing housing stock to meet the needs of their residents. Shoreline could consider such regulations if it determined that short-term rentals are negatively impacting housing availability for full-time residents”.

The report goes on to say:

“Shoreline should analyze the impact of short-term rentals on housing availability and housing price before determining whether such regulations are necessary. Short-term rentals can have positive economic impacts by increasing visitation and visitor spending at local businesses. If such regulations are deemed necessary and appropriate for Shoreline, the City may consider tailoring the regulations to apply only in places that are at a higher risk of displacement or that are not equipped to handle high levels of visitation. The magnitude of the short-term rental market in Shoreline is currently unknown”.

Through the development and adoption of the Housing Action Plan, the Planning Commission identified seven High Implementation Priorities for near term implementation:

- Update the Deep Green Incentive Program,
- Develop cottage housing regulations,
- Develop “missing middle” friendly zoning,
- Develop standards for small lot single-family development,
- Partner with affordable housing providers,
- Support community land trusts through incentives or partnerships, and
- Identify surplus City property for development of affordable housing.

This list of High Implementation Priorities will be used to inform future work plan priorities. For example, preliminary work is underway to develop cottage housing regulations. While short-term rentals were identified in the Housing Action Plan, they did not rise to the list of High Implementation Priorities.

Since policy support for short-term rentals currently exists in the Comprehensive Plan, staff did not recommend adding any new goals or policies and therefore recommended this request not be added to the Docket.

The topic of short-term rentals is most appropriately addressed as an independent work plan item for which Council can direct staff to study the impact of short-term rentals on housing availability and housing price to inform a future decision on adding the proposed use of short-term rental, licensing requirements, and location requirements to the Development Code through the Development Code Amendment process. Significant stakeholder and community engagement would also be a component of this topic as an independent work plan item.

Regulation of short-term rentals also likely requires additional City resources to fully regulate, monitor, and enforce, all of which would require further study and analysis.

For the reasons noted above, the Planning Commission recommends this request not move forward to the Final 2022 Docket and be tabled for potential future consideration in the context of implementing the Housing Action Plan High Implementation Priorities.

Additional Comprehensive Plan Docket Requests

Councilmember Roberts Potential Amendments

Councilmember Roberts introduced two amendments for consideration to add to the Final 2022 Comprehensive Plan Amendment Docket at the March 7th Council discussion. The two potential amendments are as follows:

Councilmember Roberts Potential Amendment #1

Amend the Comprehensive Plan Land Use Element to explicitly allow duplexes and triplexes and allow with conditions other dwelling types that are similar in scale with single family detached homes, in low density residential zones.

Councilmember Roberts Potential Amendment #2

Amend the Comprehensive Plan Land Use Policies to revise language that refers to density limits as a regulatory standard in low density residential zones, including exploring the use of form-based codes and Floor Area Ratio (FAR).

Staff Analysis

These proposed additions to the Comprehensive Plan Docket would significantly broaden the scope of the annual amendment process and will require an extensive outreach plan to fully review and analyze these policy changes to the City's Comprehensive Plan. In addition to the major workplan implications of such a project, the following issues are highlighted for the Council to consider:

- *Land Use* – As Council is aware, more than 70% of the city is zoned for low-density, single family homes zoned R-4 and R-6. Allowing single-family attached dwellings (duplexes and triplexes) outright in the R-4 and R-6 zones may cause alarm to existing residents in these zones without a proper public participation plan and public outreach in place. Staff is also concerned about adopting goals, policies, and development regulations for duplexes and triplexes before the State adopts a missing-middle housing bill. The concern is the City's regulations may not align with the State's rules once they are passed by the legislature.
- *Public Participation* – Policy changes of this scale (allowing duplexes and triplexes and removing density limits in the Low-Density Residential land use designation) will require a robust public participation process. Generally, staff follows the public participation process established in the Comprehensive Plan, which includes:
 1. *Visioning Process* – This process provides Shoreline citizens an opportunity to establish a framework and context upon which the amendments will be based. Planning Commission meetings will provide the forum for the initial community visioning process.
 2. *Planning Commission* - The Planning Commission will play a key role in establishing the City's dialogue with community members, hosting meetings and workshops during the development of the amendments. The Planning Commission will evaluate information provided by the community and develop recommendations for submission to the City Council.
 3. *Resident Survey* – The City will use the Resident Satisfaction survey, if available, to inform amendments.
 4. *Public Meetings* - Public meetings will be hosted by the Planning Commission on draft amendments.
 5. *Public Hearing* - At least one public hearing will be held before the Planning Commission to discuss proposed amendments.
 6. *Public Notice* - The City will provide notice of all meetings and hearings pursuant to the requirements of RCW 36.70A.020 and .035.
 7. *Written Comment* - The public will be invited to submit written comments. Comments will be specifically solicited from residents, special interest organizations and business interests. Comments may be in the form of letters, emails and other correspondence to the City regarding the Plan or

comments received electronically on the City's website. All comments will be logged-in according to specific area of the Plan.

8. *Communications Programs & Informational Services* – As staff and budgetary resources allow, the activities will be undertaken to ensure broad-based citizen participation:
 - a. News in Citywide Newsletter (Currents) – Updating the community on planned meetings, workshops or other significant events. Articles on topics related to the plan and a request for feedback from the community. The newsletter article will be disseminated via the City's website, emailed to a mailing list and/or provided in paper copy as appropriate.
 - b. Interest Groups – Contact local interest groups (i.e. Chamber of Commerce, home builders, environmental, neighborhoods, etc.) and arrange to meet and discuss relevant amendments and other city project issues.
 - c. Community Workshops – Conduct community workshops hosted by the Planning Commission to encourage neighborhood participation in the development of the amendments. These meetings may be held at City Hall, neighborhood schools, churches or other community facilities.
 - d. Press Release and Public Service Announcements – Work with the local newspapers, blogs, and social media to advertise and promote significant events related to city issues including the Comprehensive Plan, Development Code amendments and other city issues.
 - e. Develop a database of interested citizens and provide regular correspondence concerning the status of amendments.
 - f. Identify key resource personnel representing agencies and groups whose plans will be integrated into the Comprehensive Plan, including but not limited to fire districts, utilities, libraries and school district.
 - g. Maintain a log of all public participation meetings, events and actions that the City engages in to provide documentation on the City's effort to meet the requirements of the GMA.
- *State Environmental Policy Act (SEPA) Review* – Allowing duplexes and triplexes outright in the R-4 and R-6 zones has the potential to triple the density in these zones. Adding this many units throughout the city will require coordination with inside and outside agencies regarding impact studies for surface water, traffic, wastewater, and other utilities. Staff anticipates SEPA review will require consultant help which will impact the City's budget.
- *Comprehensive Plan Major Update* – The 2024 Comprehensive Plan Major Update is on the 2022 Docket and staff is under a deadline by the State to complete the update by the end of 2024. Staff has provided Council a general timeline of the specific update schedule when specific elements and functional plans will be considered by the Planning Commission and Council. Adding another planning project with a broad scope will spread thin the resources and capacity already anticipated to be devoted to the major update and could jeopardize the ability to complete the update by the deadline.

- *Housing Action Plan (HAP)* – The City of Shoreline developed the HAP with support from the Washington State Department of Commerce. The HAP provides an array of City-led initiatives that encourage the provision of housing at prices affordable to all of Shoreline’s residents, now and in the future. This Plan identifies the City of Shoreline’s greatest housing needs and associated housing tools to address these needs.

The Housing Toolkit identifies a variety of possible options to address those needs. The toolkit is a list of priorities and actions the city can take to:

- Increase the supply of housing in Shoreline;
- Increase the variety of housing types available in Shoreline;
- Provide more affordable housing Citywide;
- Serve low-income households and minimize displacement; and
- Preserve existing housing units in Shoreline, where appropriate.

The highest priority in the toolkit, cottage housing, is addressed below.

- *Cottage Housing Ordinance* – This action step was identified by Council as the highest priority in the HAP. Cottage housing is a type of missing middle housing that allows for small 1 or 2 story houses, either attached or detached and may not have a backyard but, instead, are arranged around a common interior courtyard. Houses are normally 700-1,200 square feet in size. These features and relatively small size allow for moderate-income housing well suited for seniors and small families. Cottage housing has the potential to blend with the scale of existing neighborhoods that consist of predominantly detached single-family housing but can increase the dwelling units per acre threefold and drastically increase the residential building capacity through infill development.

Cottage housing would be prioritized in areas in which this housing type would complement existing infrastructure and support investment in future transit services through well-designed infill development. While the City has focused much of its planning efforts in recent years to increasing development capacity and investing in infrastructure on the Aurora corridor and its two light rail station areas, cottage housing will provide a needed housing type to complement the more compact growth pattern planned in other areas of the City. Some of the work done as part of cottage housing and feedback from the community could be used to inform future work to broaden housing choices in the low density residential areas throughout the City.

Staff Recommendation

For the reasons stated above, staff recommends that the Councilmember Roberts potential amendments Nos. 1 and 2 not advance onto the 2022 Docket as independent items. While not going as far as allowing duplexes and triplexes in all single-family zones, staff is currently working on changes to allow denser development in the low-density single family zones with the proposed cottage housing development code amendments.

Through the work of the 2024 Comprehensive Plan Major Update, staff can evaluate potential amendments Nos. 1 and 2 and make recommendations at that time for policy changes to allow more missing-middle housing types within the Low Density Residential land use designation. The major update will allow for greater public participation, public comment, and opportunities for the public to weigh in on the potential changes proposed within the R-4 and R-6 zones areas of the city.

Amendatory Motion

If a Councilmember would like to move to add either of these potential amendments by amending the Planning Commission's recommendation to include Councilmember Robert's potential amendment Nos. 1 and/or 2, a Councilmember could move to modify the Planning Commission's recommendation as follows:

I move to amend the Planning Commission's recommendation by adding Councilmember Robert's potential docket amendment No. 1 and (or) No. 2 to the Final 2022 Comprehensive Plan Amendment Docket.

City-Initiated Potential Amendment

There was one additional amendment suggested by a private citizen to change the Comprehensive Plan Land Use Map for one parcel near the Richmond Beach Saltwater Park from Public Facility to Public Open Space (Attachment H). Staff agreed with this resident that the Comprehensive Plan Land Use Map should be corrected. Thus, staff is now proposing this as a City-initiated potential amendment.

City-Initiate Potential Amendment #1

Amend the Comprehensive Plan Land Use Map from Public Facility to Public Open Space for one parcel (1126039010).

Staff Analysis

Staff supports making this Comprehensive Plan Land Use Map change. This portion of Richmond Beach Saltwater Park, like the parcel directly north, includes upland portions of the beach assessable by the public and also portions that are either underwater or accessible only during low tide. Changing this parcel to Public Open Space will be consistent with the parcel directly north and the rest of Richmond Beach Saltwater Park.

Staff Recommendation

Staff recommends adding this potential amendment to the Final 2022 Comprehensive Plan Amendment Docket.

Amendatory Motion

If a Councilmember would like to move to add this potential amendment by amending the Planning Commission's recommendation to include staff's potential amendment No. 3, a Councilmember could move to modify the Planning Commission's recommendation as follows:

I move to amend the Planning Commission's recommendation by adding City-initiated potential docket amendment No. 1 to the Final 2022 Comprehensive Plan Amendment Docket.

RESOURCE/FINANCIAL IMPACT

The proposed Comprehensive Plan Amendments on the 2022 Final Docket will not have a direct financial impact to the City.

RECOMMENDATION

The Planning Commission recommends that the City Council move to adopt the Final 2022 Comprehensive Plan Amendment Docket as shown in Attachment A. Staff further recommends adding City-Initiated Potential Amendment #1 to the Final 2022 Comprehensive Plan Amendment Docket to amend the Comprehensive Plan Land Use Map from Public Facility to Public Open Space for one parcel (1126039010).

ATTACHMENTS

- Attachment A – Planning Commission Recommended Draft 2022 Comprehensive Plan Amendment Docket
- Attachment B – February 4, 2021 Planning Commission Meeting Minutes
- Attachment C – 2024 Comprehensive Plan Periodic Update Schedule
- Attachment D – Comprehensive Plan Amendment: KC Metro Park & Ride
- Attachment E – Zoning Amendment: KC Metro Park & Ride
- Attachment F – Kathleen Russell Application
- Attachment G – Janelle Callahan Application
- Attachment H – Richmond Beach Saltwater Park Map with Parcel Proposed for Comprehensive Plan Land Use Map Amendment



City of Shoreline

DRAFT 2022 COMPREHENSIVE PLAN AMENDMENT DOCKET

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

Planning Commission Recommended 2022 Comprehensive Plan Amendments:

1. Amend the Transportation Master Plan and Transportation Element which includes updated goals and policies.
2. 2024 Comprehensive Plan Major Update. Begin the update of the City of Shoreline Comprehensive Plan.
3. Amend the Comprehensive Plan Land Use Map Designation from Public Facility to Mixed-Use 1 and change the Zoning from Residential, 18 units/acre (R-18) and Mixed-Business (MB) to Mixed-Business (MB) at the King County Metro Park & Ride Facility at 19000 Aurora Avenue N.
4. Amend the Land Use Element to add a new policy "Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline's urban tree canopy".

Estimated timeframe for Council review/adoption: December 2022.

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF PUBLIC HEARING (Via Zoom)

February 3, 2022
7:00 P.M.

Commissioners Present

Chair Pam Sager
Vice Chair Julius Rwamashongye
Commissioner Jack Malek
Commissioner Janelle Callahan
Commissioner Mei-shiou Lin

Staff Present

Rachel Markle, Planning Director
Andrew Bauer, Planning Manager
Steve Szafran, Senior Planner
Julie Ainsworth-Taylor, Assistant City Attorney
Carla Hoekzema, Planning Commission Clerk

Commissioners Absent

Commissioner Andy Galuska (excused)

CALL TO ORDER

Chair Sager called the public hearing of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Ms. Hoekzema called the roll.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of January 20, 2022 were accepted as presented.

GENERAL PUBLIC COMMENT

There were no general public comments.

PUBLIC HEARING: 2021 DEVELOPMENT CODE AMENDMENTS BATCH #2 – MISC., SEPA & TREE AMENDMENTS

Chair Sager made introductory comments regarding the purpose of and procedures for the public hearing. She opened the public hearing at 7:02 p.m.

Staff Presentation: Senior Planner Szafran made the staff presentation regarding the 2021 Development Code Amendment Batch #2 – Miscellaneous, SEPA, and Tree Amendments.

Miscellaneous Amendments: The staff-initiated amendments discussed on July 15 are a mix of updates, clarifications, and policy changes to parking, setbacks, and adaptive reuse of commercial buildings. Staff is recommending that these be approved as written.

SEPA (State Environmental Policy Act Amendments): These are related to the SEPA process and are staff initiated. They are related to the way certain permits are reviewed and appealed and how SEPA, if required, is reviewed and appealed. None of the amendments will substantively change the City's evaluation of environmental impacts of a proposal. Staff is recommending approval of amendments shown.

Tree Amendments: These are mostly privately initiated amendments with one staff-initiated proposal. It includes new and revised definitions, protection of trees during development, tree retention, tree replacement, and public notification when trees are removed in the public right-of-way.

- Tree Amendment #1 – This would add definitions for Critical Root Zone (CRZ) and Inner Critical Root Zone (ICRZ).
- Tree Amendment #2 – This would add revised definitions for Tree Canopy, Hazardous Tree, and Landmark Tree.
- Tree Amendment #3 – This would add the definition for Urban Forest and Urban Tree Canopy.
- Tree Amendment #5 – This would revise the Purpose section of Tree Code and would strengthen the language related to Shoreline's commitment to protecting and maintaining the tree canopy in the City.
- Tree Amendment #6 – This would revise General Requirements for Trees. Staff agrees the language should be added to provide additional protections for protected trees and vegetation where applicable. The original amendment has been amended by staff for consistency with existing provisions of the Shoreline Development Code.
- Tree Amendment #8 – Development standards for clearing activities. Staff agrees with the applicant's proposed increase of minimum tree retention requirements from 20% to 25% provided that the recommended language in Amendment #9 is included as well.
- Tree Amendment #9 – This would allow the Director to waive or reduce the minimum significant tree retention if an applicant meets certain criteria.

- Tree Amendment #11 – This relates to tree protection standards during construction and onsite arborist observation when work is near the critical root zone. It increases the size for tree protection fencing from 4-feet to 6-feet and removes “plastic safety fencing”. Staff recommends keeping the language requiring pruning of visible deadwood on trees to be protected or relocated.

Mr. Szafran summarized that staff is recommending approval of all the amendments shown in Attachment A of the Staff Report.

Clarification Questions by the Planning Commission:

Commissioner Malek asked for clarification about how they arrived at the number for the increase of significant tree retention from 20 to 25%. Mr. Szafran explained it was requested by the public to increase it by 5%. Originally, there was an incentive table where everything was increased to 25% with incentives for additional retention. Those incentives were pulled out by staff to possibly be worked on in the future. Staff can support an increase from 20 to 25% because most of the development applications are saving more than that anyway.

Public Testimony:

Bob Gregg, Clinton, Washington, spoke in support of the staff recommendation to unbundle the parking in the Miscellaneous Amendments. He stated he also has submitted a written document. He does a lot of development in this area. He is a LEED (Leadership in Energy and Environmental Design) accredited professional, and they strongly encourage unbundling parking for environmental reasons, noting it has been very effective in getting people to use public transportation, ridesharing, carpooling, etc.

Susie Good, Seattle, spoke in support of unbundling parking on behalf of a property management company that has properties in Shoreline. She spoke to environmental reasons and noted that most of the parking garages they have are not on a one-to-one ratio. This makes it harder to comply with the code the way it is written and ends up with empty parking spots. She added it is also difficult to manage the spaces for renters.

Bill Turner, Shoreline, spoke on behalf of the Tree Preservation Code Team related to Amendment #2, Significant Tree definition in support of measuring of 6” diameter breast height (DBH). He noted that most surrounding cities have defined 6” DBH for their significant trees. Shoreline’s own code definition for significant public street trees is 6” DBH. Unfortunately, Bothell’s significant 8” DBH has been cited as an example, but Bothell is not an example to follow as they are behind the times in tree protection. The Tree Preservation Code Team is joined by the Citizens Advisory Group in recommending 6” DBH for the definition of significant trees. In light of all this he encouraged the Planning Commission to recommend the 6” DBH to the City Council.

Nancy Morris, Shoreline, spoke to the importance of preserving mature trees. She urged the Planning Commission to repeat the wisdom of the 2012 Planning Commission and recommend the protective tree code amendments 2, 6, and 10 as written by the Tree Preservation Code Team along with the other tree code amendments. She encouraged everyone to protect the trees and do what they can to help mitigate the climate extremes.

Kathleen Russell, Shoreline, Tree Preservation Code Team member, said she was confused by the staff presentation because several of the recommendations by the Code Team were not included in the presentation. These include Amendment 2, significant 6” definition; Amendment 2, landmark 24” definition; Amendment 6, general requirements penalties; Amendment 7, tree exemption on large properties; and Amendment 10, tree replacement or fee in lieu. She asked if the Planning Commission would have the opportunity to vote on those proposed codes tonight. She stated that the proposed codes would save some trees in the neighborhoods, especially at MUR35 and MUR45 sites. They do not pertain to the seven zones where none of the trees must be retained. She asked the Planning Commission to recommend all the proposed code changes to Council.

Ann Bates, Shoreline, spoke in support of the amendments 2, 6, and 10 as proposed by the Tree Preservation Code Team. These will help to preserve more and larger trees. The Shoreline Comprehensive Plan states that Shoreline should maintain and improve its tree canopy. Development is resulting in cutting down trees that are needed to lessen the effects of global warming. These amendments are meant to improve the environment and the health of the people in the City.

Peter Eglick, Attorney for the Innis Arden Club, Shoreline, stated that Innis Arden is the steward for 50 acres of forested reserve tracts. They have planted several hundred trees over the last few years. They strongly believe that trees and forests are important; however, they believe that what is being proposed by the Tree Preservation Code Team is not well thought through and not well supported. He hasn’t seen actual review of these proposed amendments by experts in the field to understand what their effects will be. He commented that Innis Arden was never invited as a stakeholder to participate in conversations that took place with staff before these amendments were brought forward. When they found out about them, they submitted comments on December 2, January 6, and January 18. Their recommendation is that none of the amendments related to trees should go forward. Instead, the City should establish a stakeholder process with an eye toward preparing an Environmental Impact Statement that addresses what it means to make regulatory changes in the City. He commented on the lack of science used to determine what level of replacement is appropriate and viable. The City’s own engineering standards are in conflict with the aspirations of some of these amendments.

Seeing no further comments, the public hearing was closed at 7:36 p.m.

Mr. Szafran mentioned that staff presented the Planning Commission with the amendments recommended for approval. The other amendments which he did not go over are in Attachment B of the Staff Report. He did not review them in the PowerPoint because they are not part of the staff recommendation.

Miscellaneous Amendments:

VICE CHAIR RWAMASHONGYE MOVED TO APPROVE THE MISCELLANEOUS AMENDMENTS AS PRESENTED BY STAFF AND TO FORWARD A RECOMMENDATION FOR APPROVAL TO CITY COUNCIL. COMMISSIONER MALEK SECONDED THE MOTION.

Vice Chair Rwamashongye spoke in support of the amendments as presented by staff.

THE MOTION WAS UNANIMOUSLY APPROVED (5-0).

SEPA Amendments:

COMMISSIONER CALLAHAN MOVED TO APPROVE THE 2021 COMPREHENSIVE PLAN AMENDMENTS, RELATED TO SEPA, IN THE STAFF REPORT DATED FEBRUARY 3 AND FORWARD A RECOMMENDATION OF APPROVAL TO CITY COUNCIL. COMMISSIONER LIN SECONDED THE MOTION.

THE MOTION WAS UNANIMOUSLY APPROVED (5-0).

Tree Amendments:

Commissioner Callahan asked procedural questions. City Attorney Ainsworth-Taylor responded. Commissioner Malek asked how Mr. Eglick's recommendation would play out. City Attorney Ainsworth-Taylor explained the Planning Commission would make a recommendation to the City Council to not approve any of the Tree Code amendments, and the City Council would make the ultimate decision.

COMMISSIONER MALEK MOVED TO DENY ALL AMENDMENTS AS WRITTEN IN THEIR ENTIRETY AND REFER THEM BACK TO STAFF FOR MORE STUDY AND TO INCLUDE MORE SCIENCE AND MORE STAKEHOLDER PARTICIPATION. THE MOTION WAS SECONDED BY VICE CHAIR RWAMASHONGYE.

Commissioner Malek commented that he believes there have been some well-organized private citizen stakeholder groups represented, but not enough of a cross section of stakeholders in the community have been heard from. He urged everyone to think carefully about this because it is a big issue and goes to the character of Shoreline as one of the most treed communities.

Commissioner Lin stated she agrees they would like to have more study and a more holistic look, but she also feels these amendments have been looked at and studied for a long time. Many of the suggestions are aligned with cities that are moving toward preservation or fighting climate change. She suggested they continue to improve the code with more considerations and additional work that will happen in the future. She was not in support of denying all the recommendations.

Vice Chair Rwamashongye spoke to the importance of balancing accountability and responsibility with respect to development. This issue is so important to the City of Shoreline that more engagement with the citizens makes sense. He acknowledged that staff has done a lot of work and attempted to get public engagement, but it looks like there is an opportunity to do more.

Chair Sager agreed with Commissioner Lin that there is more work to be done, but it is important to take a step in the right direction. It is not over, but these amendments are a good start.

Commissioner Malek expressed concern that there is no impetus to continue refining this if it is not on the table. He spoke in support of looking at these as a group and allow for a better cross-section of the community to speak to this.

Commissioner Lin agreed that further study will be needed but this is a step in the right direction. She thinks this is an opportunity to listen to concerns that they are losing tree canopy. She thinks this may trigger further looking into regulations.

UPON A ROLL CALL VOTE, THE MOTION FAILED 2-3 WITH COMMISSIONERS MALEK AND RWAMASHONGYE VOTING IN FAVOR AND COMMISSIONERS CALLAHAN, LIN AND CHAIR SAGER VOTING AGAINST THE MOTION.

COMMISSIONER CALLAHAN MOVED TO APPROVE THE 2021 **COMPREHENSIVE PLAN AMENDMENTS, ATTACHMENT C, TREE CODES, TO THE STAFF REPORT DATED FEBRUARY 3, 2022 AS RECOMMENDED BY STAFF AND FORWARD A RECOMMENDATION FOR APPROVAL TO CITY COUNCIL. THE MOTION WAS SECONDED BY COMMISSIONER LIN.**

Amendment #C1:

AMENDMENT #C1 PASSED UNANIMOUSLY (5-0).

Amendment #C2:

AMENDMENT #C2 PASSED UNANIMOUSLY (5-0).

COMMISSIONER CALLAHAN MOVED TO WITHDRAW THE VOTE ON AMENDMENT #C2 DUE TO CONFUSION AMONG THE PLANNING COMMISSION ABOUT THE SUBSTANCE OF THE VOTE. THE MOTION WAS SECONDED BY COMMISSIONER MALEK. THE MOTION PASSED UNANIMOUSLY (5-0).

COMMISSIONER CALLAHAN MOVED TO APPROVE TREE AMENDMENT #C2 AS PRESENTED BY STAFF AND FORWARD A RECOMMENDATION TO CITY COUNCIL. THE MOTION WAS SECONDED BY COMMISSIONER LIN.

COMMISSIONER CALLAHAN MOVED TO AMEND THE DEFINITION OF A LANDMARK TREE FROM OVER 30" DBH TO 24" DBH. CHAIR SAGER SECONDED THE MOTION.

Commissioner Callahan stated she wants the City to go further in saving trees as other jurisdictions are doing so that more trees are protected. She noted that the code may benefit from further refinement and study, but that is not a reason to stop this now.

Chair Sager agreed that this is important, and they need to start somewhere.

THE AMENDMENT TO THE MAIN MOTION RELATED TO #C2 PASSED (4-1) WITH COMMISSIONER MALEK VOTING AGAINST THE MOTION.

THE MAIN MOTION TO APPROVE AMENDMENT #C2 AS AMENDED PASSED (4-1) WITH COMMISSIONER MALEK VOTING AGAINST THE MOTION.

Amendment #C3:

COMMISSIONER CALLAHAN MOVED TO APPROVE AMENDMENT #C3 AS PRESENTED BY STAFF. THE MOTION WAS SECONDED BY COMMISSIONER LIN. THE MOTION PASSED UNANIMOUSLY (5-0).

Amendment #C5:

COMMISSIONER CALLAHAN MOVED TO APPROVE AMENDMENT #C5 AS PRESENTED BY STAFF. THE MOTION WAS SECONDED BY COMMISSIONER LIN. THE MOTION PASSED (4-1) WITH COMMISSIONER MALEK VOTING AGAINST THE MOTION.

Amendment #C6:

COMMISSIONER CALLAHAN MOVED TO APPROVE AMENDMENT #C6 AS PRESENTED BY STAFF. THE MOTION WAS SECONDED BY COMMISSIONER LIN.

Commissioner Malek expressed concern about devising their own science and pandering to a group that is very focused on using trees alone to impact the carbon footprint and global warming. He thinks trees are extremely important, but he also thinks they will lose more trees if they don't address bigger problems that are happening around us. Trees are great carbon sponges, but not putting carbon in the air at all is as good a way to mitigate and address the global warming issue. He expressed concern about the impact this could have on the goal of getting reasonable income and low-income housing as well as good housing that is dense and located near a multi-modal corridor. Eliminating carbon from the environment by concentrating density needs to also be considered.

THE MOTION TO APPROVE AMENDMENT #C6 PASSED (4-1) WITH COMMISSIONER MALEK VOTING AGAINST THE MOTION.

Amendment #C8:

COMMISSIONER LIN MOVED TO APPROVE AMENDMENT #C8 AS PRESENTED BY STAFF. THE MOTION WAS SECONDED BY COMMISSIONER CALLAHAN.

Commissioner Lin stated she is happy to hear from staff that many developments are already saving 25% of trees.

THE MOTION TO APPROVE AMENDMENT #C8 PASSED UNANIMOUSLY (5-0).

Amendment #C9:

COMMISSIONER CALLAHAN MOVED TO APPROVE AMENDMENT #C9 AS PRESENTED BY STAFF. THE MOTION WAS SECONDED BY COMMISSIONER LIN.

Commissioner Callahan stated she thinks it is important for the director to have this authority in those rare cases where waiving the requirement may be helpful for a homeowner who has a difficult situation.

Commissioner Lin commented on the importance of allowing this flexibility until the code is more refined.

THE MOTION TO APPROVE AMENDMENT #C9 PASSED UNANIMOUSLY (5-0).

Amendment #C11:

COMMISSIONER LIN MOVED TO APPROVE AMENDMENT #C11, TREE PROTECTION STANDARDS, AS PRESENTED BY STAFF. THE MOTION WAS SECONDED BY COMMISSIONER CALLAHAN.

Commissioner Lin stated she thinks this is a good step to preserving trees.

Vice Chair Rwamashongye asked how construction would happen within the dripline of a tree. Mr. Szafran replied that an arborist would have to be on site to make sure there isn't any damage to the tree.

Commissioner Malek commented that it seems excessive to expect an arborist to be there.

COMMISSIONER MALEK MOVED TO STRIKE PART E. THE MOTION DIED FOR LACK OF A SECOND.

Commissioner Lin commented that a protective fence is usually put up around the critical root zone. This item states that if the work must happen within that area, an arborist will need to be present to help the tree's survivability.

THE MOTION PASSED (4-1) WITH COMMISSIONER MALEK VOTING AGAINST THE MOTION.

THE MAIN MOTION AS AMENDED ABOVE PASSED (4-1) WITH COMMISSIONER MALEK VOTING AGAINST THE MOTION.

Commissioner Lin asked if the amendments not recommended by Planning staff will still be forwarded to City Council. Staff replied that they would. Commissioner Lin asked if the Commission should vote

on them. City Attorney Ainsworth-Taylor stated they could do that if they wanted to attach a recommendation. Either way, Council will still get the amendments in their packet. Commissioner Lin stated that staff has done a study of the denied items, but she would like to recommend that the 6” versus 8” significant tree definition be studied further to better understand the impacts. Chair Sager concurred. City Attorney Ainsworth-Taylor stated that when she drafts the recommendation letter to the Council, she will include the points and concerns the Commission has raised.

Vice Chair Rwamashongye asked if there are opportunities for developers to work with neighboring properties to plant a tree there if they remove one on their property to offset the loss. If so, would a 6” tree be the appropriate tree. He recommended looking at counterbalances in writing the regulations as opposed to just being restrictive.

Commissioner Malek noted they used to do the tree swap thing with the Parks where people could plant trees in the parks. He commented that he loves trees, but thinks it is very important that they don’t go down the path where they start to create landscape architect permits and plans for every individual, residential home. He thinks they need more science behind how the trees will be impacted. He agreed that keeping trees in the community by some sort of swap as suggested by Commissioner Rwamashongye is a good idea.

Commissioner Lin agreed with having a more creative approach. She recommended looking at the big picture and how they manage the larger parcels. She wondered about having a sort of forest management overlay to look at tree removal or preservation. This relates to Commissioner Malek’s point of looking at the Shoreline community as a whole.

Director Markle pointed out that the current code says that you can relocate a tree to another lot, but it doesn’t say that you can plant another tree.

STUDY ITEM: 2022 DRAFT COMPREHENSIVE PLAN DOCKET

Mr. Szafran reviewed the 2022 Draft Comprehensive Plan Docket:

- Amendment #1 – Amend the Transportation Master Plan (TMP) and Transportation Element which includes updated goals and policies.
- Amendment #2 – Begin 2024 Comprehensive Plan Major Update. Staff has included a proposed outline schedule.
- Amendment #3 – Amend the Comprehensive Plan Land Use Map Designation from Public Facility to Mixed Use 1 and change the zoning from Residential, 18 units/acre (R-18) and Mixed-Business (MB) to Mixed-Business (MB) at the King County metro Park & Ride Facility at 19000 Aurora Avenue N.
- Amendment #4 – Amend the Land Use Element to add a new policy “Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline’s urban tree canopy”.
- Amendment #5 – Add Short Term Rental definition, licensing requirements, and location. Staff’s recommendation is not to include this in the Comprehensive Plan process but address it in other ways such as the Development Code process.

Staff is recommending that Amendments 1-4 be included in the Final 2022 Docket.

VICE CHAIR RWAMASHONGYE MOVED TO RECOMMEND TO COUNCIL APPROVAL OF THE 2022 COMPREHENSIVE PLAN DOCKET AS PRESENTED BY STAFF. THE MOTION WAS SECONDED BY COMMISSIONER MALEK.

Vice Chair Rwamashongye spoke to the importance of the Comprehensive Plan updated and aligned with goals and policies.

MOTION PASSED UNANIMOUSLY (5-0).

UNFINISHED BUSINESS

None

NEW BUSINESS

Commissioner Malek commented that a community member is doing work regarding safe and accessible park access. Commissioners should be receiving something soon.

REPORTS OF COMMITTEES AND COMMISSIONER ANNOUNCEMENTS

None

AGENDA FOR NEXT MEETING

Staff reviewed the agenda for the next meeting which is scheduled for February 17, 2022.

ADJOURNMENT

The meeting was adjourned at 9:13 p.m.

Pam Sager
Chair, Planning Commission

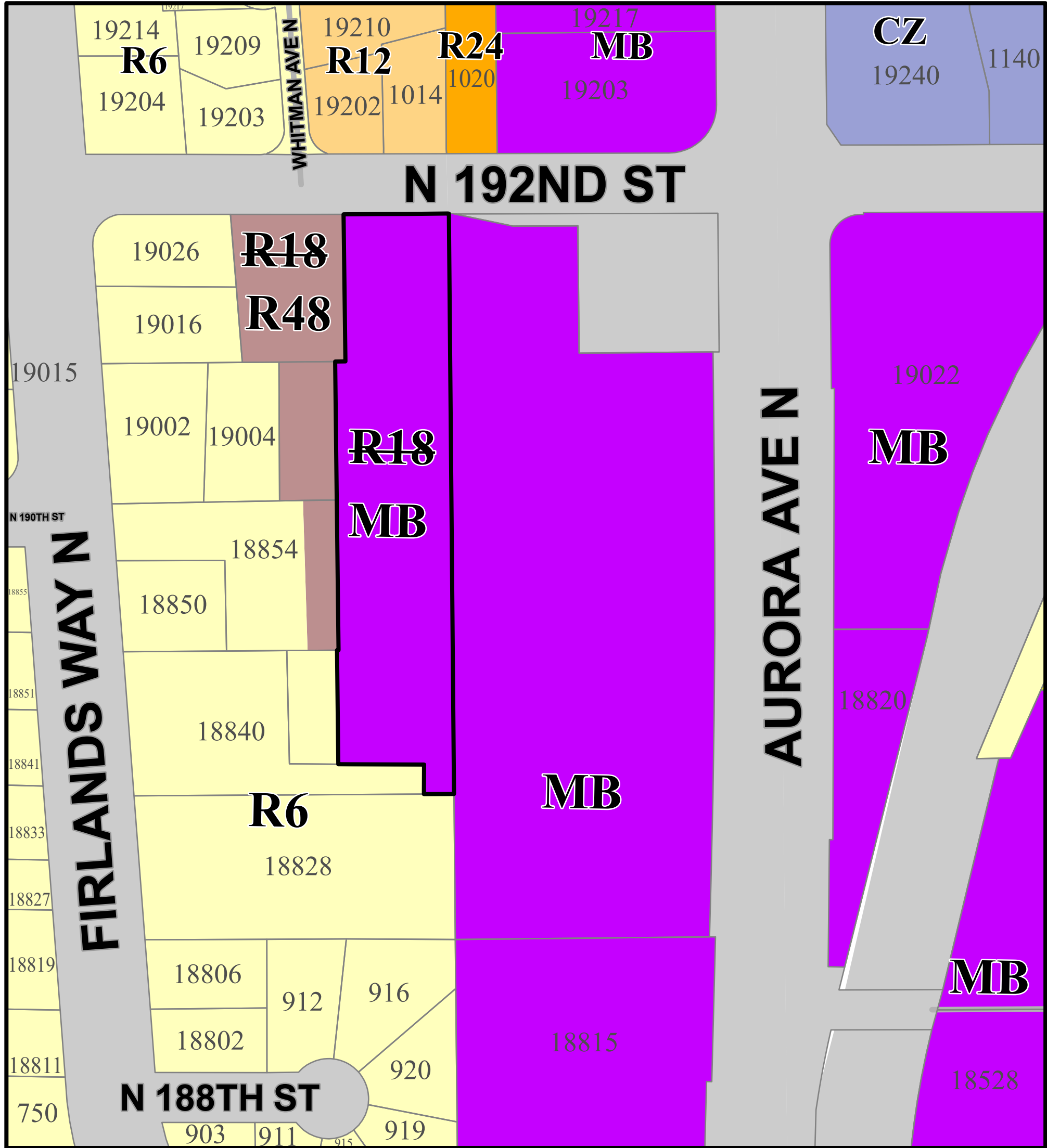
Carla Hoekzema
Clerk, Planning Commission

2024 Comprehensive Plan Periodic Update – Tentative Schedule

| 2022 | 2023 | 2024 |
|--|--|---|
| Q4 2021 / Q1 2022 Completed: <ul style="list-style-type: none"> • Comp Plan Docket • Early Scope (new CPP's and other requirements, best practices, emerging issues to incorporate, themes) • Develop Charter • Draft engagement strategy/public participation plan | Q1 Completed: <ul style="list-style-type: none"> • Introduction • Land Use Element | Q1 Completed: <ul style="list-style-type: none"> • Utilities • Capital Facilities • Subarea Plans (to the extent they need to be integrated with the document) |
| Q2 Completed: <ul style="list-style-type: none"> • Council briefing on early scope/schedule for update (tentative) | Q2 Completed: <ul style="list-style-type: none"> • Community Design • Housing Element (build and use work from Housing Action Plan) | Q2 Completed: <ul style="list-style-type: none"> • Integrate final document (design, graphics, etc.) • Adopt SEPA (early Q2) • Adoption of final ordinance completing periodic update (June 30, 2024) |
| Q3 Completed: <ul style="list-style-type: none"> • Kick-off visioning/engagement | Q3 Completed: <ul style="list-style-type: none"> • Economic Development Element | Q3 Completed: <ul style="list-style-type: none"> • Plan submittal for review/certification (PSRC) • Other regulatory filings (Commerce, etc.) |
| Q4 Completed: <ul style="list-style-type: none"> • Transportation Master Plan • Transportation Element • Climate Action Plan Update | Q4 Completed: <ul style="list-style-type: none"> • PROS (due by 2024) – Parks Board & PC/CC • Natural Environment (integrate work from Climate Action Plan and Surface Water Master Plan) | Q4 Completed: |

NOTES:

- Functional plan updates will update goals, policies, and supporting analysis, where able (e.g. Transportation Master Plan, Surface Water Master Plan, PROS, etc.)



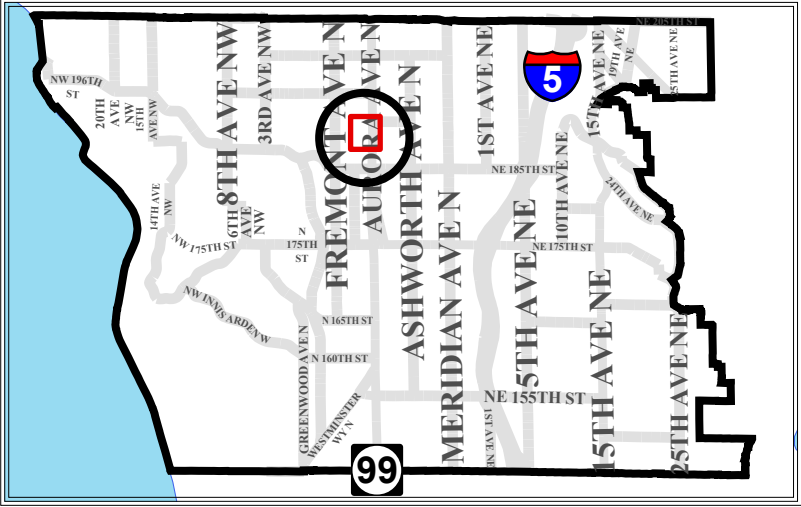
192nd St Park & Ride
Zoning Update R-18 to MB

Land Use Legend

- Parcel Line
- TC-1 to TC-4; Town Center
- MUR-70; Mixed Use Residential (70' height)
- MUR-45; Mixed Use Residential (45' height)
- MUR-35; Mixed Use Residential (35' height)
- MB; Mixed Business
- CB; Community Business
- NB; Neighborhood Business
- PA 3; Planned Area 3
- C; Campus
- CZ; Contract Zone
- R-48; Residential, 48 units/acre
- R-24; Residential, 24 units/acre
- R-18; Residential, 18 units/acre
- R-12; Residential, 12 units/acre
- R-8; Residential, 8 units/acre
- R-6; Residential, 6 units/acre
- R-4; Residential, 4 units/acre

Feature Legend

- Parcel Change
- City Boundary
- Unclassified ROW
- Parcel Line



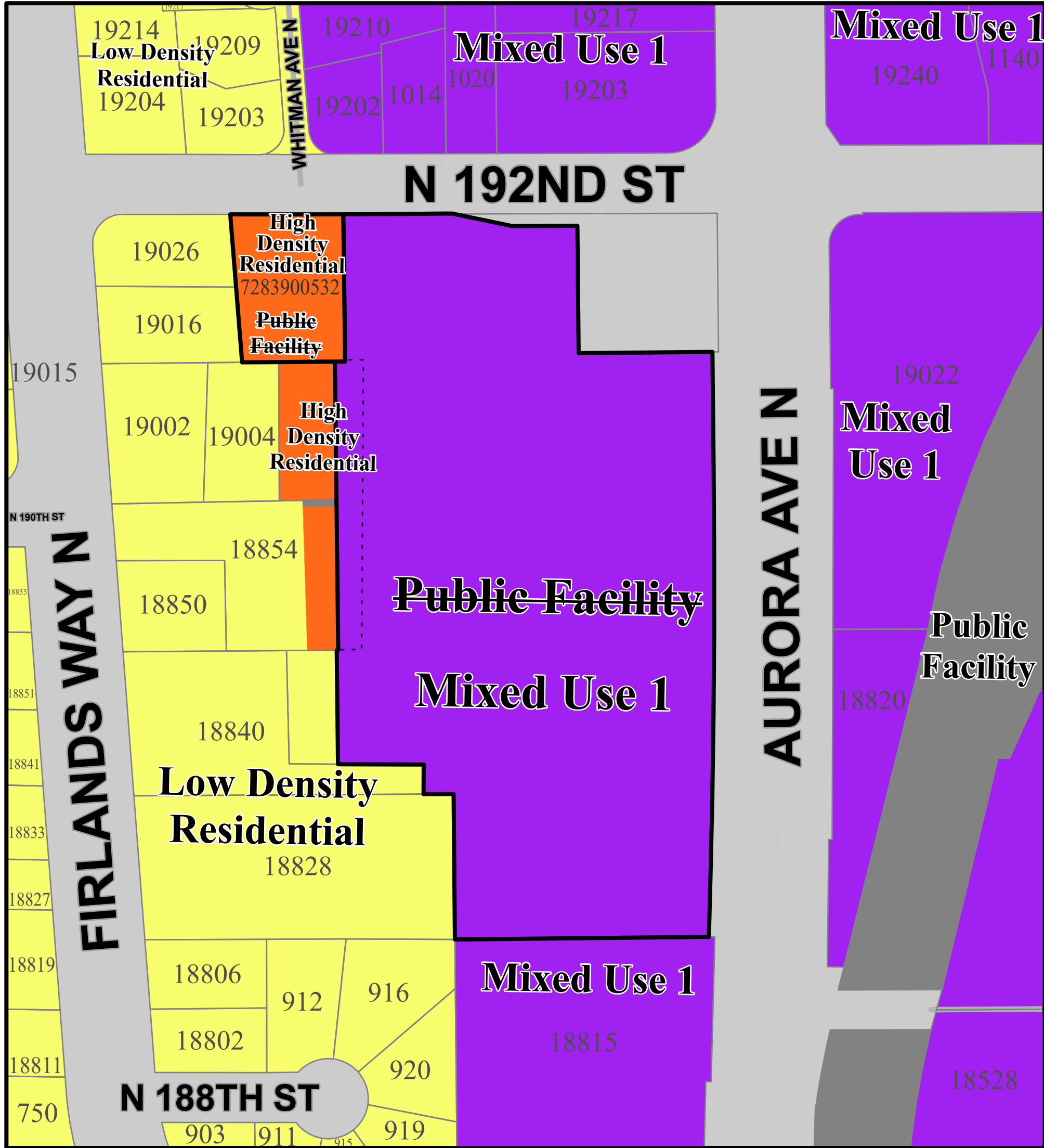
No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Date Printed: Date: 3/12/2021 | Request: 28859



Comp Plan Update: 192nd St Park & Ride

Attachment E



192nd St Park & Ride

Comprehensive Plan Amendment

Public Facility/High Density Residential to Mixed Use 1

Land Use Legend

- Station Area 1

Station Area 2

Station Area 3

Low Density Residential

Medium Density Residential

High Density Residential

Institution/Campus

Planned Area 3
- Mixed Use 2

Mixed Use 1

Town Center District

Public Facility

Public Open Space

Private Open Space

- Parcel Line

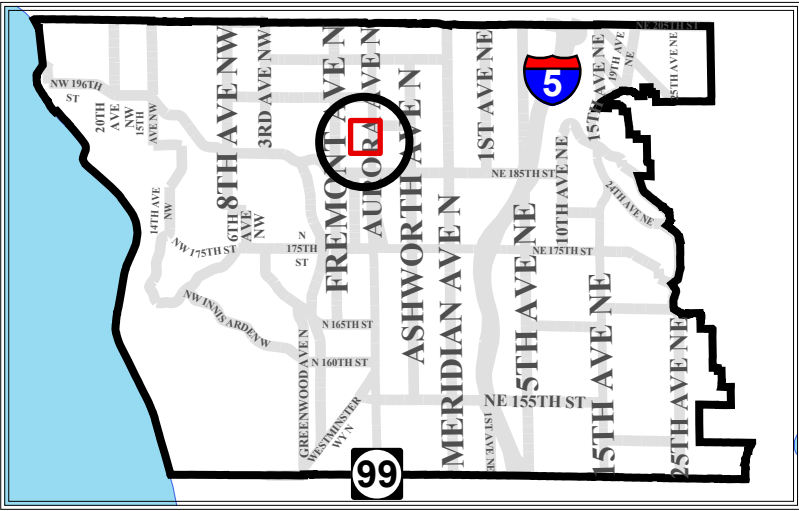
Feature Legend

- Parcel Change

- City Boundary

- Unclassified ROW

- Parcel Line



Comprehensive Plan General Amendment Application

Applicant name: Save Shoreline Trees

Address: 16069 Dayton Ave N, Shoreline, WA 98133

Phone: 510-599-7135

Submitted by: Kathleen Russell, Save Shoreline Trees/Communications

Email: krussell@russell-gordon.com

Proposed amendment:

"Housing development and preservation of Significant trees can co-exist with the goal of maintaining and increasing Shoreline's urban tree canopy."

Reference Element: Land Use

Why is this being proposed?

There are many statements in the Comprehensive Plan stating the need to protect and preserve the tree canopy in Shoreline. This proposed amendment adds the recommendation that building development and the urban tree canopy can co-exist.

How does the amendment address changing circumstances or values in Shoreline?

This amendment addresses the increasing development taking place in Shoreline and the need to preserve the tall conifers and native trees.

Describe how the amendment is consistent with the current Shoreline Comprehensive Plan?

The current Shoreline Comprehensive Plan mentions the importance of trees in several Elements. In the introduction, Land Use, Community Design, and Natural Environment, there are many supportive statements regarding trees and the urban tree canopy. The proposed amendment addresses both Land Use, Community Design and Natural Environment. This proposed amendment is definitely consistent with the current Shoreline Comprehensive Plan.

How will this amendment benefit the citizens of Shoreline?

As mentioned in the introduction of the Comprehensive Plan, Vision 2029, page 3:

"People are first drawn here by the city's beautiful natural setting and abundant trees..."

The proposed amendment confirms that the urban tree canopy is important to citizens. This amendment addresses the City vision of housing development and the importance of Shoreline's mature conifer and native trees.

As stated in the Shoreline's own 2020 Green Shoreline publication: *"Protecting, enhancing, and maintaining the trees that comprise Shoreline's urban forest – in neighborhoods, urban areas and parks-is critical to the health and welfare of the citizens of Shoreline and will have a positive impact on the entire region."*

Include any data, research or reasonings that support the proposed amendment.

As included in the current Comprehensive Plan, there are many references to Shoreline's urban canopy as listed in the following Elements: Land Use, Community Design, and Natural Environment.

Examples:

- **Land Use:** Policy LU6: "Allow flexibility in regulations to protect existing stands of trees."
- **Community Design:** Policy CD37: "Minimize the removal of existing vegetation, especially mature trees, when improving streets or developing property."
- **Natural Environment:** Goal NE X: "Maintain and improve the city's tree canopy."
- **Natural Environment:** Policy NE 19: "Minimize removal of healthy trees, and encourage planting of native species in appropriate locations."

Additional sources: why urban trees are necessary

Established Trees and Housing Can Co-Exist

Letter to the Editor by Claudia Turner

Shoreline Area News, July 27, 2021

<https://www.shorelineareanews.com/2021/07/shoreline-trees-established-trees-and.html>

Importance of urban trees

US Cities Losing Millions of Trees, CNN Sept. 18, 2019

<https://www.cnn.com/2019/07/20/health/iyw-cities-losing-36-million-trees-how-to-help-trnd/index.html>

<https://www.treepeople.org/22-benefits-of-trees/>

"Trees are major capital assets in cities across the United States. Just as streets, sidewalks, public buildings and recreational facilities are a part of a community's infrastructure, so are publicly owned trees. Trees -- and, collectively, the urban forest -- are important assets that

require care and maintenance the same as other public property. Trees are on the job 24 hours every day working for all of us to improve our environment and quality of life.” Colorado Trees/benefits

The Benefits of Trees for Livable and Sustainable Communities

<https://nph.onlinelibrary.wiley.com/doi/full/10.1002/ppp3.39>

Benefits of Urban Trees

<https://www.state.sc.us/forest/urbben.htm>

Birds and Trees

For the Birds: The Birds and the Trees

<https://www.shorelineareanews.com/search?q=for+the+birds+trees>

by Christine Southwick as published in *Shoreline Area News*

Heat Island Effect in cities and how urban trees can lower temperatures

<https://www.epa.gov/heatislands/learn-about-heat-islands>

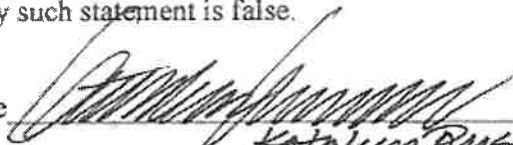
<https://www.kuow.org/stories/heat-wave-death-toll-in-washington-state-jumps-to-112-people>

Support for the Amendment - Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasonings that supports the proposed amendment. (A copy of the Shoreline Comprehensive Plan is available for use at the Planning & Community Development department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).

See separate form as submitted by Save Shoreline Trees

Signature - An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Application Signature



Date

12-1-21

Kathleen Russell, Save Shoreline Trees

PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.



City of Shoreline

Planning & Community Development

17500 Midvale Avenue North Shoreline, WA 98133-4905

Phone: (206) 801-2500 Fax: (206) 801-2788

Email: pcd@shorelinewa.gov Web: www.shorelinewa.gov

Permit Hours – M, T, TH, F: 8:00 a.m. to 4:00 p.m. | W: 1:00 to 4:00 p.m.

COMPREHENSIVE PLAN GENERAL AMENDMENT APPLICATION

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending on December 1st, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

Contact Information - If the proposal is from a group, please provide a contact name.

Applicant Name Janelle Callahan

Address 15532 11th Ave NE City Shoreline State WA Zip 98155

Phone (206) 420-3320 Fax n/a Email janellecallahan@gmail.com

Proposed General Amendment - This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and strikethrough to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

Communities worldwide are having to adapt to a multi-billion-dollar industry¹ that no one imagined just 20 years ago. Short-term rentals affect how homes are used in a community, and local government regulations can help guide this usage. Like many communities, Shoreline's municipal code currently says nothing about short-term rentals. The existing definitions for "bed and breakfasts"² and "boarding houses"³ are insufficient. They only address single-room or suite rentals, not the rental of an entire house, apartment, or accessory dwelling unit (ADU). Someone who is renting a room/suite and living on-site could be considered a bed and breakfast operator in Shoreline. A boarding house does not require owner occupancy, but it is for dwellings like "fraternity houses, sorority houses, off-campus dormitories, and residential clubs." It is not known if those who advertise on short-term rental platforms have bed and breakfast or boarding house permits from the city. Because these definitions do not reflect the current business model, operators may not realize they should have a permit. By adopting the following definition for short-term rentals, requiring a city business license and other clarifications, the city would be addressing rapidly changing circumstances and benefit Shoreline's citizens.

Short-term rentals.

A. Short-term rentals are the use of an entire dwelling unit by any person or group of persons to occupy for rent for a period of less than thirty consecutive days. Short-term rentals do not include bed and breakfast inns, hotels and motels, or boarding houses.

B. License Required. A city business license is required to operate a short-term rental. No more than two short-term rental sites may be operated by any individual, marital group, a group of people, or a corporate entity such as an LLC, within the city.

C. Location. A short-term rental use may be located in a dwelling unit or an accessory dwelling unit. See SMC 20.40.210 for applicable accessory dwelling unit requirements.

¹ Estimated revenue from the short-term rental industry in the U.S. is expected to be about \$15 billion in 2021.

<https://ipropertymanagement.com/research/vacation-rental-industry-statistics>

² <https://www.codepublishing.com/WA/Shoreline/#!/Shoreline20/Shoreline2040.html#20.40.250> (Last updated 2004).

³ <https://www.codepublishing.com/WA/Shoreline/#!/Shoreline20/Shoreline2040.html#20.40.260> (Last updated 2008).

Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) - (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

This proposed amendment supports:

- Housing Goal II, to “Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations” (p. 39).
- Housing Goal III, to “Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of Area Median Income” (p. 39).
- Economic Development Goal I, to “Maintain and improve the quality of life in the community by: increasing employment opportunities and the job base; supporting businesses that provide goods and services to local and regional populations; and reducing reliance on residential property tax to fund City operations and capital improvements” (p. 55).

Support for the Amendment - Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasonings that supports the proposed amendment. (A copy of the Shoreline Comprehensive Plan is available for use at the Planning & Community Development department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).

Short-term rentals serve a variety of purposes. A search on popular short-term rental platforms reveals that there are short-term rentals in Shoreline. Guests come here as tourists, as well as for extended stays for a few weeks or months for various reasons (e.g., academics, business travelers, health care providers, patients or their families). Many of the listings publicize Shoreline's closeness to downtown Seattle as a great feature. A short-term rental generates income for the operator and tax revenue for the city.⁴ In this sense, short-term rentals regulations support Goal H II of the Comprehensive Plan, to "Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations," and Economic Development Goal I to create jobs, support businesses, and "reduce reliance on residential property tax to fund City operations and capital improvements."⁵ By defining what a short-term rental is, and what the requirements are, the city can provide clarity to short-term rental operators and grow tax revenue from short-term rental businesses by making clear it is an allowed use.

The number of short-term rentals in Shoreline is currently unknown. It is not known how short-term rentals may be affecting housing affordability and availability. In a 2019 report prepared for the Washington State Department of Commerce on "Issues Affecting Housing Availability and Affordability," it is recommended that: "In an urban or suburban setting, demand for housing also can occur from uses that are temporary or second home in nature... Local jurisdictions in an urban or suburban setting should, therefore, seek to understand not only the volume of second home and temporary rental demand, but also the potentially complex nature of temporary rentals and second home demand."⁶

It is also unknown how many short-term rental listings in Shoreline are owner-occupied "bed and breakfasts" or whole dwelling ("absentee landlord") rentals. A study found that areas where owner-occupancy rates are higher are less affected by increases in rental rates or housing costs associated with short-term rentals. Bed and breakfast rentals do not take away from housing stock because someone is living there. Whole house short-term rentals, on the other hand, reduce the supply and create greater competition for long-term resident housing.⁷

Those who are renting long-term, especially those who are renting single-family homes here in Shoreline, may be vulnerable to displacement. An owner may decide to turn their property into a short-term rental because there may be potential to earn more income. The Department of Commerce report noted that: "Vacation rentals tend to earn more in rent per-night than as permanent housing." The average nightly rate in Seattle is estimated to be \$163/per night.⁸ If a property can be booked only 10 nights per month, the operator's income would be more than the average monthly long-term rent in our area (\$1,476).⁹

This proposed amendment supports Goal H III, to "Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of Area Median Income" (p. 39). Currently, existing data assumes a single-family home in Shoreline is occupied by an owner, and a unit in a multi-family building is assumed to be occupied by a renter. The problem is that there are, in fact, single-family homes being used as rentals, but we do not know how many there are, or if demand for single-family homes as short-term rentals may be increasing. To assess and respond to the problem of housing affordability and availability, the city must be able to track short-term rentals.

⁴ [Substitute House Bill 1798](https://lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bill%20Reports/House/1798-S%20HBR%20FBR%2019.pdf?q=20211021190200) - Requires short-term rental operators and platform providers register with the state Department of Revenue and remit all local, state, and federal taxes - Effective July 28, 2019. <https://lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bill%20Reports/House/1798-S%20HBR%20FBR%2019.pdf?q=20211021190200>

⁵ [City of Shoreline Comprehensive Plan](#)

⁶ Department of Commerce, [Housing Memorandum: Issues Affecting Housing Availability and Affordability](https://deptofcommerce.app.box.com/s/npwem3s3rvcsya15nylbroj18e794yk7) - July 16, 2019. <https://deptofcommerce.app.box.com/s/npwem3s3rvcsya15nylbroj18e794yk7>

⁷ [Research: When Airbnb Listings in a City Increase, So Do Rent Prices](https://hbr.org/2019/04/research-when-airbnb-listings-in-a-city-increase-so-do-rent-prices) Barron et al. *Harvard Business Review*, April 17, 2019. <https://hbr.org/2019/04/research-when-airbnb-listings-in-a-city-increase-so-do-rent-prices>

⁸ [InsideAirBNB](http://insideairbnb.com/seattle/) - Seattle - Accessed Oct. 21, 2021. <http://insideairbnb.com/seattle/>

⁹ [MIT Living Wage Calculator](https://livingwage.mit.edu/metros/42660) - Seattle - Housing for a single adult with no children. Accessed Oct. 21, 2021. <https://livingwage.mit.edu/metros/42660>

Other local jurisdictions have adopted codes to regulate short-term rentals. Most notably, the city of Seattle adopted regulations in 2018 because of the recognized impact the abundance of short-term rentals was having on housing affordability and availability.¹⁰ In August 2021, the city of Everett adopted a definition of short-term rental and required operators to have a city business license.¹¹ This proposal is based on the city of Everett's code. Shoreline should adopt similar code to define and track short-term rentals, trends, and possible effects on housing, and to be fair among all types of businesses in Shoreline. A short-term rental operator should be held to the same standard as any business owner. Shoreline requires a city business license for any business generating \$2,000 or more per year.¹² The code should be updated to make clear that this requirement includes short-term rental operators. This proposal may also raise awareness that owners of bed and breakfast types of rentals need permits.

Since 2019 in Washington state, short-term rental operators are required to register with the Department of Revenue, pay applicable state and local taxes, and have liability insurance. The state does not ask for or report the numbers or locations of short-term rentals, however, leaving it up to local governments to determine specific regulations. Since the state clarified that a short-term rental is a business, the city of Shoreline should as well. Since the state's role is limited to requiring liability insurance and collecting taxes for short-term rentals, the city should adopt code to say how short-term rentals may operate in our community.

One might question whether we should allow short-term rentals in Shoreline. Banning short-term rentals entirely is likely not the answer. They are here already, they serve a purpose by providing different types of housing, and they have economic benefit. A study found cities that restrict short-term rentals have reduced development compared with cities that do not. Cities that allow short-term rentals had 17% more accessory dwelling unit (ADU) permit applications and 9% more permit applications of other types. The results suggest demand for short-term rentals helped spur creation of new housing.¹³ If an ADU can be used as a short-term rental, it may provide the financing opportunities and rental income to allow a person to continue to live in their house in Shoreline. It may eventually be necessary to cap the number of whole house short-term rental permits at some point in the future. If the process of tracking these changes starts now, the city will be in a better position to leverage the advantages of short-term rentals and prevent or minimize negative impacts.

One might question why Shoreline should address the issue of short-term rentals right now. One might assume it is not a problem in Shoreline because we have not had widespread or visible problems with short-term rentals (e.g., "party houses") like other communities. But the fact is, we have no analytical insight into how short-term rentals may be affecting housing availability and affordability. The city and its residents may also be missing opportunities for growing tax revenue, incomes, jobs, and new housing development by continuing to ignore short-term rentals. This proposal would deliver information needed to understand the impact of short-term rentals on the city housing market and help make informed policy decisions.

There is a tremendous upheaval now with "the Great Resignation." People are quitting jobs and moving in record numbers. More than 4 million workers voluntarily resigned from their jobs in August 2021, the highest number ever recorded in the 20 years since the U.S. Department of Labor began reporting these figures.¹⁴ In September 2021, this record was broken with 4.4 million workers quitting.¹⁵ It is unknown how opportunities for remote work may be affecting choices to continue living in Shoreline or move somewhere else where the cost of living may be lower. It is possible some Shoreline homeowners may be purchasing second homes elsewhere and renting their Shoreline homes. There may also be residents for whom renting space on their property provides much-needed supplementary income. For these reasons, it is urgent to gather data on short-term rentals now.

This proposal benefits the citizens of Shoreline by creating a definition of short-term rental to help understand the situation in our city. It provides clarity for short-term rental operators who generate tax revenue for the city. It specifies that a short-term rental may be in an ADU and is subject to the requirements under the city's ADU code. It limits the number of short-term rental sites to two per operator to ensure that no single entity dominates the short-term rental market in Shoreline.

¹⁰ [Seattle Municipal Code 23.42.060](https://www.seattle.gov/sdci/codes/common-code-questions/short-term-rentals) - Effective Jan. 7, 2018. <https://www.seattle.gov/sdci/codes/common-code-questions/short-term-rentals>

¹¹ [City of Everett Municipal Code 19.08.150](https://everett.municipal.codes/EMC/19.08.150) - Effective Aug. 25, 2021. <https://everett.municipal.codes/EMC/19.08.150>

¹² [City of Shoreline Business Licenses](https://www.shorelinewa.gov/government/departments/city-clerk-s-office/business-licenses) - Accessed Oct. 21, 2021. <https://www.shorelinewa.gov/government/departments/city-clerk-s-office/business-licenses>

¹³ [Research: Restricting Airbnb Rentals Reduces Development](https://hbr.org/2021/11/research-restricting-airbnb-rentals-reduces-development). Bekkerman et al., *Harvard Business Review*, November 17, 2021. <https://hbr.org/2021/11/research-restricting-airbnb-rentals-reduces-development>

¹⁴ [Workers quitting their jobs hit a record in the U.S. in August](https://www.nytimes.com/2021/10/12/business/economy/workers-quitting-august.html). *New York Times*, Oct. 12, 2021. <https://www.nytimes.com/2021/10/12/business/economy/workers-quitting-august.html>

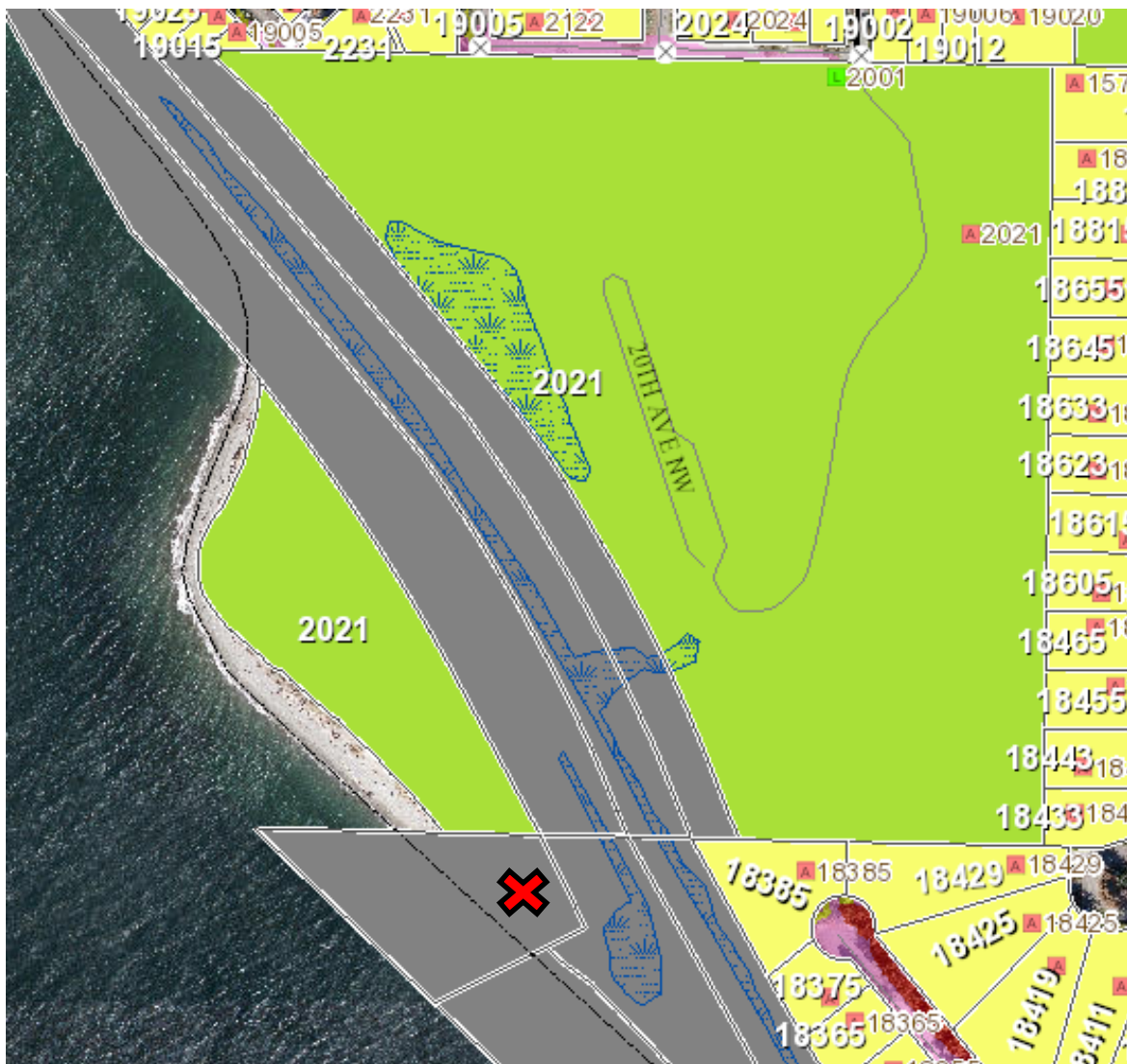
¹⁵ [The number of U.S. workers quitting their jobs in September was the highest on record](https://www.nytimes.com/2021/11/12/business/economy/jobs-labor-openings-quit.html). *New York Times*, Nov. 12, 2021. <https://www.nytimes.com/2021/11/12/business/economy/jobs-labor-openings-quit.html>

This proposed amendment will shed light on an unknown situation during a time of great change. What percentage of the available housing in Shoreline is occupied by homeowners, long-term renters, and short-term renters? How do the numbers compare among our 14 different neighborhoods? Is it a bed and breakfast rental with an owner/manager living on the property, or is it a whole house rental that affects the city's housing stock? These are important measures to track if we are to understand and improve housing availability and affordability. Addressing short-term rentals protects our most at-risk residents, our low-income renters, by monitoring the numbers and trends, and perhaps making further adjustments to this code if necessary.

Signature - An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Application Signature Janelle Callahan Date 11/29/2021

PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.



CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | | | |
|----------------------|---|--|---------------------------------|
| AGENDA TITLE: | Public Hearing and Discussion of Resolution No. 489 - 2023-2028 Transportation Improvement Plan (TIP) | | |
| DEPARTMENT: | Public Works | | |
| PRESENTED BY: | Nytasha Walters, Transportation Services Manager | | |
| ACTION: | <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:

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year Transportation Improvement Plan (TIP). The six-year TIP should include transportation projects, such as road and bridge improvements, as well as new or enhanced bicycle and pedestrian facilities. Through development of the TIP, the City prioritizes these funded and unfunded transportation projects utilizing information such as the City's Transportation Master Plan (TMP), safety and accident history, growth trends, traffic studies and the transportation element of the City's Comprehensive Plan. The TIP includes descriptions, costs, funding options, and a status for each project.

Tonight, the City will hold a Public Hearing to receive public feedback on the proposed updates to the 2023-2028 TIP (Attachment A, Exhibit A) followed by a discussion by the Council. Proposed Resolution No. 489 (Attachment A), if approved, would adopt the 2023-2028 TIP. Proposed Resolution No. 489 is currently scheduled to be brought back to Council on May 9, 2022 for potential action.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the Capital Improvement Plan (CIP), including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction's TIP.

RECOMMENDATION

No action is required tonight; staff recommends that the City Council hold the Public Hearing and discuss the proposed 2023-2028 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2023-2028 TIP, including items that should be added or removed. Staff

recommends that Council adopt proposed Resolution No. 489, which would adopt the 2023-2028 TIP, when it is brought back to Council for potential action on the on May 9, 2022.

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

BACKGROUND

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year Transportation Improvement Plan (TIP). The City's six-year TIP must be consistent with its comprehensive plan transportation element. The six-year TIP should include transportation projects, such as road and bridge work, as well as new or enhanced bicycle or pedestrian facilities.

In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP, such as the 145th Street Corridor improvements. It also includes some on-going programs, such as the Traffic Safety Improvements Program, and more recently, New Sidewalk Construction with Sales and Use Tax funding that will be used to construct 12 identified new sidewalk projects, one of which is completed and two more scheduled for construction this year.

Through development of the TIP, the City prioritizes funded and unfunded transportation needs within the upcoming six-year period utilizing information such as the City's Transportation Master Plan (TMP), the City's Annual Traffic Report, growth trends, traffic studies, and the transportation element of the City's Comprehensive Plan. Project descriptions, costs, funding options, and the project status are identified for each project in the TIP. The City's TIP is also used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan (STIP).

The TIP is prepared and presented to the City Council in advance of the Capital Improvement Plan (CIP). The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review the City's proposed six-year CIP as part of the biennial budget process.

Tonight, Council is scheduled to hold a Public Hearing to receive comments and discuss the draft 2023-2028 TIP (Attachment A, Exhibit A). Proposed Resolution No. 489 (Attachment A), if approved, would adopt the 2023-2028 TIP. Proposed Resolution No. 489 is currently scheduled to be brought back to Council on May 9, 2022 for potential action.

RCW 35.77.010 requires that the City hold at least one Public Hearing on the TIP and that the City submit the adopted TIP to the Washington State Secretary of Transportation. The Department of Transportation has historically accepted submittal of TIPs through the month of June.

DISCUSSION

The draft 2023-2028 TIP utilizes last year's TIP (2022-2027 TIP) as its foundation. Projects and programs in the draft 2023-2028 TIP mainly include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, access, and mobility improvements for all modes of transportation.

Projects in the TIP are sorted into three categories: Programs & Plans (partially funded), Projects (fully or partially funded), and Projects (unfunded). Generally, funded or

partially funded projects are those included in the City's 2021-2026 CIP. Unfunded projects shown in this 2023-2028 TIP are limited to those that have a chance of progressing in this six-year period and may include need of pre-design analysis, addressing high collision area, work with other stakeholders, or be a possible funding candidate. The Programs are generally considered partially funded, as additional work could always be completed through these programs with supplemental funding.

A project sheet for each project or program in the TIP has been developed and includes the following (see Attachment A, Exhibit A for a more detailed description):

- Scope / Narrative,
- Funding,
- Project Status / Funding Outlook,
- Council Goals, and
- Purpose / Goals Achieved.

Each project listed in the TIP includes an estimated project cost, the amount of funding secured or unsecured, and the funding source for the six-year period covered by the TIP. If grant funding has been secured from a specific source, it is identified. The total project cost and any previous expenditures are also identified and often discussed in the Project Status / Funding Outlook section. Potential grant funding sources may also be identified in this section.

Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by Transportation Impact Fees (TIFs) and are identified as such. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail, whereas those in the latter three years have been developed with less specificity, as the projects are generally less defined in outer years.

The TIP contains a summary matrix showing total costs for all projects. Very few projects are completely funded in the next six years, and many are unfunded. Several of the partially funded projects are segments of large, corridor-wide improvement projects that will require a considerable amount of grant funding to complete. A map showing the location of each project is also included.

Sales and Use Tax

In November 2018, a funding source was secured for the construction of new sidewalks when voters approved a Sales and Use Tax increase for this purpose. More information can be found under the New Sidewalk Plan (No. 2 in the TIP). This revenue source funds a minimum of 12 identified sidewalk projects. One of these 12 projects has been completed and two more are scheduled for completion by the end of 2022.

This program calls out the Sidewalk Prioritization Plan which identifies new sidewalk segments needed to complete the City's Pedestrian Plan. Additional sidewalk will be constructed as part of larger capital projects, and staff will continue to apply for grant dollars when a sidewalk segment can compete with the requirements.

Strategy for Completing Large Corridor Improvement Projects

The City has historically depended on securing grant funds to build its major transportation projects. Currently, there are a number of jurisdictions and transit agencies seeking grant funds for large transportation projects. The grant award process remains extremely competitive.

In part due to the COVID-19 pandemic and disruption of manufacturing and distribution of goods, labor shortages and market uncertainty, construction costs have seen significant increases. The result is that many of the City's larger projects currently under design have seen cost estimates reflect this with greatly increased costs in recent design phase submittals. This has posed another challenge for the City to secure complete funding for projects.

The City has several large projects that have received some federal funding and are now on the clock to deliver constructed projects. With limited opportunities, these will need to remain the priorities even though there are many other deserving projects.

Many grant sources also require a City match; current match requirements typically range from 13.5% to 20% of a project phase. State Transportation Improvement Board (TIB) funding is often the last funding in, and those matches can be even higher. As described in the Grant Match section of this staff report, the current City policy is to set aside up to \$100,000 for grant matches every year. City staff have been leveraging local funding sources such as Sound Transit access funds, King County Parks Levy, TIF, Grants Match Funding, and Roads Capital funding to try to match the many pots of money the City is going after to complete its major projects. At times, it has been a struggle to find matching dollars and staff may approach Council in the future on a project by project basis to request additional match.

Given the number of projects the City would like to complete, the amount of grant match set aside by the City and the risk of not receiving sufficient grant awards to fund these projects in the desired time frame, the City is proposing to complete the most strategic projects, or segments of these projects, in the near term. Following is an overview of this approach on key projects.

- **145th Street Projects**

The City completed the 145th Street Multi-modal Corridor Study in 2016. This study developed a master vision, called the Preferred Design Concept, for the 145th Street corridor from State Route (SR) 522 to 3rd Avenue NE. Sound Transit will be constructing improvements to the corridor from SR 522 to Interstate-5 (I-5) as part of its Sound Transit 3 Program. These improvements are planned to be completed for Bus Rapid Transit (BRT) service to begin by 2026.

The City is actively initiating projects at the I-5/145th Street interchange and along the 145th Corridor from I-5 to Aurora Avenue (Interurban Trail). The segment on 145th Street from Aurora Avenue/ Interurban Trail to 3rd Avenue NE is currently unfunded in the TIP, as it is a significantly lower volume roadway and will not be supporting significant transit service.

145th Street and I-5 Interchange

City staff have worked diligently with Sound Transit, WSDOT, and other local agencies for several years to determine multi-modal improvements for the 145th Street Interchange. This includes much coordination in the vicinity of 145th Street and 5th Avenue NE, which overlaps with the western terminus of Sound Transit's BRT project and adjacent to the Sound Transit Shoreline South/148th Street Light Rail Station (Lynnwood Link Extension Project).

This has been a success story, with funding completely secured and the project on schedule to be completed prior to the Shoreline South/148th Station and light rail becoming operational in 2024. The City was fortunate to secure federal funding for both the design and construction phases totaling approximately \$8.8 million. Sound Transit has entered into an agreement with the City to support this project with up to \$10 million. Most recently, two State funding sources were secured, with a \$5 million Regional Mobility Grant and a \$5 million Transportation Improvement Board (TIB) grant. Additional match has come from City Roads Capital funding and State Connecting Washington funds.

The 145th Street Corridor Project from the I-5 to Aurora Avenue N

Given the highly competitive and limited availability of funding to complete the right-of-way (ROW) acquisition and Construction (CN) phases of the 145th Street Corridor project, staff worked with the State to be able to deliver this project in phases. The project has federal STP (Surface Transportation Program) funding for designing the entire length of the corridor. ROW and CN are being completed in the following phases:

- Phase 1: I-5 to Corliss (CN 2023/2024)
- Phase 2: Corliss to Wallingford (ROW 2025/2026; CN beyond 2027)
- Phase 3: Wallingford to Aurora (ROW unknown schedule; CN TBD)

Phase 1 is completely funded, using the bulk of the \$25 million in Connecting Washington (CWA) state funding, and federal funding awarded as the result of this project receiving funds from being on a project contingency list after the last round of federal STP applications.

A new development is that the 145th Corridor and 145th Interchange project teams are working to have these two projects go to bid as one project. It is hoped that by having one contractor, it will be easier to coordinate with other agencies keeping projects on schedule for a 2024 completion date. There could also be some savings (mobilization costs, etc.) that could be passed along to the 145th Corridor Phase 2 project.

City staff have applied for a federal Transportation Alternatives Program (TAP) grant for the 145th Off-Corridor Bike Network and this project is currently high on the contingency list. The 145th Off-Corridor Bike Network includes improvements on several streets west of I-5 and must be completed as part of the 145th Corridor Project as it was determined that bicycle facilities for the 145th Corridor would be removed from this busy state route. The 145th Off-Corridor Bike Network is being designed as part of the 145th Corridor Project.

Staff are also currently applying for federal funding for Phase 2 ROW acquisition. If successful, the match would come either from any CWA funding not expended in Phase 1 and/or from the sale of unused property acquired in Phase 1 (some parcels had to be acquired in full as they would have left uneconomic remnants; these remnants might be desired by developers that may be accumulating adjacent properties for development). Funding for Phase 2 construction and Phase 3 (ROW acquisition and construction), a current combined estimate of approximately \$30 million), must still be secured.

- **148th Street Non-Motorized Bridge**

This pedestrian/bicycle bridge complements the financial investment in the area (light rail, transit, and 145th Corridor improvements). The bridge will span I-5 in the vicinity of 148th Street, connecting westside neighborhoods directly to the future Shoreline South/148th Street Light Rail Station, BRT service, and Trail Along the Rail. The bridge will be a key component of the Shoreline bicycle and pedestrian networks. With a revised current cost estimate of approximately \$38 million, this is one of the projects that has felt the financial strain of rising steel costs (mostly due to the actual bridge structure).

The 148th Bridge project is being phased and has two critical deadlines to meet in order to avoid millions in additional costs.

- *Phase 1:* This phase includes the improvements on the east side of I-5 adjacent to the light rail station. The City will move forward with local funding from Sound Transit and a King County Parks Levy to construct the east side inventory prior to light rail becoming operational in 2024. If construction were to occur after trains are running, Sound Transit would impose very strict construction hours for the few hours that the trains do not run daily. These time restrictions would add considerable costs to a construction contract.
- *Phase 2:* This phase includes the actual bridge deck and west side improvements to 1st Avenue NE. The City was recently successful in securing a \$2.5 million TAP grant for ROW acquisition (this mainly includes permanent and temporary construction easements). Staff is also pursuing a federal STP grant for construction. This project is currently in the State's 2022 Transportation Package for a total of \$7 million which requires the Governor's approval and appears secured. Staff are pursuing \$2.5 - \$3 million in federal earmarks. The balance would be \$8 million from TIF collected in 2024-2027.

Phase 2 must be fully funded and completed by 2027 before WSDOT undertakes the daylighting of Thornton Creek along and under I-5. If the 148th Bridge is not completed prior, a temporary bridge will need to be constructed to move materials over the daylighted creek, adding many millions to this project.

- **175th Street Corridor Project**

The 175th Street Corridor Project limits are from I-5 to Stone Avenue N. It is considered a high priority as it is a primary access route to I-5, serves multiple schools, and has relatively high levels of congestion and substandard sidewalks adjacent to an area with high pedestrian volumes traveling to elementary schools, a church with sizeable park-and-ride lot, bus service, and a City park. The 175th Street Corridor Project has been tentatively segmented into two phases for construction: from the I-5 interchange to Meridian; and from Meridian to Stone (just east of Shoreline City Hall).

Staff worked with a consultant team in applying for approximately \$9 million in a FEMA Building Resilient Infrastructure and Communities (BRIC) grant for seismic mitigation/road work adjacent to Ronald Bog for a portion of the 175th Corridor Project. The City will not know if it is successful in receiving this funding until later this summer.

Because this project is needed to accommodate future growth, TIF can be used to serve as the City's match funding. The City plans to pursue additional grant funds for the corridor for ROW acquisition to supplement TIF funds.

- **N/NE 185th Street Corridor Improvements**

Following completion of a study for the 185th Street Corridor in October 2019, the City Council adopted a preferred option for mid-block cross-sections to develop a vision for this corridor. There is currently no funding for a specific capital project. This "project" remains in the 2023-2028 TIP as an Unfunded Project for now to help guide private development. A future opportunity may be a "growth" project identified in the TMP for improvements at the intersection of 185th Street and Meridian Avenue, which could be funded by TIF funds. By the end of 2023, staff will be developing a funding strategy to support improvements on this corridor

- **Trail Along the Rail**

This project will provide an approximately 2.5-mile multi-use trail that roughly parallels the Lynnwood Link Extension Light Rail guideway from the 148th Street station through the 185th Street station and to the 195th Street / I-5 pedestrian overcrossing. Access to portions of the Trail Along the Rail will be built by Sound Transit and steps are being taken in working with Sound Transit to ensure that the ability to complete the Trail Along the Rail in a future year is not precluded. As part of light rail mitigation and permitting requirements, Sound Transit will be constructing approximately 20 blocks of non-contiguous trail.

The City contracted to design and construct a retaining wall near Ridgecrest Park as early work that needed to occur prior to light rail completion. This was included in a Sound Transit Betterment Agreement (agreement for Sound Transit to construct this facility on behalf of the City) and was for a wall and grading only; this segment of the trail will be completed at a later date when funding can be secured.

In conjunction with one of the 12 new sidewalk projects, an interim on-street segment of the Trail on 5th Avenue NE from 175th to 182nd Street will be completed by end of year. Other segments of the Trail will be completed as funding is secured; no other segments are currently funded.

New Projects Added to the TIP

Two new projects (both currently unfunded) appear in the 2023-2028 TIP.

- **Project No. 15 – Meridian Avenue N (N 175th Street to N 205th Street)**
This Growth Project was identified in the Shoreline Transportation Master Plan. Improvements are needed to accommodate continued growth. It is anticipated this project will receive TIF funds after the 175th Corridor Project is fully funded.
- **Project No. 16 – 175th Street (5th Avenue NE to 15th Avenue NE) Preliminary Design**
Safety improvements along NE 175th Street between 5th Avenue NE and 15th Avenue NE have been identified as needed to address a high occurrence of collisions, including serious injury and fatality collisions along this segment of roadway. Staff will apply for Citywide Safety Grant funding through WSDOT which would allow a study to determine appropriate mitigation.

Projects That Have Been Reorganized or Removed from the 2023-2028 TIP

There are two projects which appeared in the prior 2022-2027 TIP that are scheduled for completion in 2022 and so do not appear in the 2023-2028 TIP:

- **Ridgecrest Safe Routes to School**
This project modified pedestrian crossing in the vicinity of 165th Street and 12th Avenue NE with curb extensions, flashing beacons, and speed zone flashers. The project was funded through local Roads Capital funds (\$68,000), and Washington State Safe Routes to School (SRTS) funds (\$467,000).
- **Light Rail Access – 5th Avenue NE**
This project enhances pedestrian and bike access to the Shoreline North/185th Station with sections of sidewalk, amenity zone, curb/gutter, and bicycle facilities between 175th Street and 182nd Court, with a total cost of about \$4 million. This project was one of the 12 new sidewalk projects to be funded with Sales & Use Tax. Bicycle facilities were funded by Sound Transit Access Funds (\$2 million).

One project was also reorganized in the 2023-2028 TIP:

- **3rd Avenue NE Connectors**
The 3rd Avenue NE Connectors project (Project No. 19) was in the prior TIP as the 3rd Avenue NE Woonerf project. Staff have been taking a broader look at this MUR-70 area north of the Shoreline South/148th Station. This neighborhood is served by a series of dead-end streets abutting the freeway. Looking to the future as this area redevelops, there will be a need to provide connectivity for safe movement and circulation. This project will now look at possibilities to extend 3rd Avenue NE to NE 152nd, NE 153rd, or possibly to NE 155th Street. A

public space may still be considered adjacent to the station and initial concepts shared with potential developers. The City is not pursuing funding at this time. Any initial improvement may come as the result of development.

Unfunded Projects Remaining in the TIP

In addition to unfunded projects previously mentioned, the following unfunded projects also remain in this TIP:

- **Eastside Off-Corridor Bike Network**

A 145th Street Off-Corridor Bike Network is being designed between Aurora Avenue and I-5, which is required as part of the 145th Corridor Project (it was determined to move bicycle facilities off the busy state route as improvements are made). Similarly, east of I-5, Sound Transit is constructing improvements for BRT (which is scheduled to begin in 2026), but again, bicycle facilities will not be included on the busy state route. This Eastside Off-Corridor Bike Network will help to complete the network in this area; a preliminary study would be conducted first to verify exact location and types of facilities.

- **15th Avenue NE (NE 175th Street to NE 205th Street)**

This project is listed as a high priority segment. It remains in the TIP and an initial step would be a study to identify the appropriate improvements for the roadway and develop cost estimates.

- **Ballinger Way - NE 205th Street to 19th Avenue NE Access Control Preliminary Design Project**

This is a high collision location and is competitive for future grants.

Grant Match

As part of the 2014 budget process, the City established the Grant Match Fund, which provides funding that can be used as part of grant applications. Since many grant agencies require a match, this program can be utilized to provide that match without having the funds allocated to specific projects. Once a grant is secured, the match funding is allocated to the specific project. Currently \$100,000 is set aside annually for this fund.

The City uses its Real Estate Excise Tax (REET) to support the City's grant match program. At the end of 2022, staff anticipates having approximately \$556,000 (increasing to \$956,000 in 2026) reserved to use as a local grant match (this does not account for any match deductions used during the timeframe up until 2026). The majority of these funds are already committed to match federal grant funds for larger projects. In the past, staff have used this funding match to support additional smaller projects for safety improvements, however, given larger pursuits, funds may need to be identified to support these smaller projects.

The City received \$25 million in State Connecting Washington funds that are primarily funding the 145th Corridor from I-5 to Corliss Ave (Phase 1). A small portion may potentially be used for the 145th Interchange project. The Interchange project and 145th Corridor Phase 1 projects will be going out to bid as one construction contract. If there

are savings realized by having one contractor (mobilization costs, etc.), any remaining Connecting Washington funds could be used as match for 145th Corridor Phase 2 ROW acquisition.

There is not sufficient surplus or balance available to solely rely on REET as the grant match for all these projects; additional revenue will be needed for local match. At this time, there does not appear to be other capital projects or programs that could be significantly reduced, and in fact, costs have been increasing do to such things as the high price of steel and supply chain delays. It is also worth a reminder that REET can be volatile based on the economic climate.

Staff recommends the Council continue setting aside revenue annually to utilize as match on these projects and identify additional funding sources to provide adequate grant match for these projects so that the City continues to have the ability and flexibility to apply for and compete for outside funding to help with constructing our TMP projects.

COUNCIL GOAL(S) ADDRESSED

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

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with adoption of the TIP. The projects identified in the City’s TIP are a combination of funded projects in the Capital Improvement Plan (CIP), including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction’s TIP.

RECOMMENDATION

No action is required tonight; staff recommends that the City Council hold the Public Hearing and discuss the proposed 2023-2028 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2023-2028 TIP, including items that should be added or removed. Staff recommends that Council adopt proposed Resolution No. 489, which would adopt the 2023-2028 TIP, when it is brought back to Council for potential action on the on May 9, 2022.

ATTACHMENTS

Attachment A: Proposed Resolution No. 489

Attachment A, Exhibit A: Draft 2023-2028 Transportation Improvement Plan

RESOLUTION NO. 489

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING A REVISED AND EXTENDED SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CALENDAR YEARS 2023 THROUGH 2028 AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND TRANSPORTATION IMPROVEMENT BOARD.

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

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

WHEREAS, the City has reviewed the work accomplished under the 2022-2027 TIP adopted by Resolution No. 475, reviewed the City's Comprehensive Plan, determined current and future City transportation needs, and based upon these findings, a revised and extended TIP for the ensuing six (6) calendar years (2023 through 2028) has been prepared; and

WHEREAS, on April 11, 2022, the City Council held a properly noticed public hearing to receive public input on the revised and extended TIP for the years 2023 through 2028; and

WHEREAS, the City Council, having determined that the revised and extended TIP for the years 2023 through 2028 addresses the City's transportation needs for the ensuing six years and is consistent with the City's Comprehensive Plan;

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

Section 1. Plan Adopted. The Six-Year Transportation Improvement Program for the City of Shoreline for the ensuing six (6) calendar years, 2023 through 2028, attached hereto as Exhibit A and incorporated herein by this reference, is hereby adopted.

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

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

ADOPTED BY THE CITY COUNCIL ON MAY 9, 2022.

Mayor Keith Scully

ATTEST:

Jessica Simulcik Smith
City Clerk

Per Section 2, filed on the date indicated:
Washington State Secretary of
Transportation: _____, 2022

Washington State Transportation Improvement Board: _____, 2022

Exhibit A to Resolution No. 489

City of Shoreline 2023-2028 Transportation Improvement Plan

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

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

2. What is included in the TIP?

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

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

Projects in the TIP are sorted into three categories: Programs & Plans (Partially Funded); Funded Projects (Fully or Partially); and Unfunded Projects. All the Programs & Plans are considered partially funded, as additional work could be completed through these programs with supplemental revenue. Generally, for this 2023-2028 TIP, funded projects are those included in the City's 2021-2026 Capital Improvement Plan.

3. Project Costs and Funding

Each project listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s) for the six-year period covered by the TIP. Existing and new project and program costs must cover all phases of a project (described below), including the staff time necessary to administer them. If grant funding has been secured from a specific source, it is identified. Potential grant funding sources can also be identified. Projects listed that are necessary to accommodate

growth and allow the City to maintain its adopted Level of Service (LOS) may be funded in part by Transportation Impact Fees (TIFs). The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter years have been developed with less specificity, as the projects are generally less defined. Unless otherwise noted, project costs do not include the costs for placing overhead utilities underground.

4. Developing the TIP

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

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

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

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

5. Lifecycle of a Project

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

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

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

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

During this phase:

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

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

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

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

Construction – Construction time varies widely from project to project. The City balances the need to complete the project on time and on budget while minimizing

construction impacts to the community. Unforeseen site conditions, weather, design corrections and the complexity of a project are some of the factors that can influence the schedule. Construction schedules can also be affected by environmental restrictions, such as permissible timeframes to work in fish bearing waters.

6. Funding Challenges for 2023 and Beyond

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

Distribution and supply chains for construction materials as well as local labor are affecting the cost to construct. Materials have sky-rocketed in the last few years and lead-time for supplies has increased dramatically. This uncertainty can make it difficult to correctly estimate the true cost of a project, especially if a project remains years out to completion.

The five Programs & Plans listed in the TIP do not include a total project cost as these are programs where either costs are ongoing (such as maintenance) or more can always be done if additional funding is found.

Of the total cost for funded/partially funded projects, about \$218 million, approximately \$118 million is still unfunded. The seven unfunded projects included in this six-year TIP (not including the unfunded portions of partially funded projects previously stated) total an additional \$98 million.

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

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

Most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project and/or secure additional funding of a

different source (i.e., federal funds cannot match federal funds, but state funding often can match federal funding). The granting agency may have additional restrictions. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects. Quite often, granting agencies prefer to fund construction of projects rather than planning, design, or environmental work. Having projects fully designed and “shovel ready” improves their ability to compete for funding. The competitive nature of grant funding and the specific requirements associated with available grants narrow the opportunities for many of the City’s high priority projects to obtain outside funding.

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

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

7. Emerging Project Support

Throughout the year, new information may arise affecting the need for potential or re-prioritized projects and staff address these. As this plan is being finalized, some emerging issues are under discussion:

Bond Approved Parks Improvements

In February 2022, voters approved a Parks Bond that will make improvements to eight parks and acquire and improve new park land. Staff will review project designs to identify any frontage or connection improvements that may be a part of these efforts. Depending on the level of frontage improvements, projects may appear in future TIPs. For the 2023-2028 TIP, no Park Improvement projects have been included.

3rd Ave NE Connections (previously the 3rd Ave NE Woonerf)

This 2023-2028 TIP lists Project #19 as the “3rd Ave NE Connections” project. This project was originally the 3rd Avenue NE Woonerf (listed in the previous 2022-2027 TIP) and proposed to extend a safe public space adjacent to the north end of the Shoreline South/148th Station. After reviewing Sound Transit improvements, anticipated development, and constrained movement in the neighborhoods, staff is identifying an increasing need and larger project to improve circulation by connecting several street dead-ends between the station and NE 153rd Street. Staff is now looking at this project as opening right-of-way from the station to NE 153rd or NE 155th Street.

The City also has an opportunity on the west side of I-5 in the 145th Street Station Subarea (now designated as a candidate countywide center and newly named the 148th St Station Area) for a comparable public space to the 3rd Ave Connector that would provide a midblock connection from 145th to 148th and the future 148th Street Bridge). With development in this area currently underway, and the window for finalizing circulation narrows, this is another public space that is actively being considered that will likely evolve over this year.

8. Relationship of the TIP to other Transportation Documents

A. Six-Year Capital Improvement Plan

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

B. Transportation Master Plan

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

In 2020, the City began a multi-year process to update the current TMP (last updated in 2011) that will identify additional multi-modal transportation policies, programs, and projects. In concert with the TMP update, the City will be re-examining its traffic concurrency model which sets the relationship among the City's LOS standards for general-purpose vehicles, the funding needs to accommodate estimated general-purpose traffic growth, and land use assumptions. Concurrency is balanced when growth is matched with needed transportation facilities. During the TMP update process, the City may consider shifting to a Multimodal LOS, as well as consider restructuring TIFs and associated growth projects to help fund the design and construction of additional roadway segments and intersections throughout the city.

The TMP update is a multi-year process with the final updated TMP scheduled to be completed by 2023. Because the types of changes and additions to City transportation

policies, projects, and programs will not be known until the completion of the TMP process, it is not possible to include them in the TIP at this time. Once the TMP update is finalized and new projects and/or programs are defined, they can be included in future TIPs.

C. State and Federal Requirements

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

9. Preservation of Railroad Right-of-Way

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

Contact Information

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

The following is a list of projects included in the 2023-2028 TIP. A description of each project can be found in the following pages.

PROGRAMS & PLANS *(considered partially funded as more work could always be completed with additional revenue)*

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

FUNDED PROJECTS *(noted if only partially funded)*

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

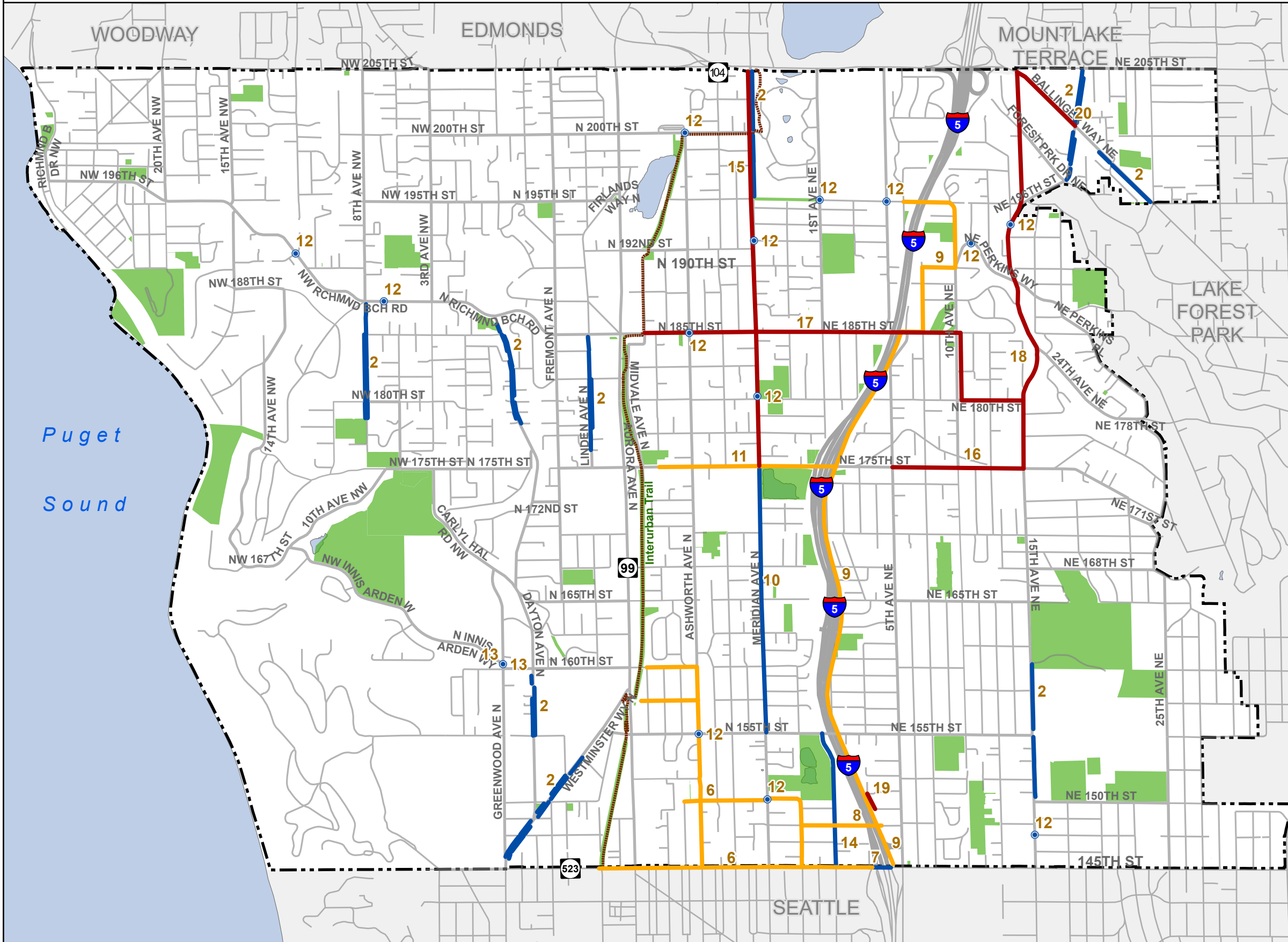
UNFUNDED PROJECTS

15. Meridian Avenue N (N 175th Street to N 205th Street)
16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design
17. N/NE 185th Street Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Connectors
20. Ballinger Way - NE 205th St to 19th Ave NE Access Control (Preliminary Design)
21. Eastside Off-Corridor Bike Network (Pre-Design Study)

PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2022

| PROJECT NAME | PROJECT DESCRIPTION | COST (estimate) | FUNDING SOURCES |
|--|---|----------------------------|--|
| Ridgecrest Safe Routes to School | The project installs School Speed Zone Flashers on NE 165th Street at the beginning of the school zone in both directions. This project also modifies the existing pedestrian crossing on 165th St and 12th Ave NE with rapid flashing beacons and the use of curb extensions that visually and physically narrow a roadway, creating a safer and shorter crossing for pedestrians. | \$535,000 | The project is funded through local Roads Capital funds (\$68,000), and Washington State Safe Routes to School (SRTS) funds (\$467,000). |
| Light Rail Access – 5 th Ave NE | The project enhances pedestrian and bicycle access to Shoreline North/185th Station (Sound Transit light rail). The project includes design & construction of sections of sidewalks, amenity zone, curb and gutter, and bicycle facilities, along both sides of 5th Ave NE from NE 175th to near 182nd Ct. | \$4,000,000 | <p>This project is part of the 2018 voter-approved new sidewalk projects; sidewalk facilities are funded through the approved Sales & Use Tax.</p> <p>Bicycle facilities are funded by Sound Transit Access Funds (\$2M).</p> <p><i>(Not included in totals is surface water utility funded work to improve the existing surface water pump station facility and storm pipe infrastructure.)</i></p> |

Transportation Improvement Plan 2023 to 2028



Individual Project Locations

Partially Funded Citywide Programs

1. Sidewalk Rehabilitation Program (not mapped)
2. New Sidewalk Plan – New Construction (9 of 12 initial projects remain)
3. Traffic Safety Improvements (not mapped)
4. Road Surface Maintenance Program (not mapped)
5. Traffic Signal Rehabilitation Program (not mapped)






Fully or Partially Funded Projects

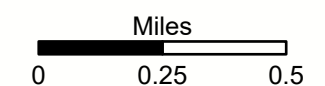
6. 145th St (SR 523) Corridor Improvements (Aurora to I-5)
7. 145th St/I-5 Interchange Improvements
8. 148th Street Non-Motorized Bridge
9. Trail along the Rail
10. Meridian Ave N (N 155th St to N 175th St)
11. N/NE 175th St - Corridor Improvements
12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs
13. Greenwood/Innis Arden/160th Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)

Unfunded Projects

15. Meridian Ave N (N 175th St - N 205th St)
16. NE 175th St (5th Ave NE to 15th Ave NE)
17. N/NE 185th St - Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Connectors
20. Ballinger Way (NE 205th St to 19th Ave NE)
21. Eastside Off-Corridor Bike Network (not mapped)

Funding Status

-  Funded
-  Partial
-  Unfunded
-  Interurban Trail
-  Park



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

PROGRAMS & PLANS
(PARTIALLY FUNDED)

Project # and Name

1. Sidewalk Rehabilitation Program (Repair & Maintenance)

Scope / Narrative

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

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

Initial Work, Year 1: Sidewalks that can be ground to improve vertical discontinuity and coordination with existing projects. This approach was selected because larger projects require longer lead times for design.

Following 5 Years: Focus on removing barriers.

As the sum to complete all ADA upgrades and provide maintenance is very high, this will be an annual, ongoing program.

Funding

| FUNDING SOURCE | CURRENT FUNDING FORECAST | | | | | | 2023-2028 Total |
|-----------------------------|--------------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | |
| Transortation Benefit Dist. | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 4,980,000 |
| General Fund | | | | | | | \$ - |
| TOTAL 2023-2028 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 4,980,000 |

Project Status / Funding Outlook

Staff has developed the program implementation plan and will begin design mid-2022 for 2023 construction.

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

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

Council Goals

This program helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Continued on next page

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

Project # and Name**2. New Sidewalk Plan (New Sidewalk Construction)****Scope / Narrative**

The City Council approved the 2018 Sidewalk Prioritization Plan on June 4, 2018 which created the groundwork for a ballot measure in the November 2018 general election. The ballot measure, Proposition 1, was approved by voters to fund new sidewalk construction. The New Sidewalk Program will be funded through the issuance of bonds supported by Transportation Benefit District 0.2% Sales Tax collected over a 20-year period. The ballot measure identified 12 specific projects to be completed under this program. These projects are listed below with *estimated* year of completion (this could change based on unforeseen opportunities):

1. 1st Ave NE (NE 192nd ST to NE 195th ST) - **2021**
2. 5th Ave NE (from NE 175th ST to NE 185th ST) - **2022** **
3. 20th Ave NW (from Saltwater Park entrance to NW 195th ST) - **2022**
4. Westminster Way N (from N 145th ST to N 153rd ST) - **2023**
5. 19th Ave NE (from NE 196th ST to NE 205th ST) - **2024**
6. Ballinger Way NE (19th Ave NE to 25th Ave NE) - **2024** *
7. Dayton Ave N (from N 178th ST to N Richmond Beach RD) - **2025**
8. Linden Ave N (from N 175th ST to N 185th ST) - **2025**
9. Meridian Ave N (from N 194th ST to N 205th ST) - **2026** *
10. 8th Ave NW (from north side of Sunset Park to Richmond Beach RD NW) - **2026**
11. Dayton Ave N (from N 155th ST to N 160th ST) - **2027** *
12. 15th Ave NE (from NE 150th ST to NE 160th ST) - **2028**

* *Puts sidewalk on second side (bus route)*

** *Two sides of the street (bus route)*

Prioritization of these projects was driven by the 2018 sidewalk prioritization plan and specific opportunities to combine with other capital projects and funding. The current sidewalk schedule is shown on the project webpage: shorelinewa.gov/sidewalks

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

The project webpage provides information on current and completed projects:

shorelinewa.gov/sidewalks

Funding

| | CURRENT FUNDING FORECAST (annual amounts are estimates) | | | | | | |
|-----------------------|--|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Bond Issued | \$ 4,900,000 | \$ 7,200,000 | \$ 8,700,000 | \$ 4,100,000 | \$ 4,400,000 | \$ 6,400,000 | \$ 35,700,000 |

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Project Status / Funding Outlook

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

It is expected approximately \$4,750,000 will have been spent on the program through 2022 (construction, design, etc.); debt interest paid is expected to be approximately \$1,236,321 through 2022.

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

Council Goals

This program helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

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

Project # and Name

3. Traffic Safety Improvements

Scope / Narrative

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

Funding

| FUNDING SOURCE | CURRENT FUNDING FORECAST | | | | | | 2023-2028 Total |
|----------------|--------------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | |
| Roads Capital | \$ 193,300 | \$ 199,100 | \$ 199,100 | \$ 199,100 | \$ 199,100 | \$ 199,100 | \$ 1,188,800 |

Project Status / Funding Outlook

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

Council Goals

This annual program helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5**: Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

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

Project # and Name**4. Road Surface Maintenance Program****Scope / Narrative**

This is an annual program that is designed to maintain the City's roadway network in good condition over the long term, within the limits of the funding provided by the Roads Capital Fund, federal and state grants, and other funding approved by the City Council. Road condition is expressed as Pavement Condition Index (PCI), which is reassessed City-wide on a 5-year cycle. In 2015 and 2021 respectively, the PCI of all Shoreline streets averaged 82 and 80 on a 100-point scale. For comparison, highway departments nationwide consider a system-wide average PCI of 75 as "very good". Each street's condition is tracked using a Pavement Management software system, with the goal of maintaining the street's structural condition and ride quality without the necessity of full reconstruction.

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

Funding

| | CURRENT FUNDING FORECAST | | | | | | |
|------------------------|---------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Roads Capital | \$ 530,000 | \$ 530,000 | \$ 530,000 | \$ 530,000 | \$ 530,000 | \$ 530,000 | \$ 3,180,000 |
| Vehicle License Fee | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 4,980,000 |
| TOTAL 2023-2028 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 8,160,000 |

Project Status / Funding Outlook

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

Council Goals

This annual program project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Continued on next page

Purpose / Goals Achieved

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

Project # and Name**5. Traffic Signal Rehabilitation Program****Scope / Narrative**

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

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

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

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

Funding

| FUNDING SOURCE | CURRENT FUNDING FORECAST | | | | | | 2023-2028 Total |
|----------------|--------------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | |
| Roads Capital | \$ 152,200 | \$ 156,700 | \$ 156,700 | \$ 156,700 | \$ 156,700 | \$ 156,700 | \$ 935,700 |

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Project Status / Funding Outlook

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

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

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

Council Goals

This annual program helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

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

FUNDED PROJECTS
(FULLY OR PARTIALLY)

Project # and Name

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

Scope / Narrative

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

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

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

The project construction schedule will be phased in 3 parts:

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

Phase 2: Corliss to Wallingford (2023-2024 Design; 2025-2026 ROW; beyond 2027 CN)

Phase 3: Wallingford to Aurora (2026 Design; 2027-2028 ROW; beyond 2028 CN)

The Off-Corridor Bike Network, that will provide bicycle facilities for this project on adjacent streets, may be constructed in tandem with one of the phases or as a separate construction project.

Continued on next page

| Funding | | | | | | | |
|---|------------------|---------------|---------------|---|---------------|---------------------|----------------------|
| | PARTIALLY FUNDED | | UNFUNDED | | | | |
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| PH1-Ph 3 Design Connecting WA | \$ 1,239,000 | \$ 853,600 | | \$ 1,174,000 | | | \$ 3,266,600 |
| PH1 Construction Connecting WA and Road Capital | \$ 539,000 | \$ 6,532,000 | | | | | \$ 7,071,000 |
| PH1 Construction STP/CMAQ | \$ 3,454,400 | \$ 1,465,600 | | | | | \$ 4,920,000 |
| Off-Corridor Bike Network TBD | \$ 194,700 | \$ 856,100 | | | | | \$ 1,050,800 |
| PH2 ROW TBD | | | \$ 3,792,400 | \$ 3,792,400 | | | \$ 7,584,800 |
| PH2 Construction TBD | | | | \$ 4,000,000 | \$ 8,891,600 | | \$ 12,891,600 |
| PH3 ROW TBD | | | | | \$ 3,708,200 | \$ 3,708,200 | \$ 7,416,400 |
| PH3 Construction TBD-outer years | | | | | | | \$ - |
| TOTAL 2023-2028 | \$ 5,427,100 | \$ 9,707,300 | \$ 3,792,400 | \$ 8,966,400 | \$ 12,599,800 | \$ 3,708,200 | \$ 44,201,200 |
| | | | | Outer Year Funding (Beyond 2028): | | \$8,762,500 | |
| | | | | Prior Cost through 2022: | | \$17,874,100 | |
| | | | | Total Project Cost: | | \$70,837,800 | |
| | | | | Unfunded Portion / Future Funding Need: | | \$35,873,400 | |

Continued on next page

Project Status / Funding Outlook

In 2022, the entire project was under design along with Phase 1 ROW.

Certain phases of this corridor are funded through local Roads Capital funds, federal STP funds, and Connecting Washington Funds, with other phases yet to secure funding sources (potential TIB, STP, etc.). The project is separated into three phases to make each phase meaningful, logical, and fundable. Secured funding to complete the Design for all phases of this corridor is shared by a federal STP grant and local Roads Capital funds.

The Off-Corridor Bike Network will implement the main bicycle facilities (off-corridor) for this project and is at the top of the contingency list for construction funding via a federal TAP (Transportation Alternatives Program) grant.

Federal STP grants will be sought separately for future Right-of-Way and Construction Phases of the project. Additional project costs will occur after 2028. Total project cost to implement the 145th Corridor Project from I-5 to the Interurban Trail is estimated at approximately \$70.8 million.

Council Goals

This project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

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

Project # and Name**7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements****Scope / Narrative**

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

In 2019, the City revised the concept to include two multi-lane roundabouts to replace the two existing signalized interchange intersections. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the initial improvement concept, and at a lower cost. Design will be completed in 2022 and advertising for construction bids is scheduled for early 2023.

The project is fully funded. The City is striving to complete the Right-of-Way and Construction phases of the project by 2024, prior to the opening of the Shoreline South light rail station located north of the Interchange.

Funding

| | FUNDED | | | | | | |
|----------------------------|----------------------|----------------------|----------------------|--|----------------------|----------------------|------------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Roads Capital Fund | \$ 890,400 | \$ 254,400 | \$ 127,200 | | | | \$ 1,272,000 |
| STP Design | \$ 583,875 | \$ 194,625 | | | | | \$ 778,500 |
| STP Construction | \$ 738,000 | \$ 4,182,000 | | | | | \$ 4,920,000 |
| Sound Transit Contribution | \$ 6,000,000 | \$ 3,800,000 | \$ 200,000 | | | | \$ 10,000,000 |
| WSDOT Regional Mob. | \$ 750,000 | \$ 4,250,000 | | | | | \$ 5,000,000 |
| TIB ROW & CN | \$ 450,000 | \$ 4,500,000 | \$ 50,000 | | | | \$ 5,000,000 |
| TOTAL 2023-2028 | \$ 9,412,275 | \$ 17,181,025 | \$ 377,200 | \$ - | \$ - | \$ - | \$ 26,970,500 |
| | | | | <i>Outer Year Funding (Beyond 2028):</i> | | \$0 | |
| | | | | <i>Prior Cost through 2022:</i> | | \$6,317,500 | |
| | | | | Total Project Cost: | | \$33,288,000 | |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | \$0 | |

Continued on next page

Project Status / Funding Outlook

The project is in the final step of the design phase. This project became fully funded as of November 2021.

Council Goals

This project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

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

Project # and Name**8. 148th Street Non-Motorized Bridge****Scope / Narrative**

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

In order to construct east side landing and bridge piers prior to light rail running in 2024 (construction costs would rise significantly) the project was phased for delivery:

Phase 1: East Bridge Landing (*there is no ROW acquisition for this phase*)

Phase 2: Bridge Span, West Bridge Landing, Shared-Use Path Connection to 1st Ave NE

Funding

| | PARTIALLY FUNDED | UNFUNDED | | | | | |
|--|---------------------|----------------------|---------------|---------------|---|---------------|----------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Final Design & Permitting Sound Transit (ST) and STP funds | \$ 150,000 | | | | | | \$ 150,000 |
| Construction (Phase 1) ST and King County Levy | \$ 5,150,000 | | | | | | \$ 5,150,000 |
| Construction (Phase 1) TBD | \$ 550,000 | | | | | | \$ 550,000 |
| ROW (Phase 2) Federal TAP | \$ 2,500,000 | | | | | | \$ 2,500,000 |
| ROW (Phase 2) Grants Match Fund | \$ 500,000 | | | | | | \$ 500,000 |
| Construction (Phase 2) Funding TBD | | \$ 23,300,000 | | | | | \$ 23,300,000 |
| TOTAL 2023-2028 | \$ 8,850,000 | \$ 23,300,000 | \$ - | \$ - | \$ - | \$ - | \$ 32,150,000 |
| | | | | | Outer Year Funding (Beyond 2028): | | \$0 |
| | | | | | Prior Cost through 2022: | | \$5,650,000 |
| | | | | | Total Project Cost: | | \$37,800,000 |
| | | | | | Unfunded Portion / Future Funding Need: | | \$23,850,000 |

Continued on next page

Project Status / Funding Outlook

The total cost for this project is estimated to be approximately \$37.8 million. The 90% design for both phases was completed in Q1 2022. The City successfully obtained funds from the US DOT Surface Transportation Program (STP), King County property tax levy (passed in August 2019), and Sound Transit (ST) System Access funds for design. The STP and some ST funding was utilized for 100% design of Phase 1 and 90% design of Phase 2. Remaining ST funds and King County Parks Levy funding is used for Phase 1 construction. Current construction estimates indicates this leaves an unfunded balance of \$550,000 which the City is still trying to secure.

The project received \$2.5 million in a TAP (Transportation Alternative Program) federal grant for ROW for Phase 2. Shoreline Grant Matching Funds of up to \$500,000 will be used as match to complete the ROW acquisition for Phase 2.

Funding for Phase 2 construction is not fully secured. The current State transportation budget yet to be approved includes \$7 million for this project. Staff are also pursuing up to \$3 million in federal earmarks. In addition, staff will be applying for \$5.48 million in federal STP construction funding, and are reviewing qualifications for \$1 million in State RCO (Recreation and Conservation Office) trails funding. If successful with all of this potential funding, the balance to complete construction would come from TIF (Transportation Impact Fees) collected from 2024-2027 (estimated to be approximately \$8 million collected).

Council Goals

This project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

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

Project # and Name**9. Trail Along the Rail****Scope / Narrative**

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

Phase 1: Shoreline North/185th Station to the NE 195th St Pedestrian Overcrossing

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

Phase 3: N 155th St to NE 175th St (wall and rough grading completed in Ridgcrest Park in 2021)

Phase 4: NE 175th to NE 185th St (interim on-street route completed in 2022)

Funding

| | UNFUNDED | | | | | | |
|------------------------|---------------|---------------|---------------|--|---------------|--------------------|---------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Phase 1 | \$ 500,000 | \$ 1,500,000 | \$ 1,500,000 | | | | \$ 3,500,000 |
| Phase 2 | | | \$ 500,000 | \$ 1,500,000 | | | \$ 2,000,000 |
| Phase 3 | | | | | | | \$ - |
| Phase 4 | | | | | | | \$ - |
| TOTAL 2023-2028 | \$ 500,000 | \$ 1,500,000 | \$ 2,000,000 | \$ 1,500,000 | \$ - | \$ - | \$ 5,500,000 |
| | | | | <i>Outer Year Funding (Beyond 2028):</i> | | \$3,100,000 | |
| | | | | <i>Prior Cost through 2022:</i> | | \$840,000 | |
| | | | | Total Project Cost: | | \$9,440,000 | |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | \$8,600,000 | |

Continued on next page

Project Status / Funding Outlook

Wall and rough grading for the trail along the western edge of Ridgecrest Park has been completed by ST LLE project through a betterment agreement. This early work was necessary to complete in coordination with ST. Finish grading, paving, striping, and signage is still required to complete this section of the trail along the edge of Ridgecrest Park.

The total cost for this project is estimated to be approximately \$9.4 million. 2021-2026 CIP budget does not include budget for Phase 3 and 4, rather it includes budget for these later phases on the Outer Year Funding line item. City staff hope to leverage primarily non-federal grant sources to implement design, environmental, and construction of the various phases. Sound Transit (as part of the light rail construction) will also be building portions of the trail.

Council Goals

This project helps to support **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

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

Project # and Name**10. Meridian Avenue N (N 155th Street to N 175th Street)****Scope / Narrative**

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

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

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

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

Funding

| | FUNDED | | | | | | |
|------------------------|-------------------|---------------|---------------|--|---------------|--------------------|-------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Roads Capital | \$ 91,700 | | | | | | \$ 91,700 |
| Federal - HSIP | \$ 825,200 | | | | | | \$ 825,200 |
| TOTAL 2023-2028 | \$ 916,900 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 916,900 |
| | | | | <i>Outer Year Funding (Beyond 2028):</i> | | \$0 | |
| | | | | <i>Prior Cost through 2022:</i> | | \$253,700 | |
| | | | | Total Project Cost: | | \$1,170,600 | |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | \$0 | |

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Project Status / Funding Outlook

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

Council Goals

This project helps to implement **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

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

Project # and Name**11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)****Scope / Narrative**

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

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

Funding

| | FUNDED | | PARTIALLY FUNDED | | | | |
|---|----------------------|----------------------|-------------------------|--|----------------------|----------------------|------------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Design and Enviro Review - Federal STP | \$ 394,200 | | | | | | \$ 394,200 |
| Design and Enviro Review - Impact Fees | \$ 345,800 | \$ 740,000 | | | | | \$ 1,085,800 |
| Design and Enviro Review - Unfunded | | | \$40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 160,000 |
| ROW - Unfunded | | \$ 501,000 | | | \$ 992,000 | | \$ 1,493,000 |
| Construction- Roads Cap | | | \$186,100 | \$ 62,000 | | \$ 114,000 | \$ 362,100 |
| Construction - FEMA - Unfunded | | | \$12,000,000 | | | | \$ 12,000,000 |
| Construction - Unfunded | | | \$6,610,500 | \$ 6,203,500 | | \$ 11,372,000 | \$ 24,186,000 |
| TOTAL 2023-2028 | \$ 740,000 | \$ 1,241,000 | \$18,836,600 | \$ 6,305,500 | \$ 1,032,000 | \$ 11,526,000 | \$ 39,681,100 |
| | | | | <i>Outer Year Funding (Beyond 2028):</i> | | \$12,000,000 | |
| | | | | <i>Prior Cost through 2022:</i> | | \$8,143,000 | |
| | | | | Total Project Cost: | | \$59,824,100 | |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | \$49,839,000 | |

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Project Status / Funding Outlook

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

Council Goals

This project helps to implement **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

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

Project # and Name**12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs****Scope / Narrative**

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

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

Funding

| | FUNDED | | | | | | |
|------------------------|----------------------|----------------------|----------------------|--|----------------------|----------------------|------------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Roads Capital | \$14,043 | | | | | | \$ 14,043 |
| Federal - HSIP | \$126,387 | | | | | | \$ 126,387 |
| TOTAL 2023-2028 | \$ 140,430 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 140,430 |
| | | | | <i>Outer Year Funding (Beyond 2028):</i> | | \$0 | |
| | | | | <i>Prior Cost through 2022:</i> | | \$1,263,870 | |
| | | | | Total Project Cost: | | \$1,404,300 | |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | \$0 | |

Project Status / Funding Outlook

The project is primarily funded through federal Highway Safety Improvement Program (HSIP) funds (90%) with local Roads Capital funds as match.

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Council Goals

This project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

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

Project # and Name**13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements****Scope / Narrative**

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

Funding

| | FUNDED | | | | | | |
|-----------------------------|---------------|---------------|---------------|---|---------------|--------------------|-----------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Shoreline Community College | \$ 100,000 | \$ 1,884,000 | | | | | \$ 1,984,000 |
| | | | | Outer Year Funding (Beyond 2028): | | \$0 | |
| | | | | Prior Cost through 2022: | | \$100,000 | |
| | | | | Total Project Cost: | | \$2,084,000 | |
| | | | | Unfunded Portion / Future Funding Need: | | \$0.00 | |

Project Status / Funding Outlook

The concept design report was completed in October 2019. The City and Shoreline Community College have entered into an agreement to fully fund this project. Shoreline Community College has provided \$2,083,986 to fund this project.

Council Goals

This project helps to implement **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

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

Project # and Name**14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)****Scope / Narrative**

This project enhances pedestrian access to the Shoreline South/148th Station (Sound Transit light rail) by constructing sections of sidewalk on 1st Ave NE between NE 145th and NE 155th Streets. The project assumes design & construction of cement concrete sidewalk, amenity zone, and placement of curb and gutter to be forward-compatible with future bicycle facilities. Where possible the project will retain any existing sidewalks.

Funding

| | FUNDED | | | | | | |
|---|-------------------|---------------------|---------------|---------------|---------------|--|---------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2022-2028 Total |
| Funded by Sound Transit <i>(scope adjusted to match available funding)</i> | \$ 750,000 | \$ 1,100,000 | | | | | \$ 1,850,000 |
| TOTAL 2023-2028 | \$ 750,000 | \$ 1,100,000 | \$ - | \$ - | \$ - | \$ - | \$ 1,850,000 |
| | | | | | | <i>Outer Year Funding (Beyond 2028):</i> | \$0 |
| | | | | | | <i>Prior Cost through 2022:</i> | \$150,000 |
| | | | | | | Total Project Cost: | \$2,000,000 |
| | | | | | | <i>Unfunded Portion / Future Funding Need:</i> | \$0 |

Project Status / Funding Outlook

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

Council Goals

This project helps to implement **2021-2023 City Council Goal 1:** Strengthen Shoreline's economic climate and opportunities, **Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

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

UNFUNDED PROJECTS

Project # and Name

15. Meridian Avenue N (N 175th Street to N 205th Street)

Scope / Narrative

This Growth Project is one of several projects along the Meridian Ave N corridor to improve safety and capacity. The City's 2011 Transportation Master Plan identifies reconfiguring Meridian Ave N (from N 145th St to N 205th St) from 2 lanes with on street parking to 3 lanes, bike lanes, and no on street parking as necessary to accommodate growth and maintain adopted Level of Service standards.

Project improvements are partially funded by Transportation Impact Fees (TIF). Traffic volumes on Meridian Ave N between N 175th St and N 205th St indicate that improvements are needed to accommodate continued growth. North of N 185th Street, a continuous center turn lane may not be necessary, allowing for some on-street parking to be retained.

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2023-2028 Total |
|------------------------|---------------|---------------|---------------|--|---------------|---------------|--------------------|
| | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | |
| Unknown | | | | | | | \$ - |
| TOTAL 2023-2028 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | <i>Outer Year Funding (Beyond 2028):</i> | | | \$3,000,000 |
| | | | | <i>Prior Cost through 2022:</i> | | | \$0 |
| | | | | Total Project Cost: | | | \$3,000,000 |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | | \$3,000,000 |

Project Status / Funding Outlook

Improvements as described within the City's Transportation Master Plan and Transportation Impact Fee Rate Study may be funded in part by Transportation Impact Fees (TIF). This project is anticipated to receive remaining TIF funds after the 175th Corridor project is fully funded.

Council Goals

This program helps to implement **2021-2023** City Council **Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5**: Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

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

Project # and Name**16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design****Scope / Narrative**

Safety improvements along NE 175th Street between 5th Ave NE and 15th Ave NE are needed to address a high occurrence of collisions, including serious injury and fatality collisions, along this segment of roadway. A reconfiguration of the roadway from 4 lanes to 3 is a proven safety countermeasure which would reduce conflict points allowing safer turns to and from the corridor, and would improve safety for pedestrians by reducing exposure, increasing the distance between moving cars and pedestrians on the sidewalk, and improving sight lines to and from crossing pedestrians. Another alternative may be to replace the existing signal at 10th Ave NE and NE 175th Street with a roundabout, and implement some access control along the corridor, however this would be a significantly higher cost option and would not address pedestrian crossing concerns at 8th Ave NE and 12th Ave NE.

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2023-2028 Total |
|------------------------|---------------|---------------|---------------|--|---------------|---------------|------------------|
| | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | |
| Unknown | | | | | | | \$ - |
| TOTAL 2023-2028 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | <i>Outer Year Funding (Beyond 2027):</i> | | | \$750,000 |
| | | | | <i>Prior Cost through 2021:</i> | | | \$0 |
| | | | | Total Project Cost: | | | \$750,000 |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | | \$750,000 |

Project Status / Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Council Goals

This program helps to implement **2021-2023** City Council **Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5**: Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

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

Project # and Name

17. N/NE 185th Street Corridor Improvements

Scope / Narrative

The 185th Street Multimodal Corridor Strategy (MCS) is a future-focused vision plan that considers the needs of multiple transportation modes including motorists, pedestrians, bicyclists, and transit operators and riders. The 185th Street Corridor is anchored by the future light rail station on the east side of Interstate 5 (I-5) and composed of three roads: N/NE 185th Street, 10th Avenue NE, and NE 180th Street. For the 185th MCS, the term "185th Street Corridor" is used to succinctly describe the collection of these three streets. The 185th MCS Preferred Option identifies the multi-modal transportation facilities necessary to support projected growth in the 185th Street Station Subarea, a project delivery approach for phased implementation, and a funding strategy for improvements.

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

The 185th Street Corridor is divided into five segments:

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

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

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

Segment D - 10th Ave NE from NE 185th Street to NE 180th Street: Two-lane section (two travel lanes) with buffered bike lanes, on-street parking (westside only), amenity zones, sidewalks, and additional flex zone on the westside of the street.

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

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

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

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

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

Continued on next page

| Funding | | | | | | | |
|--|---------------|---------------|---------------|--|---------------|---------------------|-----------------|
| | UNFUNDED | | | | | | |
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| 185th St and Meridian Ave Intersection Improvements - 30% Design | | | | | | | \$ - |
| PROJECT TOTAL 2023-2028 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | <i>Outer Year Funding (Beyond 2028):</i> | | \$80,000,000 | |
| | | | | <i>Prior Cost through 2022:</i> | | \$0 | |
| | | | | Total Project Cost: | | \$80,000,000 | |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | \$80,000,000 | |

Project Status / Funding Outlook

On October 28, 2019, Council adopted the 185th MCS. Currently, there is no CIP funding for the implementation of the 185th MCS. The redesign of the 185th Street and Meridian Avenue intersection is identified in the City's 2011 Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service and may be funded, in part, by Transportation Impact Fees.

Cost estimate for the 185th Street and Meridian Avenue intersection improvement is \$5.5 million. Cost estimate for the entire 185th Street Corridor improvements is approximately \$80 million. Cost estimate for 185th Street improvements (Segment A, B, & C) is approximately \$63 million. Cost estimate for 10th Avenue improvements (Segment D) is approximately \$12 million. Cost estimate for 180th Street improvements (Segment E) is approximately \$5 million.

Council Goals

This project helps to support **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

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

Project # and Name**18. 15th Avenue NE (NE 175th Street to NE 205th Street)****Scope / Narrative**

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

Funding

| | UNFUNDED | | | | | | |
|----------------|---------------|---------------|---------------|--|---------------|---------------|--------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Unknown | | | | | | | \$ - |
| | | | | <i>Outer Year Funding (Beyond 2028):</i> | | | \$6,200,000 |
| | | | | <i>Prior Cost through 2022:</i> | | | \$0 |
| | | | | Total Project Cost: | | | \$6,200,000 |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | | \$6,200,000 |

Project Status / Funding Outlook

No funding has been identified for this project. Initial step would be a pre-design study to identify the appropriate improvements for the roadway and develop more refined cost estimates, surveyed basemaps, and 10% plans (pre-design study costs are estimated at about \$700,000). Design, ROW and construction costs and a timeline for completion will be included in future TIP updates.

Council Goals

This project helps to implement **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

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

Project # and Name**19. 3rd Ave NE Connectors****Scope / Narrative**

The area north of the Shoreline South/148th Station is served by a series of dead ends abutting the freeway. With the upzone to MUR 70, there is a need to provide connectivity between the street ends. There are three potential locations for connectors that are being considered:

A) NE 149th St to NE 151st St - The concept for this segment is to create a slow-paced, curbless street/public space (where pedestrian and bicycle movements are prioritized and vehicles are invited guests) by extending 3rd Avenue NE to provide a connection between NE 149th Street and NE 151st Street. This would create a vehicular, pedestrian and bike connection to the adjacent light rail station and incorporate the eastern terminus of the proposed 148th Street Non-Motorized Bridge and north/south alignment of the Trail Along the Rail.

B) NE 151st St to NE 152nd St - There is a small segment of un-opened right-of-way that could be improved and provide a connection between the two streets.

C) 3rd Ave NE to NE 153rd St /NE 155th St - This would provide a connection between the existing dead-end street end and either NE 153rd St or NE 155th St. Either location would require property acquisition to purchase the needed right-of-way to build a new connection. At a minimum a ped/bike connection is needed between the street end and NE 155th St as an extension of the Trail Along the Rail.

All three connections would improve circulation and connectivity in the MUR 70 which will also support additional development and especially commercial/retail businesses in conjunction with residential.

Funding

| UNFUNDED | | | | | | | |
|----------------------|---------------|---------------|---------------|--|---------------|--------------------|-----------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Possible late-comers | \$ 100,000 | \$ 400,000 | \$ 4,000,000 | \$ 3,000,000 | | | \$ 7,500,000 |
| | | | | <i>Outer Year Funding (Beyond 2028):</i> | | | |
| | | | | <i>Prior Cost through 2022:</i> | | \$20,000 | |
| | | | | Total Project Cost: | | \$7,520,000 | |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | \$7,500,000 | |

Continued on next page

Project Status / Funding Outlook

An initial study of this was completed and a preliminary concept known as the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. Since that time, updating this project as the 3rd Ave NE Connectors better addresses circulation in this neighborhood.

The preliminary plan was advanced to a more detailed concept plan and estimate in 2021 for the 3rd Ave segment between NE 149th Street and NE 151st St. City staff will continue coordination with Sound Transit, utility providers, and potential developers of adjacent properties to coordinate street frontage and access improvements. No work has been performed on the other two connectors.

The 2021-2026 CIP does not include budget for design development, and timing of construction is unknown at this time; project costs are shown as a placeholder. The City will not be pursuing grant funding at this time and instead look to redevelopment to help these improvements occur. Staff will analyze latecomer fees as a possible option for all three segments.

City staff has incorporated initial street design and frontage improvements into the Engineering Development Manual's Appendix F: Street Matrix and is actively working on how the 148th Street Non-Motorized Bridge eastern terminus and the Trail Along the Rail will interface with the long-term vision for the 3rd Ave NE Connectors. City staff will continue to coordinate with Sound Transit on not precluding the future 3rd Ave NE Connectors improvements. In addition, City staff will continue to use the initial 3rd Ave NE conceptual renderings as communication tools when working with the public and potential developers.

Council Goals

This project helps to support **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

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

Project # and Name**20. Ballinger Way - NE 205th St to 19th Ave NE Access Control (Preliminary Design)****Scope / Narrative**

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

Funding

| | UNFUNDED | | | | | | |
|----------------|---------------|---------------|---------------|--|---------------|---------------|------------------|
| FUNDING SOURCE | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total |
| Unknown | | | | | | | \$ - |
| | | | | <i>Outer Year Funding (Beyond 2028):</i> | | | \$350,000 |
| | | | | <i>Prior Cost through 2022:</i> | | | \$0 |
| | | | | Total Project Cost: | | | \$350,000 |
| | | | | <i>Unfunded Portion / Future Funding Need:</i> | | | \$350,000 |

Project Status / Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Council Goals

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

Purpose / Goals Achieved

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

Project # and Name

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

Scope / Narrative

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

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

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

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2023-2028 Total |
|---|---------------|---------------|---------------|---------------|---------------|---------------|------------------|
| | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | |
| No identified source | | | | | | | \$ - |
| Outer Year Funding (Beyond 2028): | | | | | | | \$175,000 |
| Prior Cost through 2022: | | | | | | | \$0 |
| Total Project Cost: | | | | | | | \$175,000 |
| Unfunded Portion / Future Funding Need: | | | | | | | \$175,000 |

Project Status / Funding Outlook

Staff will look for funding in 2023-2025 to fund a pre-design study that is estimated at \$175,000 (this would include consultant contract upwards of \$120,000). Although the 2021-2026 CIP does not include budget for pre-design study, design development, and construction of this project, grant matching funds would be available for a pre-design study. The City will continue to seek opportunities to incrementally design and build the full vision of the Off-Corridor Bike Network.

Continued on next page

Council Goals

This project helps to support **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

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

| Project | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | 2027 Estimate | 2028 Estimate | 2023-2028 Total | Due to the ongoing nature of programs, these additional columns are not filled in. Many programs rely on funding to become available in order to continue significant work efforts. | | | |
|--|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|--|-------------------------------|-----------------------|---------------|
| ANNUAL PROGRAMS | | | | | | | | | | | |
| 1. Sidewalk Rehabilitation Program (Repair & Maintenance) | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 830,000 | \$ 4,980,000 | | | | |
| 2. New Sidewalk Plan (New Sidewalk Construction) | \$ 4,900,000 | \$ 7,200,000 | \$ 8,700,000 | \$ 4,100,000 | \$ 4,400,000 | \$ 6,400,000 | \$ 35,700,000 | | | | |
| 3. Traffic Safety Improvements | \$ 193,300 | \$ 199,100 | \$ 199,100 | \$ 199,100 | \$ 199,100 | \$ 199,100 | \$ 1,188,800 | | | | |
| 4. Road Surface Maintenance Program | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 1,360,000 | \$ 8,160,000 | | | | |
| 5. Traffic Signal Rehabilitation Program | \$ 152,200 | \$ 156,700 | \$ 156,700 | \$ 156,700 | \$ 156,700 | \$ 156,700 | \$ 935,700 | | | | |
| | | | | | | | \$ 50,964,500 | | | | |
| FUNDED PROJECTS (FULLY OR PARTIALLY) | | | | | | | | Outer Year Funding (2028+) | Prior Costs (through 2021) | TOTAL PROJECT COST | UNFUNDED |
| 6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5 | \$ 5,427,100 | \$ 9,707,300 | \$ 3,792,400 | \$ 8,966,400 | \$ 12,599,800 | \$ 3,708,200 | \$ 44,201,200 | \$8,762,500 | \$17,874,100 | \$70,837,800 | \$35,873,400 |
| 7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements | \$ 9,412,275 | \$ 17,181,025 | \$ 377,200 | \$ - | \$ - | \$ - | \$ 26,970,500 | \$0 | \$6,317,500 | \$33,288,000 | \$0 |
| 8. 148th Street Non-Motorized Bridge | \$ 8,850,000 | \$ 23,300,000 | \$ - | \$ - | \$ - | \$ - | \$ 32,150,000 | \$0 | \$5,650,000 | \$37,800,000 | \$23,850,000 |
| 9. Trail Along the Rail | \$ 500,000 | \$ 1,500,000 | \$ 2,000,000 | \$ 1,500,000 | \$ - | \$ - | \$ 5,500,000 | \$3,100,000 | \$840,000 | \$9,440,000 | \$8,600,000 |
| 10. Meridian Avenue N (N 155th Street to N 175th Street) | \$ 916,900 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 916,900 | \$0 | \$253,700 | \$1,170,600 | \$0 |
| 11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5) | \$ 740,000 | \$ 1,241,000 | \$ 18,836,600 | \$ 6,305,500 | \$ 1,032,000 | \$ 11,526,000 | \$ 39,681,100 | \$12,000,000 | \$8,143,000 | \$59,824,100 | \$49,839,000 |
| 12. Midblock Crossing and Citywide RRFBs and Radar Speed Signs | \$ 140,430 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 140,430 | \$0 | \$1,263,870 | \$1,404,300 | \$0 |
| 13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements | \$ 100,000 | \$ 1,884,000 | \$ - | \$ - | \$ - | \$ - | \$ 1,984,000 | \$0 | \$100,000 | \$2,084,000 | \$0 |
| 14. Light Rail Access Improvements: 1st Ave NE (145th to 155th) | \$ 750,000 | \$ 1,100,000 | \$ - | \$ - | \$ - | \$ - | \$ 1,850,000 | \$0 | \$150,000 | \$2,000,000 | \$0 |
| | | | | | | | \$ 153,394,130 | | | \$217,848,800 | \$118,162,400 |
| UNFUNDED PROJECTS | | | | | | | | | | | |
| 15. Meridian Avenue N (N 175th Street to N 205th Street) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$3,000,000 | \$0 | \$3,000,000 | \$3,000,000 |
| 16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$750,000 | \$0 | \$750,000 | \$750,000 |
| 17. N/NE 185th Street Corridor Improvements | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$80,000,000 | \$0 | \$80,000,000 | \$80,000,000 |
| 18. 15th Avenue NE (NE 175th Street to NE 205th Street) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$6,200,000 | \$0 | \$6,200,000 | \$ 6,200,000 |
| 19. 3rd Ave NE Connectors | \$ 100,000 | \$ 400,000 | \$ 4,000,000 | \$ 3,000,000 | \$ - | \$ - | \$ 7,500,000 | \$0 | \$20,000 | \$7,520,000 | \$7,500,000 |
| 20. Ballinger Way - NE 205th St to 19th Ave NE Access Control (Preliminary Design) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$350,000 | \$0 | \$350,000 | \$ 350,000 |
| 21. Eastside Off-Corridor Bike Network (Pre-Design) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$175,000 | \$0 | \$175,000 | \$175,000 |
| | | | | | | | \$ 7,500,000 | | | \$97,995,000 | \$97,975,000 |
| | | | | | | | | | | | |
| | \$ 34,372,205 | \$ 66,059,125 | \$ 40,252,000 | \$ 26,417,700 | \$ 20,577,600 | \$ 24,180,000 | \$ 211,858,630 | \$114,337,500 | \$40,612,170 | \$315,843,800 | \$216,137,400 |

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Discussing the 2021 Year-End Financial Report |
| DEPARTMENT: | Administrative Services |
| PRESENTED BY: | Sara Lane, Administrative Services Director |
| ACTION: | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing |

PROBLEM/ISSUE STATEMENT:

The 2021 Year-End Financial Report (Attachment A) summarizes the financial activities during 2021 for all City funds with detailed information provided on the General Fund, Street Fund, Surface Water Utility Fund, General Capital Fund, and Roads Capital Fund and includes the year end summary for the City's Transportation Impact Fee and Park Impact Fee collections and expenditures.

This report provides details on the actual revenues and expenditures for 2021 and is provided to keep the City Council informed of the financial issues and the financial position of the City as we complete the second year of our first biennial budget.

RESOURCE/FINANCIAL IMPACT:

The tables on pages 3-5 of the 2021 Year-End Financial Report provide summaries of the financial results for all City funds.

RECOMMENDATION

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

ATTACHMENTS

Attachment A: 2021 Year-End Financial Report

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



2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

PERFORMANCE AT A GLANCE

The City of Shoreline adopted its 2021-2022 Biennial Budget on November 16, 2020. While the budget is adopted for the biennium, each year has a plan for revenues and expenditures. This report reflects unaudited preliminary revenue collections and expenditures through December 31, 2021 as compared to the 2021 Plan as amended through December 31, 2021.

| General Fund Revenues | Compared to 2021 Current Plan | Compared to 2020 Actuals as of February | Reference |
|---|-------------------------------|---|-----------------|
| Property Tax Revenue | ● WARNING ● | ► NEUTRAL ► | Page 6 |
| Sales Tax Revenue | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | Page 7 |
| Utility Tax | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | Pages 9-10 |
| Development Revenue | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | Page 11 |
| Parks and Recreation Revenue | ▼ NEGATIVE ▼ | ● WARNING ● | Page 12 |
| Interest Income | ▼ NEGATIVE ▼ | ▼ NEGATIVE ▼ | Page 13, 20, 21 |
| Non-General Fund Revenues | | | |
| Gas Tax | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | Page 14 |
| Transportation Benefit District Sales Tax | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | Page 17 |
| Real Estate Excise Tax | ▲ POSITIVE ▲ | ▲ POSITIVE ▲ | Page 18 |
| Surface Water Fees | ● WARNING ● | ▲ POSITIVE ▲ | Page 19 |

Key to revenue trend indicators:

▲ POSITIVE ▲ = Variance/Change of > +2%

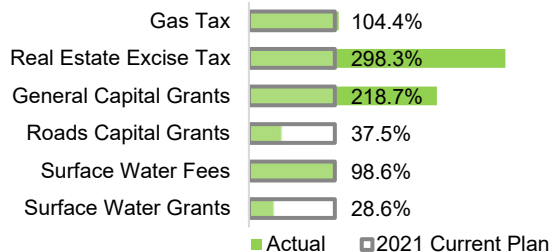
◄ NEUTRAL ► = Variance/Change of -1% to +2%

● WARNING ● = Variance/Change of -1% to -4%

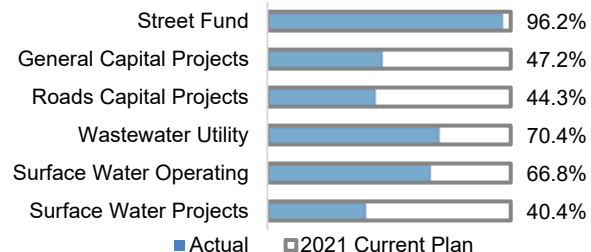
▼ NEGATIVE ▼ = Variance/Change of >-4%

OTHER FUNDS COMPARED TO 2021 CURRENT PLAN (AS OF DEC. 31):

Revenues



Expenses





2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

PERFORMANCE AT A GLANCE

Highlights:

Although the City prepared for the potential impacts of a recession as a result of the pandemic, the actual results for 2021 are significantly better than anticipated. While certain revenue streams are directly impacted they are more than offset by the impacts of strong development and the stability of our retail sales tax. Following are the major highlights with details included later in the report.

- General Fund receipts reflect a year-over-year increase of 12.5% primarily due to one-time revenues associated with development. Departmental expenditures reflect a 3.9% decrease. See pages 4-13 for details.
- Property tax receipts came in on track at 98.5% of the plan. See page 6 for details.
- Sales tax receipts reflecting activity from January through December 2021 are greater than the plan by 16.8% and 2020 collections by 6.0%. The Construction sector, while 11.5% less than 2020 collections, continued to maintain a high level of activity. The Retail Trade sector and hotels/restaurants experienced a return to pre-pandemic levels of activity. See page 7 for details.
- Revenues from Permit and Plan Check Fees are more than 2020 by 8.6% and less than the 2021 plan by 5.1%. Approximately \$470,158 in revenue from 2019, 2020, and 2021 was deferred to 2022 for inspections that have been paid for but not yet performed. Total permit applications through 2021 are 224, or 9%, more than 2020. Total permits issued during this time are 332, or 14%, more than 2020. See page 11 for details.
- The closure of the City's facilities due to COVID-19 plus the cancellation of all regular programming and special events resulted in a loss of rental and registration revenue, which was offset by some directly related expenditure reductions. Modified winter, spring and summer programming were designed and offered in January through September. The City continued to modify program and facility operations through the end of December based on current COVID-19 guidelines and best practices. See page 12 for details.
- The Department of Revenue calculated a maximum cap of distributions during the state's fiscal year of the Affordable and Supportive Housing State Shared Tax of \$86,235. That cap was reached with May's distribution; therefore, no further distribution was made in June. Distributions resumed in July.
- Street Fund receipts, excluding transfers in, are 9.1% more than 2020. Gas tax receipts reflecting activity from January through December 2021 are less than the 2021 plan by 7.7% and more than 2020 by 9.1%. See page 14 for details.
- The 2021 plan for the General Capital and Roads Capital funds includes one-time transfers from the General Fund, Surface Water Utility Fund and Park Impact Fee or Transportation Impact Fee funds in support of capital projects. Funds are transferred as expenditures are incurred by the projects. See pages 15-16 for details.
- More information on the scope and timing of capital projects, including updated estimates, can be found in the City's 2021-2022 Proposed Biennial Budget and 2021-2026 Capital Improvement Plan book.
- Surface Water Fee payments are due to King County in April and October of each year. The County then remits the City's portion resulting in most collections occurring in the second and fourth quarters of each calendar year. Receipts are less than the budget projection by \$112,941, or 1.4%. Surface Water Utility operations expended 66.8% of the 2021 plan for the Operating Budget, which is 829.0% more than 2020. Capital projects expended 40.4% of the 2021 plan for the Capital Budget. Capital expenditures are impacted by the timing of construction schedules. See page 19 for details.
- Recreation Revenues were significantly impacted due to reduction in programming due to COVID. Because many of the programs are contracted, associated expenses were proportionately decreased as well. See page 12 for details.
- Interest Income is significant impacted due to continuing low interest rates in 2021 and accounting adjustments that are required at year end to reflect unrecognized gains or losses. See page 20 for details.



2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

ALL FUNDS BUDGET AND YEAR-OVER-YEAR COMPARISON

The following table presents the 2021 Current Plan as amended by Ordinance No. 954.

REVENUES & OTHER SOURCES

| FUND TYPE Fund Title | 2020 Current Plan | 2020 Actual | % of 2020 Current Plan | 2021 Current Plan | 2021 Actual | % of 2021 Current Plan | 2021 v. 2020 \$ Change | 2021 v. 2020 % Change |
|--------------------------------------|----------------------|---------------------|---------------------------|----------------------|----------------------|---------------------------|---------------------------|--------------------------|
| OPERATING FUNDS | \$49,876,865 | \$52,345,660 | 104.9% | \$56,455,345 | \$59,118,146 | 104.7% | \$6,772,486 | 12.9% |
| General Fund | \$45,508,101 | \$50,195,172 | 110.3% | \$54,106,961 | \$56,470,895 | 104.4% | \$6,275,723 | 12.5% |
| Shoreline Secure Storage Fund | 3,000,000 | 1,040,275 | 34.7% | 1,129,750 | 1,317,532 | 116.6% | 277,256 | 26.7% |
| Street Fund | 1,302,021 | 1,091,016 | 83.8% | 1,140,391 | 1,190,474 | 104.4% | 99,458 | 9.1% |
| Code Abatement Fund | 30,000 | 4,322 | 14.4% | 30,000 | 595 | 2.0% | (3,727) | -86.2% |
| State Drug Forfeiture Fund | 18,243 | 9,806 | 53.8% | 18,243 | 66,918 | 366.8% | 57,112 | 582.4% |
| Public Arts Fund | 5,500 | 4,831 | 87.8% | 17,000 | 12,140 | 71.4% | 7,309 | 151.3% |
| Federal Drug Forfeiture Fund | 13,000 | 238 | 1.8% | 13,000 | 5 | 0.0% | (233) | -97.8% |
| Federal Criminal Forfeiture Fund | 0 | 0 | 0.0% | 0 | 59,586 | 0.0% | 59,586 | 0.0% |
| DEBT SERVICE FUNDS | \$6,119,837 | \$4,387,354 | 71.7% | \$3,294,257 | \$3,946,914 | 119.8% | (\$440,440) | -10.0% |
| CAPITAL FUNDS | \$25,649,624 | \$16,755,854 | 65.3% | \$34,435,840 | \$23,075,072 | 67.0% | \$6,319,218 | 37.7% |
| General Capital Fund | 3,376,655 | 4,100,346 | 121.4% | 2,630,423 | 3,910,574 | 148.7% | (189,772) | -4.6% |
| City Facility-Major Maintenance Fund | 490,000 | 1,065 | 0.2% | 490,170 | 490,166 | 100.0% | 489,100 | 45908.5% |
| Roads Capital Fund | 21,184,338 | 10,991,941 | 51.9% | 28,645,269 | 13,995,017 | 48.9% | 3,003,076 | 27.3% |
| Sidewalk Expansion Fund | 400,000 | 198,086 | 49.5% | 1,919,978 | 198,050 | 10.3% | (36) | 0.0% |
| Transportation Impact Fees Fund | 0 | 951,735 | 0.0% | 0 | 2,246,813 | 0.0% | 1,295,078 | 136.1% |
| Park Impact Fees Fund | 198,631 | 512,680 | 258.1% | 750,000 | 2,234,452 | 297.9% | 1,721,772 | 335.8% |
| ENTERPRISE FUNDS | \$11,602,908 | \$11,083,091 | 95.5% | \$27,549,146 | \$26,201,853 | 95.1% | \$15,118,762 | 136.4% |
| Surface Water Utility Fund | 8,080,345 | 7,597,223 | 94.0% | 9,363,971 | 8,296,168 | 88.6% | 698,946 | 9.2% |
| Wastewater Utility Fund | 3,522,563 | 3,485,868 | 99.0% | 18,185,175 | 17,905,685 | 98.5% | 14,419,817 | 413.7% |
| INTERNAL SERVICE FUNDS | \$1,050,628 | \$1,069,167 | 101.8% | \$764,675 | \$891,505 | 116.6% | (\$177,662) | -16.6% |
| TOTAL REVENUE | \$94,299,862 | \$85,641,126 | 90.8% | \$122,499,263 | \$113,233,490 | 92.4% | \$27,592,364 | 32.2% |
| OTHER SOURCES | | | | | | | | |
| Proceeds from Capital Assets | \$2,459,250 | \$7,836 | 0.3% | \$2,000 | \$1,481,771 | 74088.5% | \$1,473,935 | 18810.0% |
| Transfers In | 10,351,869 | 9,026,671 | 87.2% | 19,682,186 | 7,296,004 | 37.1% | (1,730,667) | -19.2% |
| Other Financing Sources | 3,898,417 | 31,070 | 0.8% | 5,696,008 | 5,581,671 | 98.0% | 5,550,600 | 17864.5% |
| Budgeted Use of Fund Balance | 9,970,178 | 0 | 0.0% | 29,071,031 | 0 | 0.0% | 0 | 0.0% |
| TOTAL RESOURCES | \$120,979,576 | \$94,706,704 | 78.3% | \$176,950,488 | \$127,592,937 | 72.1% | \$32,886,233 | 34.7% |

EXPENDITURES & TRANSFERS OUT

| | | | | | | | | |
|---|----------------------|---------------------|--------------|----------------------|----------------------|--------------|----------------------|---------------|
| OPERATING FUNDS | \$50,599,308 | \$44,584,335 | 88.1% | \$47,489,366 | \$43,101,887 | 90.8% | (\$1,482,448) | -3.3% |
| General Fund | \$46,058,766 | \$42,520,560 | 92.3% | \$44,897,794 | \$40,871,241 | 91.0% | (\$1,649,319) | -3.9% |
| Shoreline Secure Storage Fund | 2,617,334 | 432,689 | 16.5% | 649,750 | 499,856 | 76.9% | 67,167 | 15.5% |
| Revenue Stabilization Fund | 0 | 0 | 0.0% | 0 | 288 | 0.0% | 288 | 0.0% |
| Street Fund | 1,706,270 | 1,526,030 | 89.4% | 1,716,423 | 1,651,012 | 96.2% | 124,982 | 8.2% |
| Code Abatement Fund | 100,000 | 0 | 0.0% | 100,000 | 22 | 0.0% | 22 | 0.0% |
| Public Arts Fund | 85,695 | 104,769 | 122.3% | 94,156 | 78,019 | 82.9% | (26,750) | -25.5% |
| State Drug Forfeiture Fund | 18,243 | 286 | 1.6% | 18,243 | 1,448 | 7.9% | 1,161 | 405.5% |
| Federal Drug Forfeiture Fund | 13,000 | 0 | 0.0% | 13,000 | 1 | 0.0% | 1 | 0.0% |
| DEBT SERVICE FUNDS | \$4,879,657 | \$4,328,847 | 88.7% | \$3,895,048 | \$3,891,858 | 99.9% | (\$436,990) | -10.1% |
| CAPITAL FUNDS | \$33,297,137 | \$30,091,676 | 90.4% | \$51,762,817 | \$24,006,533 | 46.4% | (\$6,085,143) | -20.2% |
| General Capital Fund | 3,978,726 | 20,464,822 | 514.4% | 18,347,763 | 8,656,527 | 47.2% | (11,808,295) | -57.7% |
| City Facility-Major Maint. Fund | 537,032 | 23,845 | 4.4% | 1,455,099 | 1,209,914 | 83.1% | 1,186,069 | 4974.0% |
| Roads Capital Fund | 28,381,379 | 9,294,561 | 32.7% | 28,866,960 | 12,792,033 | 44.3% | 3,497,473 | 37.6% |
| Sidewalk Expansion Fund | 400,000 | 308,448 | 77.1% | 3,092,995 | 1,347,740 | 43.6% | 1,039,292 | 336.9% |
| Transportation Impact Fees Fund | 0 | 0 | 0.0% | 0 | 262 | 0.0% | 262 | 0.0% |
| Park Impact Fees Fund | 0 | 0 | 0.0% | 0 | 57 | 0.0% | 57 | 0.0% |
| ENTERPRISE FUNDS | \$12,358,084 | \$7,417,190 | 60.0% | \$39,693,426 | \$25,409,773 | 64.0% | \$17,992,583 | 242.6% |
| Surface Water Utility Fund | 9,272,849 | 5,324,435 | 57.4% | 13,649,757 | 7,082,305 | 51.9% | 1,757,870 | 33.0% |
| Wastewater Utility Fund | 3,085,235 | 2,092,755 | 67.8% | 26,043,669 | 18,327,468 | 70.4% | 16,234,713 | 775.8% |
| INTERNAL SERVICE FUNDS | \$1,563,161 | \$993,626 | 63.6% | \$586,023 | \$473,467 | 80.8% | (\$520,159) | -52.3% |
| TOTAL EXPENDITURES | \$102,697,347 | \$87,415,674 | 85.1% | \$143,426,680 | \$96,883,517 | 67.5% | \$9,467,843 | 10.8% |
| TRANSFERS OUT | \$10,025,577 | \$9,026,671 | 90.0% | \$19,682,186 | \$7,296,004 | 37.1% | (\$1,730,667) | -19.2% |
| TOTAL EXPENDITURES & TRANSFERS OUT | \$112,722,924 | \$96,442,345 | 85.6% | \$163,108,866 | \$104,179,522 | 63.9% | \$7,737,176 | 8.0% |



2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

GENERAL FUND BUDGET AND YEAR-OVER-YEAR COMPARISON OVERVIEW

RESOURCES

| GENERAL FUND RESOURCES | 2020 Current Plan | 2020 YTD Actual | % of 2020 Current Plan | 2021 Current Plan | 2021 YTD Actual | % of 2021 Current Plan | 2021 v. 2020 \$ Change | 2021 v. 2020 % Change |
|------------------------------------|---------------------|---------------------|------------------------|---------------------|---------------------|------------------------|------------------------|-----------------------|
| Property Tax | \$13,666,865 | \$13,842,670 | 101.3% | \$14,243,017 | \$14,031,079 | 98.5% | \$188,409 | 1.4% |
| Sales Tax* | 9,319,003 | 11,410,701 | 122.4% | 10,353,600 | 12,094,071 | 116.8% | 683,370 | 6.0% |
| Local Criminal Justice* | 1,702,776 | 1,614,472 | 94.8% | 1,580,357 | 1,916,633 | 121.3% | 302,161 | 18.7% |
| B&O, Utility, and Gambling Taxes | 6,530,374 | 6,132,583 | 93.9% | 6,656,789 | 7,021,751 | 105.5% | 889,168 | 14.5% |
| Franchise Fees & Contract Payments | 5,369,100 | 4,921,878 | 91.7% | 4,122,800 | 4,287,465 | 104.0% | (634,412) | -12.9% |
| Development Revenue | 2,416,843 | 3,660,786 | 151.5% | 4,041,190 | 3,861,467 | 95.6% | 200,682 | 5.5% |
| Park and Recreation Revenue | 1,902,312 | 1,155,736 | 60.8% | 1,260,741 | 1,121,693 | 89.0% | (34,043) | -2.9% |
| Intergovernmental Revenue* | 2,518,144 | 2,822,021 | 112.1% | 1,962,522 | 2,606,869 | 132.8% | (215,153) | -7.6% |
| Grant Revenue | 247,384 | 3,149,421 | 1273.1% | 8,528,178 | 8,171,509 | 95.8% | 5,022,088 | 159.5% |
| Fines and Licenses | 603,125 | 373,872 | 62.0% | 597,150 | 354,821 | 59.4% | (19,050) | -5.1% |
| Miscellaneous Revenue | 1,161,575 | 797,086 | 68.6% | 690,017 | 992,340 | 143.8% | 195,254 | 24.5% |
| Interest Income | 70,600 | 313,946 | 444.7% | 70,600 | 11,197 | 15.9% | (302,750) | -96.4% |
| TOTAL REVENUES | \$45,508,101 | \$50,195,172 | 110.3% | \$54,106,961 | \$56,470,895 | 104.4% | \$6,275,724 | 12.5% |
| Proceeds from Capital Assets | 2,450,000 | 0 | 0.0% | 0 | 2,356,290 | 0.0% | 2,356,290 | 0.0% |
| Operating Transfers In | 1,473,551 | 1,473,551 | 100.0% | 1,774,059 | 1,629,215 | 91.8% | 155,664 | 10.6% |
| Other Financing Sources | 15,000 | 24,108 | 160.7% | 15,000 | 0 | 0.0% | (24,108) | -100.0% |
| Budgeted Use of Fund Balance | 3,690,186 | 0 | 0.0% | 8,913,047 | 0 | 0.0% | 0 | 0.0% |
| TOTAL RESOURCES | \$53,136,838 | \$51,692,831 | 97.3% | \$64,809,067 | \$60,456,400 | 93.3% | \$8,763,569 | 17.0% |

EXPENDITURES & TRANSFERS OUT

| DEPARTMENT | 2020 Current Plan | 2020 YTD Actual | % of 2020 Current Plan | 2021 Current Plan | 2021 YTD Actual | % of 2021 Current Plan | 2021 v. 2020 \$ Change | 2021 v. 2020 % Change |
|--|---------------------|---------------------|------------------------|---------------------|---------------------|------------------------|------------------------|-----------------------|
| City Council | \$226,400 | \$209,161 | 92.4% | \$246,898 | \$208,090 | 84.3% | (\$1,071) | -0.5% |
| City Manager's Office ¹ | 4,496,000 | 5,300,734 | 117.9% | 4,259,312 | 4,325,596 | 101.6% | (\$975,138) | -18.4% |
| City Attorney | 895,954 | 811,272 | 90.5% | 879,248 | 864,175 | 98.3% | \$52,904 | 6.5% |
| Administrative Services ² | 7,265,040 | 7,347,406 | 101.1% | 8,027,224 | 7,923,504 | 98.7% | \$576,098 | 7.8% |
| Citywide | 3,076,787 | 804,929 | 26.2% | 1,110,556 | 1,221,354 | 110.0% | \$416,424 | 51.7% |
| Human Resources | 508,195 | 515,486 | 101.4% | 523,600 | 460,883 | 88.0% | (\$54,603) | -10.6% |
| Police | 12,919,337 | 13,336,475 | 103.2% | 13,844,609 | 12,639,151 | 91.3% | (\$697,324) | -5.2% |
| Criminal Justice | 2,958,059 | 1,225,233 | 41.4% | 2,007,742 | 1,119,829 | 55.8% | (\$105,405) | -8.6% |
| Recreation, Cultural & Community Services ³ | 6,571,989 | 6,158,350 | 93.7% | 6,814,920 | 5,408,289 | 79.4% | (\$750,061) | -12.2% |
| Planning & Community Development | 3,542,437 | 3,187,581 | 90.0% | 3,438,933 | 3,277,181 | 95.3% | \$89,600 | 2.8% |
| Public Works | 3,598,568 | 3,623,931 | 100.7% | 3,744,752 | 3,423,188 | 91.4% | (\$200,744) | -5.5% |
| DEPARTMENTAL EXPENDITURES | \$46,058,766 | \$42,520,560 | 92.3% | \$44,897,794 | \$40,871,241 | 91.0% | (\$1,649,319) | -3.9% |
| Operating Transfers Out | 5,929,824 | 5,743,402 | 96.9% | 13,080,412 | 3,016,690 | 23.1% | (2,726,712) | -47.5% |
| TOTAL EXPENDITURES AND TRANSFERS OUT | \$51,988,590 | \$48,263,962 | 92.8% | \$57,978,206 | \$43,887,930 | 75.7% | (\$4,376,032) | -9.1% |

1. City Manager's Office includes City Clerk, Communications, Code Enforcement Customer Response Team, Intergovernmental Relations, Economic Development, Property Management, and Light Rail Stations.

2. Recreation, Cultural and Community Services includes Neighborhoods, Emergency Management Planning, Human Services, Diversity Inclusion, Environmental Services, Recreation, Youth & Teen Development, and Cultural Services.

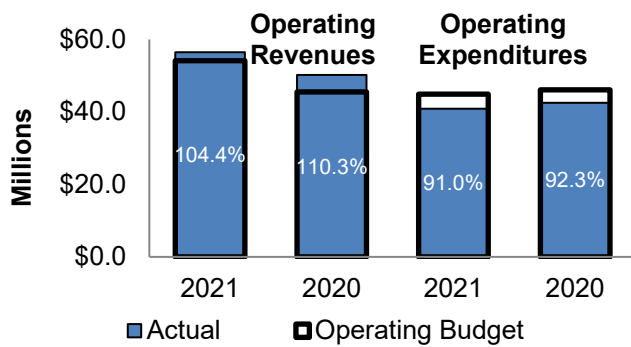
3. Administrative Services includes Finance, Budget, Purchasing, Information Systems, Parks, Fleet & Facilities, and Recreation Facility Rentals.



2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

GENERAL FUND FINANCIAL OVERVIEW



| General Fund | Revenues | Dept. Exp. |
|-------------------------------|---------------------|---------------------|
| 2021 Operating Plan | \$54,106,961 | \$44,897,794 |
| 2021 Actual | \$56,470,895 | \$40,871,241 |
| % of 2021 Operating Plan | 104.4% | 91.0% |
| 2020 Operating Plan | \$45,508,101 | \$46,058,766 |
| 2020 Actual | \$50,195,172 | \$42,520,560 |
| % of 2020 Operating Plan | 110.3% | 92.3% |
| Actual 2021 v. 2020 \$ Change | \$6,275,723 | (\$1,649,319) |
| Actual 2021 v. 2020 % Change | 12.5% | -3.9% |

The table on the previous page presents the 2021 planned revenues, expenditures, use of fund balance for one-time investments and transfers in from/out to other funds as approved in the 2021-2022 Biennial Budget. It also compares them to actual for 2021 and 2020.

Revenues:

General Fund revenue received reflects a year-over-year increase of 12.5%. The following are highlights comparing actual collections to those projected for 2021 and to 2020 collections for the General Fund:

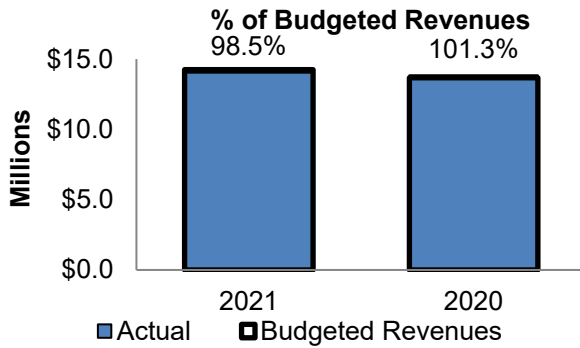
- Property tax receipts are at 98.5% of the 2021 plan.
- Sales tax receipts for 2021 are 16.8% greater than projected for the same period of the current plan. The Construction sector, while 18.7% less than 2020 collections, continued to maintain a high level of activity. The Retail Trade sector and hotels/restaurants experienced a return to pre-pandemic levels of activity.
- Receipts from the Local Criminal Justice Tax for the reporting period of January through December are \$302,161, or 18.7%, more than the same period for 2020.
- Intergovernmental Revenue receipts are 7.6% less than the year-ago level. The maximum cap of distributions of the Affordable and Supportive Housing State Shared Tax was reached during the state's fiscal year. Distributions resumed in July.
- Utility Tax receipts in the amount of \$4.0 million are more than the 2021 plan and 2020 by 24.4% and 18.6%, respectively.
- Local development activity in 2021, in terms of the number of permit applications, is 224, or 9%, more than 2020. Total permits issued are 332, or 14%, more than 2020.
- Fines and Licenses is 16.8% less than 2020 and 52.1% of plan due to reduced patrol officer vacancies resulting in reduced traffic infraction revenue.

Expenditures and Transfers Out:

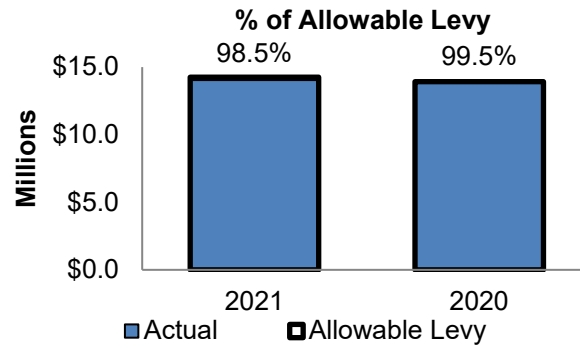
Departments spent \$40.871 million, or 91.0%, of the Operating Budget. This level of expenditures is 3.9% less than the year-ago level. Total expenditures, including transfers out, representing expenditure of 75.7% of the Current Plan, are 9.1% less than the year-ago level. General Fund contributions to select capital projects are reflected in the table to the right.

| General Fund Contributions to Projects | 2021-2022 Budget | 2021-2022 Actual | Budgeted General Fund Support | Amount Transferred |
|---|------------------|------------------|-------------------------------|--------------------|
| General Capital Projects | | | | |
| City Hall | \$1,037,313 | \$717,727 | \$1,037,313 | \$490,400 |
| Police Station at City Hall | \$48,000 | \$19,731 | \$61,170 | \$19,731 |
| City Maintenance Facility | \$5,454,272 | \$306,686 | \$3,871,455 | \$196,717 |
| Parks Repair & Replacement | \$650,000 | \$151,885 | \$200,000 | \$50,000 |
| Parks Facilities Recreation Amenities | \$487,000 | \$574 | \$113,000 | \$0 |
| Pool Repair/Replace/Demo | \$620,000 | \$640,573 | \$620,000 | \$177,065 |
| Parks Restrooms Renovation | \$442,000 | \$420,850 | \$38,240 | \$19,901 |
| Playground Replacement | \$656,173 | \$0 | \$0 | \$0 |
| Soccer Field Rental Contribution | N/A | \$373 | \$260,000 | \$130,000 |
| Parks Improvements-Sound Transit | \$0 | \$0 | \$0 | \$0 |
| Roads Capital Projects | | | | |
| Sidewalk Rehabilitation Program | \$2,300,400 | \$108,479 | \$152,518 | \$76,259 |
| Trail Along the Rail | \$756,744 | \$352,554 | \$398,056 | \$352,344 |
| 147 th /148 th Non-Motorized Bridge | \$7,976,082 | \$1,472,594 | \$247,732 | \$0 |
| 185 th Corridor Study | \$0 | \$0 | \$0 | \$0 |
| 160 th and Greenwood/Innis Arden | \$100,000 | \$123 | \$0 | \$0 |
| Driveway Relocation Richmond Beach Rd | \$81,439 | N/A | \$56,309 | \$0 |
| Gambling Tax and Grant Match Funding | N/A | N/A | \$195,302 | \$97,651 |

PROPERTY TAX



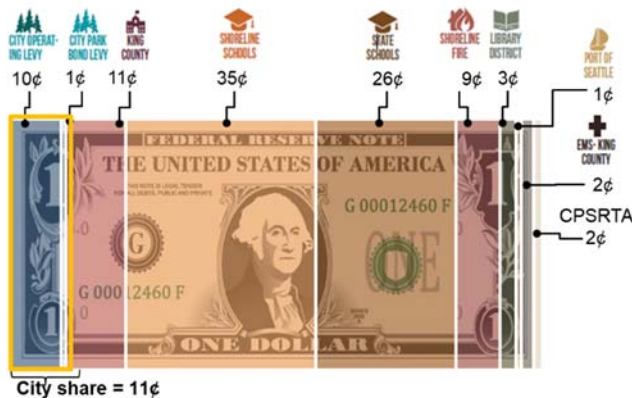
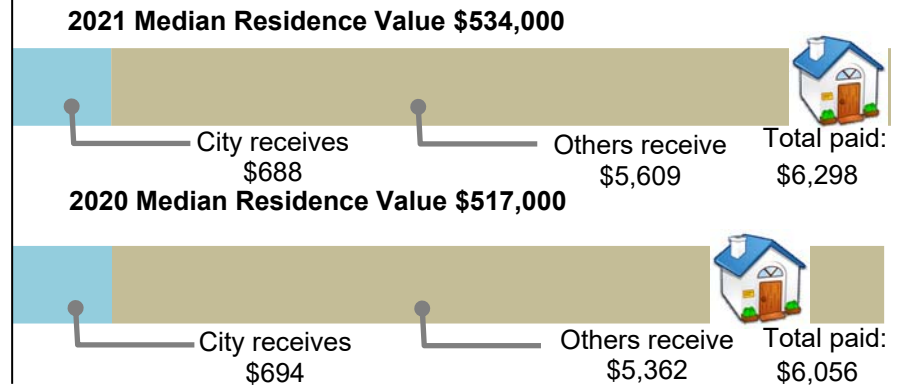
| | |
|------------------------------------|---------------------|
| 2021 Current Plan | \$14,243,017 |
| 2021 Fourth Quarter Actual Revenue | \$14,031,079 |
| % of 2021 Current Plan | 98.5% |
| 2020 Current Plan | \$13,666,865 |
| 2020 Fourth Quarter Actual Revenue | \$13,842,670 |
| % of 2020 Current Plan | 101.3% |
| 2021 v. 2020 \$ Change | \$188,409 |
| 2021 v. 2020 % Change | 1.4% |



Property tax payments are due to King County in April and October. The County then must remit the City's portion resulting in most collections occurring in the second and fourth quarters. Receipts for 2021 and 2020 as a percentage of the budgeted projection are at 98.5% and 101.3%, respectively. In terms of the allowable levy, which is different than the budgeted projection presented here, receipts for 2021 and 2020 are 98.5% and 99.5%, respectively.

Impact on a median homeowner:

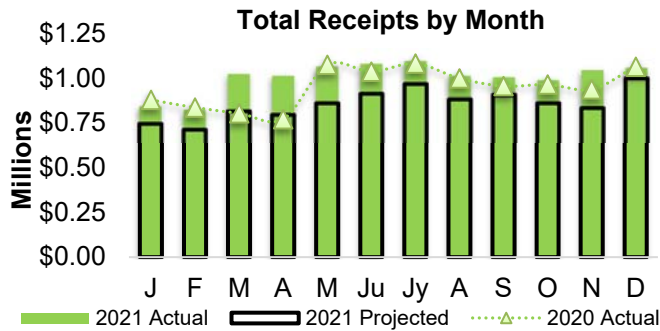
In 2021, the City of Shoreline property tax regular levy and excess voted levy rates decreased from \$1.20 to \$1.19 and \$0.15 to \$0.10, respectively. The total levy rate increased from \$11.72 to \$11.79. The chart to the right compares the amount paid by a homeowner of a residence with a median value (as determined by the King County Department of Assessments). The total tax bill is estimated to increase \$242, or 4.0%, with the City's portion decreasing \$6, or 0.9%, and all other taxing jurisdictions' portion increasing \$247, or 4.6%.



How \$1 is allocated:

The chart to the left illustrates the allocation of each dollar paid at the 2021 levy rates for all taxing jurisdictions within Shoreline. The City receives 10¢ for the City's regular levy and 1¢ for the excess voted levy.

SALES TAX



| | |
|------------------------------------|---------------------|
| 2021 Current Plan | \$10,353,600 |
| 2021 Fourth Quarter Actual Revenue | \$12,094,071 |
| % of 2021 Current Plan | 116.8% |
| 2020 Current Plan | \$9,319,003 |
| 2020 Fourth Quarter Actual Revenue | \$11,410,701 |
| % of 2020 Current Plan | 122.4% |
| 2021 v. 2020 \$ Change | \$683,370 |
| 2021 v. 2020 % Change | 6.0% |

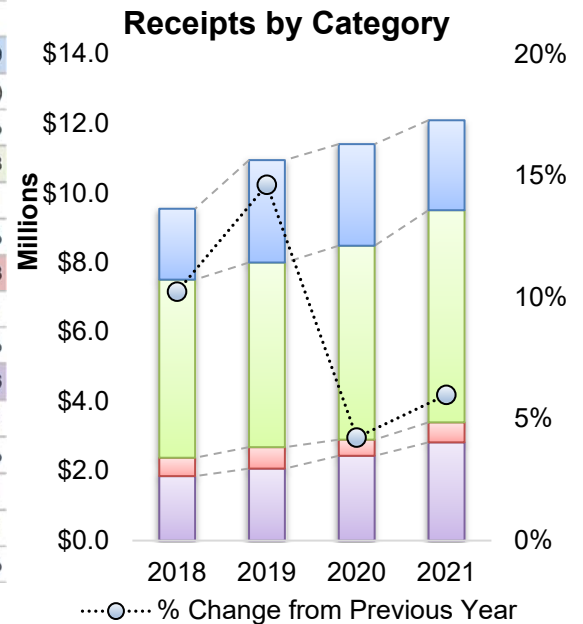
When analyzing monthly sales tax receipts, there are two items of special note: First, most businesses remit their sales tax collections to the Washington State Department of Revenue (DOR) on a monthly basis. Small businesses only have to remit their sales tax collections either quarterly or annually,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

Receipts are more than the 2021 Plan and 2020 collections by 16.8% and 6.0%, respectively. The Construction sector, while 11.5% less than 2020 collections, continued to maintain a high level of activity. The Retail Trade sector exceeded pre-pandemic levels and hotels/restaurants are nearing pre-pandemic levels of activity.

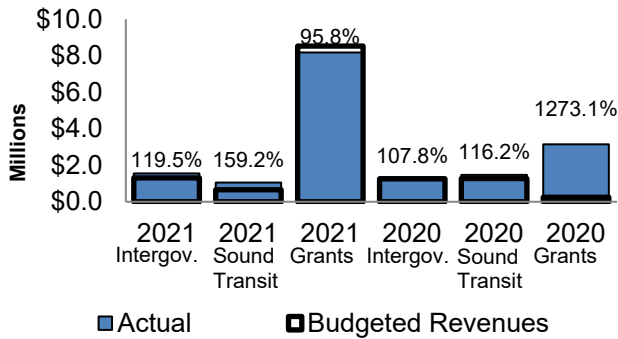
The following table and chart illustrate the performance of the primary categories.

SALES TAX BY PRIMARY SECTOR FOR DISTRIBUTION PERIOD: FEBRUARY

| Sector | 2017 | 2018 | 2019 | 2020 | 2021 |
|----------------------|--------------------|--------------------|---------------------|---------------------|---------------------|
| Construction | \$1,419,674 | \$2,039,664 | \$2,946,329 | \$2,924,930 | \$2,587,259 |
| \$ Change | | \$619,990 | \$906,665 | (\$21,399) | (\$337,670) |
| % Change | | 43.7% | 44.5% | -0.7% | -11.5% |
| Retail Trade | \$5,052,108 | \$5,126,296 | \$5,311,073 | \$5,582,477 | \$6,105,648 |
| \$ Change | | \$74,189 | \$184,776 | \$271,404 | \$523,171 |
| % Change | | 1.5% | 3.6% | 5.1% | 9.4% |
| Hotels/Restaurant | \$541,866 | \$527,245 | \$616,808 | \$464,647 | \$574,528 |
| \$ Change | | (\$14,621) | \$89,564 | (\$152,162) | \$109,881 |
| % Change | | -2.7% | 17.0% | -24.7% | 23.6% |
| All Others | \$1,649,956 | \$1,856,867 | \$2,072,832 | \$2,438,648 | \$2,826,636 |
| \$ Change | | \$206,911 | \$215,965 | \$365,816 | \$387,988 |
| % Change | | 12.5% | 11.6% | 17.6% | 15.9% |
| Total Revenue | \$8,663,603 | \$9,550,072 | \$10,947,042 | \$11,410,701 | \$12,094,071 |
| \$ Change | | \$886,468 | \$1,396,970 | \$463,659 | \$683,370 |
| % Change | | 10.2% | 14.6% | 4.2% | 6.0% |



INTERGOVERNMENTAL, GRANTS, AND STATE SHARED SALES TAXES

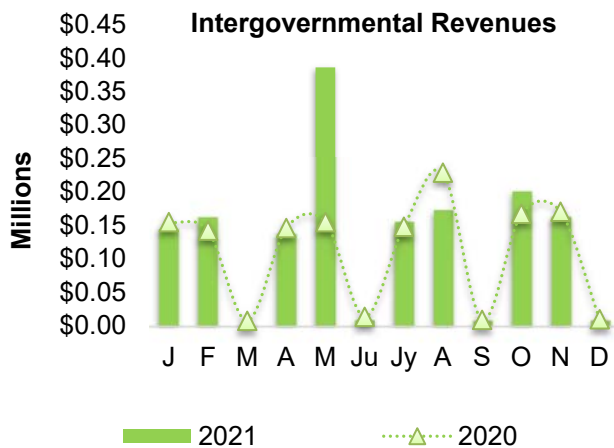


Intergovernmental revenue sources are comprised primarily of funding for criminal justice programs, contract payments, liquor excise tax, liquor board profits, marijuana excise tax, grants, and reimbursement from Sound Transit per the Expedited Permitting and Reimbursement Agreement. Contract payments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

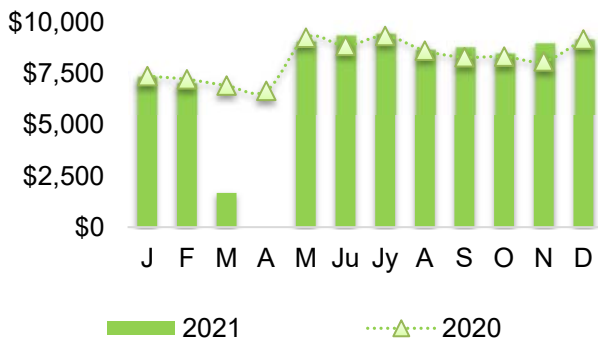
Total Intergovernmental receipts are 7.6% less than the year-ago level. Receipts by month from sources other than Sound Transit reimbursements are reflected in the Intergovernmental Revenues chart, which compares disbursements for March through February. Receipts for these revenues in 2021 total \$1,554,391 and are 15.3% more than 2020.

Grant receipts are 159.5% more than 2020 and is mostly attributable to the King County Best Starts for Youth grant.

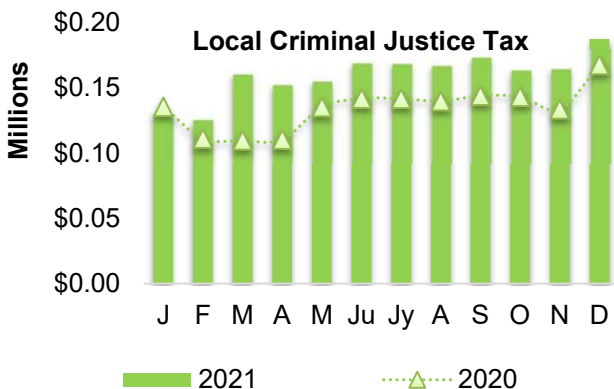
On October 28, 2019, the City Council adopted Resolution No. 448 and Ordinance No. 869 to impose the Affordable and Supportive Housing State Shared Tax authorized by Substitute House Bill (SHB) 1406 and Revised Code of Washington (RCW) 82.14.540. The Department of Revenue calculated a maximum cap of distributions during the state's fiscal year of \$86,235. That cap was reached with May's distribution, therefore no further distribution was made in June. Distributions resumed in July. The distributions presented in this report are for March through December 2021, which is from activity for January through September.



Affordable and Supportive Housing State Shared Tax



The result for Local Criminal Justice Sales Tax receipts is not commensurate with the result for Sales Tax receipts because the distribution of Local Criminal Justice Sales Tax is based on the city's population and the amount of sales tax collected throughout all of King County. The Puget Sound Economic Forecaster estimated that retail sales throughout King County would increase year-over-year by 28.1%. Sales tax collected throughout King County was actually 14.8% more than 2020.





2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

BUSINESS & OCCUPATION TAXES AND FRANCHISE FEE & CONTRACT PAYMENTS

Business & Occupation Taxes

| | |
|------------------------------------|--------------------|
| 2021 Current Plan | \$6,656,789 |
| Business & Occupation Tax | \$1,807,482 |
| Utility Tax | \$3,974,747 |
| Gambling Tax | \$1,239,523 |
| 2021 Fourth Quarter Actual Revenue | \$7,021,751 |
| % of 2021 Current Plan | 105.5% |
| 2020 Current Plan | \$6,530,374 |
| Business & Occupation Tax | \$1,902,999 |
| Utility Tax | \$3,350,681 |
| Gambling Tax | \$878,903 |
| 2020 Fourth Quarter Actual Revenue | \$6,132,583 |
| % of 2020 Current Plan | 93.9% |
| 2021 v. 2020 \$ Change | \$889,168 |
| 2021 v. 2020 % Change | 14.5% |

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

This report reflects Gambling Tax and B&O Tax receipts collected from quarterly tax returns. The closure of gaming establishments for much of the second quarter in 2020 impacted Gambling Tax collections for that year.

B&O Tax receipts in the amount of \$1.8M are less than 2020 by 5% but greater than plan by 86%. While lower than 2020 the strong collection in B&O taxes are offsetting declining telecommunications taxes.

Utility Tax receipts in the amount of \$4.0 million are less than the 2021 Plan by 24.4% but more than 2020 by 18.6%. We continue to experience a significant decline in telecommunications tax as reflected on the next page.

Franchise Fee & Contract Payments

| | |
|------------------------------------|--------------------|
| 2021 Current Plan | \$4,122,800 |
| Franchise Fee | \$2,037,128 |
| Contract Payment | \$2,250,337 |
| 2021 Fourth Quarter Actual Revenue | \$4,287,465 |
| % of 2021 Current Plan | 104.0% |
| 2020 Current Plan | \$5,369,100 |
| Franchise Fee | \$2,931,256 |
| Contract Payment | \$1,990,622 |
| 2020 Fourth Quarter Actual Revenue | \$4,921,878 |
| % of 2020 Current Plan | 91.7% |
| 2021 v. 2020 \$ Change | (\$634,412) |
| 2021 v. 2020 % Change | -12.9% |

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

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

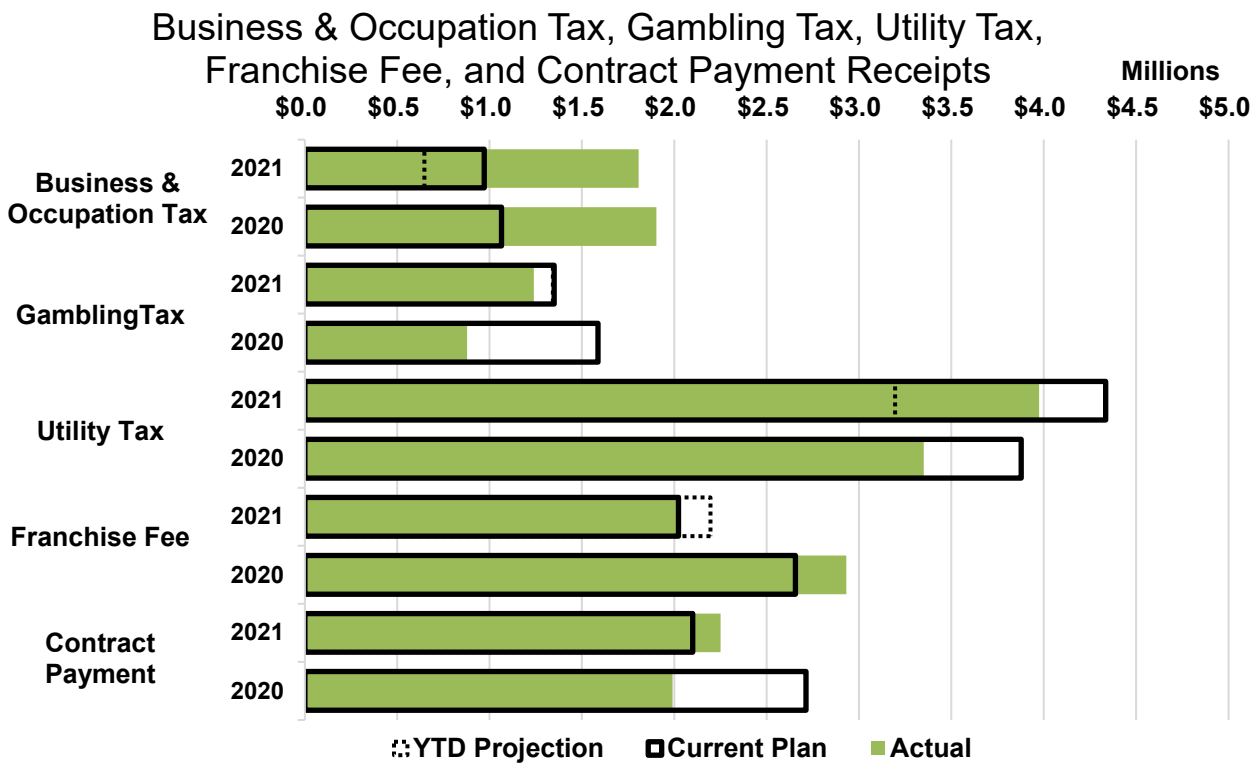
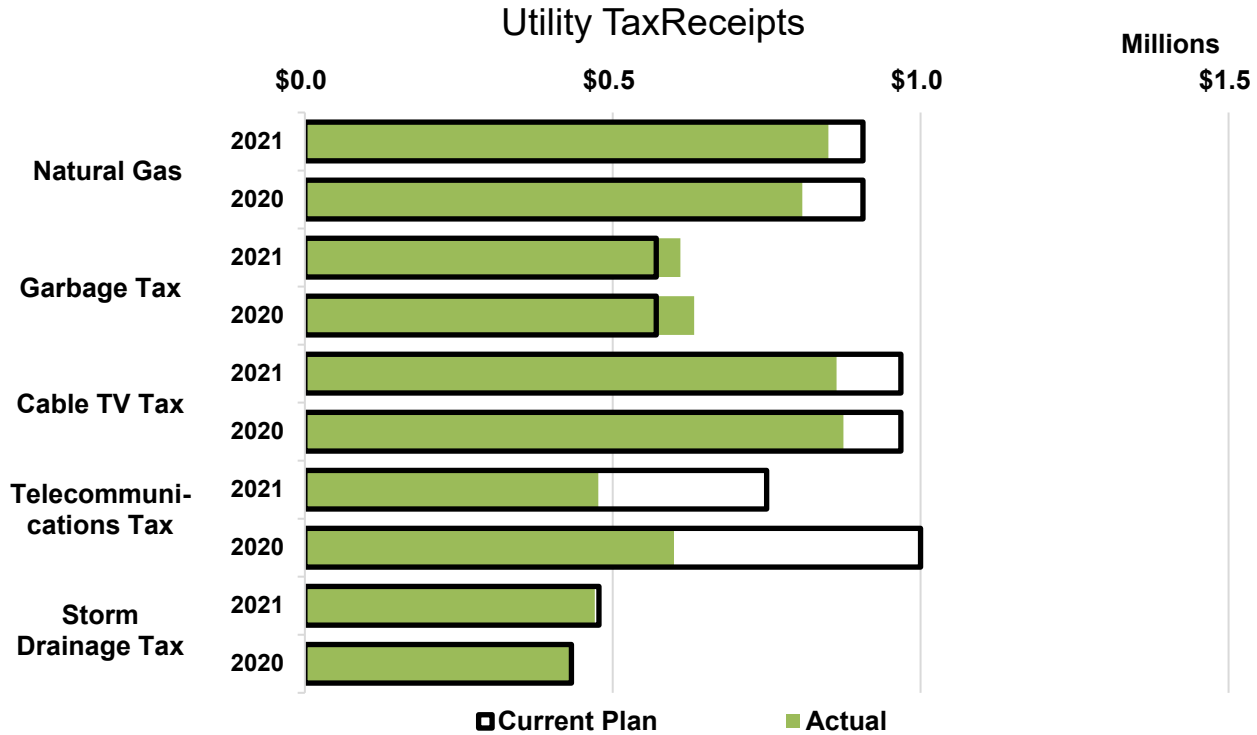


2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

BUSINESS & OCCUPATION TAXES AND FRANCHISE FEE & CONTRACT PAYMENTS

The chart below compares actual receipts to the annual budget for each year and budget projection for 2021.

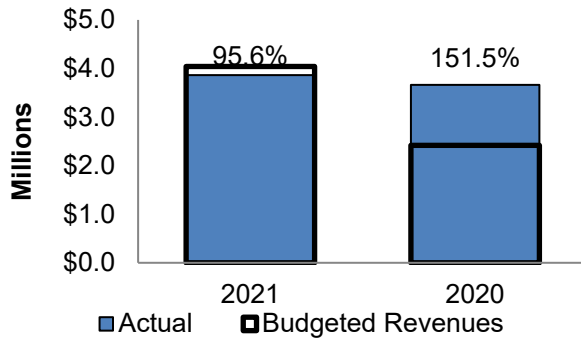




2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

DEVELOPMENT REVENUE



| | |
|--------------------------|--------------------|
| 2021 Current Plan | \$4,041,190 |
|--------------------------|--------------------|

| | |
|------------------------------------|-------------|
| 2021 Fourth Quarter Actual Revenue | \$3,861,467 |
| % of 2021 Current Plan | 95.6% |

| | |
|--------------------------|--------------------|
| 2020 Current Plan | \$2,416,843 |
|--------------------------|--------------------|

| | |
|------------------------------------|-------------|
| 2020 Fourth Quarter Actual Revenue | \$3,660,786 |
| % of 2020 Current Plan | 151.5% |

| | |
|------------------------|-----------|
| 2021 v. 2020 \$ Change | \$200,682 |
|------------------------|-----------|

| | |
|-----------------------|------|
| 2021 v. 2020 % Change | 5.5% |
|-----------------------|------|

Development revenue receipts, including right-of-way permits, exhibit a year-over-year increase of 5.5%.

Revenues from Permit and Plan Check Fees are more than 2020 by 8.6%. Total permit applications through 2021 are 224, or 9%, more than 2020. Total permits issued are 332, or 14%, more than 2020.

Approximately \$470,158 in revenue from 2019, 2020, and 2021 was deferred to 2022 for inspections that have been paid for but not yet performed.

In 2021, the valuation for all residential, commercial, townhouse, and multi-family permit applications totaled \$176.9 million, of which \$140 million, or 79%, was from new construction permits.

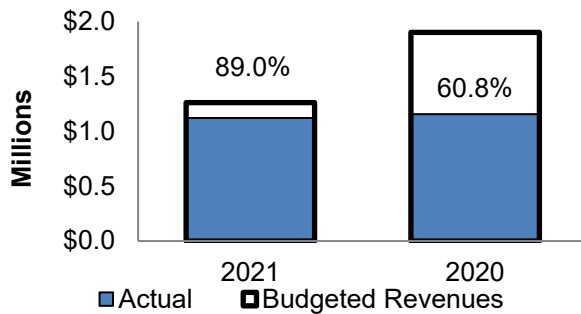
- Single-family: There were 47 more new construction and remodel permit applications in 2021 compared to 2020, with a valuation that is \$12.9 million more.
- Townhouses: Total permit applications in 2021 had a valuation of \$8.7 million. There were eight applications in 2021, of which two permits are two units, two permits are four units, three permits are five units, and one permit is for seven units.
- Multi-family construction and remodels: There were seventeen new permit applications with a valuation of \$63.8 million, including new construction permits for one 7-story 161-unit apartment building valued at \$35.1 million and one 4-story 100-unit apartment building valued at \$20.0 million, compared to the same period in 2020 in which fifty-four permit applications had a valuation of \$190.1 million.
- Mixed use: There is one new construction permit with a valuation of \$46 million for an apartment and retail mixed use building.
- Commercial: There were nineteen more permits applied for in 2021 with a valuation that is \$14.8 million more than 2020.



2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

PARKS AND RECREATION REVENUE



| | |
|------------------------------------|--------------------|
| 2021 Current Plan | \$1,260,741 |
| 2021 Fourth Quarter Actual Revenue | \$1,121,693 |
| % of 2021 Current Plan | 89.0% |
| 2020 Current Plan | \$1,902,312 |
| 2020 Fourth Quarter Actual Revenue | \$1,155,736 |
| % of 2020 Current Plan | 60.8% |
| 2021 v. 2020 \$ Change | (\$34,043) |
| 2021 v. 2020 % Change | -2.9% |

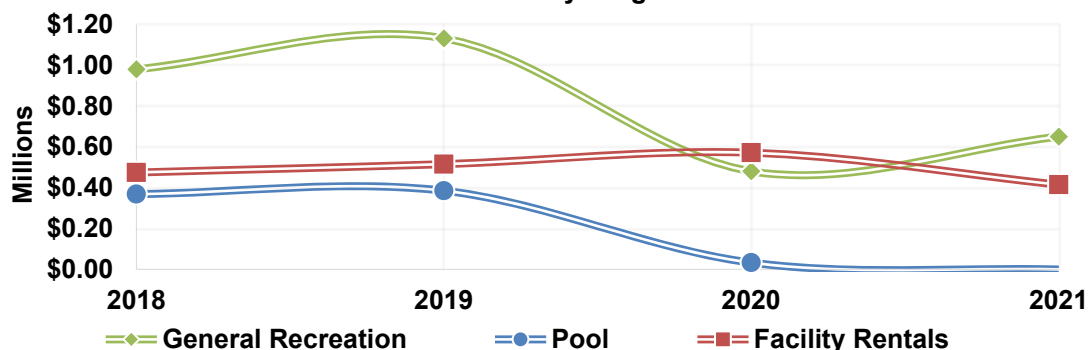
The closure of the City's facilities due to COVID-19 plus the cancellation of all regular programming and special events resulted in a loss of rental and registration revenue in early 2021, which was offset by some directly related expenditure reductions. Modified winter, spring and summer programming were designed and offered in January through September. The City continued to modify and expand program and facility operations through the end of December based on current COVID-19 guidelines and best practices. Spartan Recreation Center opened to the public for modified programming and operations, resulting in lower-than-average, but better than 2020, rental and registration revenue. Richmond Highlands Recreation Center remained closed due to delays in the roof replacement project. This prolonged closure has resulted in a loss of building rental and overall program revenues (essential programs were relocated to Spartan and thus displaced other potential revenue producing programs). Special Events continued to be modified, resulting in continued loss of revenue. Staff continue to monitor the City's resources while considering the needs of the community and safety of participants and staff.

While Parks and Recreation revenue receipts are 2.9% less than the year-ago level overall, as a result of the modified reopening and adaptive programming, the receipts for general recreation programs are 35.3% more than the year-ago level and facility rentals are 27.4% less than the year-ago level primarily because of the one-time rental of Shoreline A/B Field to King County for the COVID Recovery Facility in 2020. The Pool was permanently closed in 2020.

Revenue by Program Area:

| Year | General Recreation | Gen Rec % of Total | Pool | Pool % of Total | Facility Rentals | Fac Rent % of Total | Total Program Revenue | Non-Program Revenue |
|------|--------------------|--------------------|-----------|-----------------|------------------|---------------------|-----------------------|---------------------|
| 2018 | \$980,872 | 53.8% | \$368,669 | 20.2% | \$475,189 | 26.0% | \$1,824,729 | \$55,955 |
| 2019 | \$1,132,851 | 55.7% | \$385,832 | 19.0% | \$515,923 | 25.4% | \$2,034,606 | \$46,371 |
| 2020 | \$480,931 | 44.3% | \$32,786 | 3.0% | \$572,044 | 52.7% | \$1,085,760 | \$69,975 |
| 2021 | \$650,911 | 61.0% | \$0 | 0.0% | \$415,389 | 39.0% | \$1,066,300 | \$55,394 |

Recreation Revenue by Program Area

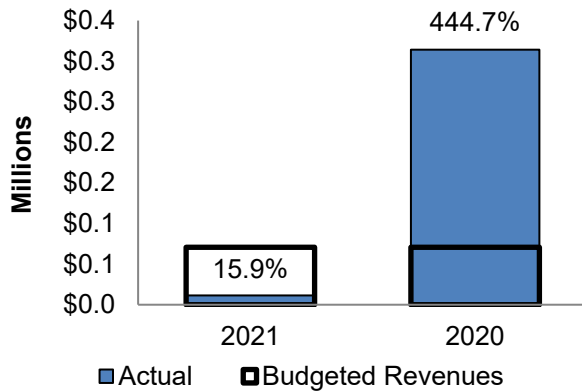




2021 FOURTH QUARTER FINANCIAL REPORT

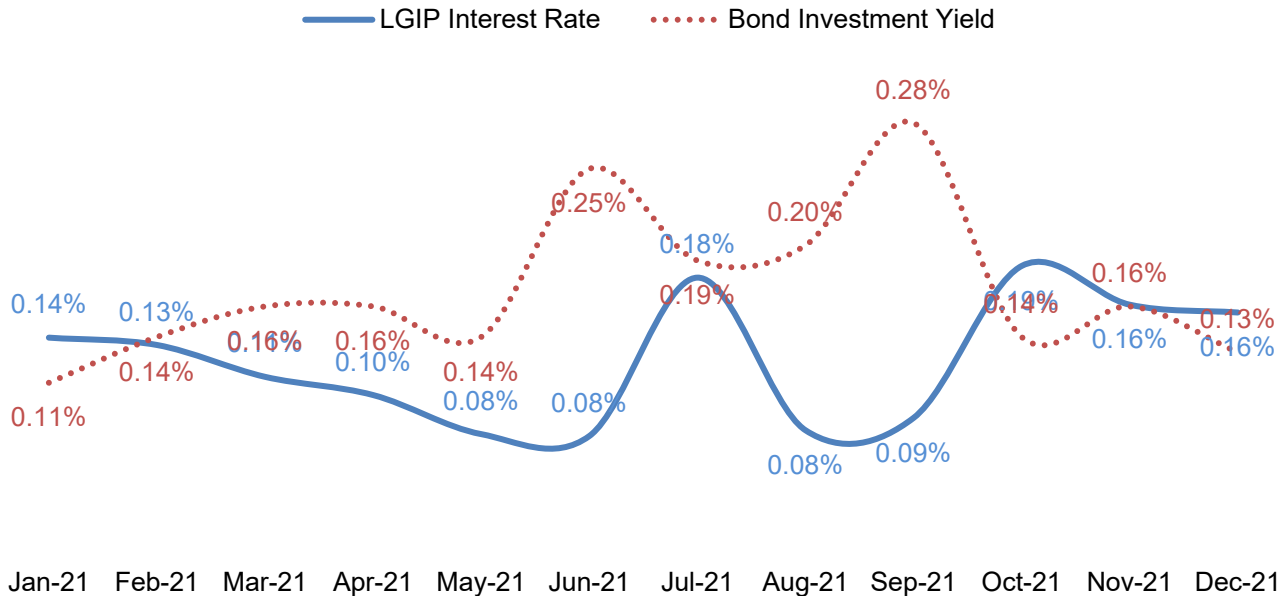
Attachment A

INTEREST INCOME



| | |
|------------------------------------|-----------------|
| 2021 Current Plan | \$70,600 |
| 2021 Fourth Quarter Actual Revenue | \$11,197 |
| % of 2021 Current Plan | 15.9% |
| 2020 Current Plan | \$70,600 |
| 2020 Fourth Quarter Actual Revenue | \$313,946 |
| % of 2020 Current Plan | 444.7% |
| 2021 v. 2020 \$ Change | (\$302,750) |
| 2021 v. 2020 % Change | -96.4% |

Interest income is less than that for 2020 by 96.4%, primarily due to market volatility and adjusting entries required to record unrealized gains and losses at year end. The City's investment policy adheres to strict standards as prescribed by federal law, state statutes, and local ordinances, and allows the City to develop an investment model to maximize its investment returns with the primary objectives of safety and liquidity.

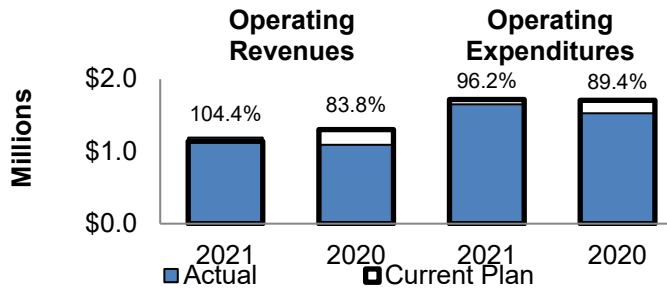




2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

STREET FUND

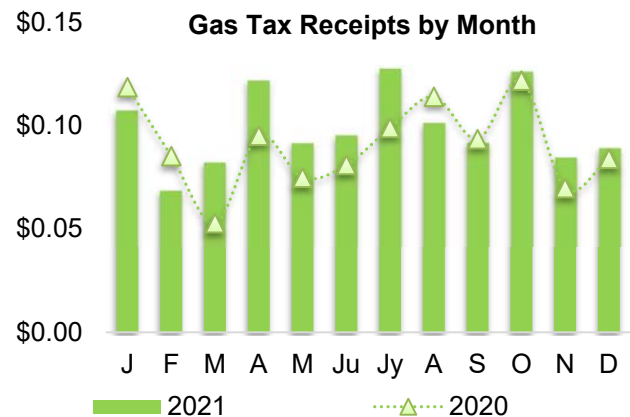
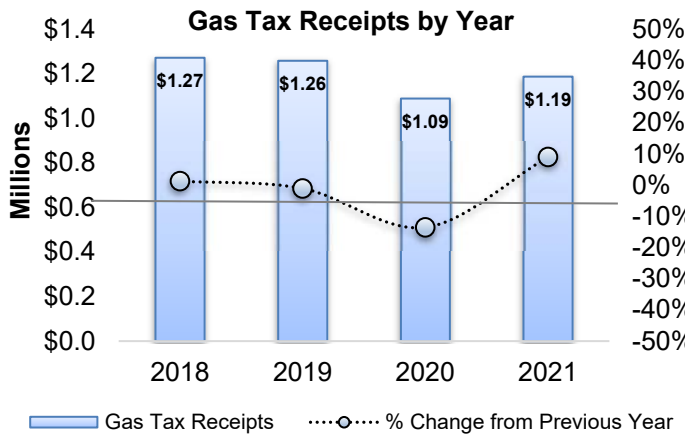


| Street Fund | Resources | Expenditures |
|-------------------------------|--------------------|--------------------|
| 2021 Operating Plan | \$1,140,391 | \$1,716,423 |
| 2021 Actual | \$1,190,474 | \$1,651,012 |
| % of 2021 Operating Plan | 104.4% | 96.2% |
| 2020 Operating Plan | \$1,302,021 | \$1,706,270 |
| 2020 Actual | \$1,091,016 | \$1,526,030 |
| % of 2020 Operating Plan | 83.8% | 89.4% |
| Actual 2021 v. 2020 \$ Change | \$99,458 | \$124,982 |
| Actual 2021 v. 2020 % Change | 9.1% | 8.2% |

The table shows Street Fund receipts, excluding transfers in, are 9.1% more than 2020. Operating expenditures, excluding transfers out, are 8.2% more than 2020. Expenditures, including transfers out, are 6.7% more than 2020.

The Motor Vehicle Fuel Excise Tax, commonly referred to as Gas Tax, is assessed by the State as cents per gallon so revenue depends on the number of gallons sold, not the dollar value of the sales. It is then distributed monthly on a per capita basis to the City of Shoreline and placed in the Street Fund. When analyzing monthly Gas Tax receipts it is important to note there is a two-month lag from the time that Gas Tax is collected to the time it is distributed to the City. Therefore, the distribution received in March 2021 through February 2022 reflects activity from January through December 2021.

Distributions for this period total \$1.188 million, which is 9.1% more than 2020.





2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

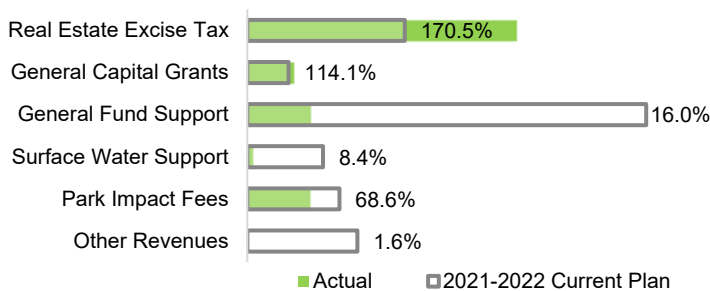
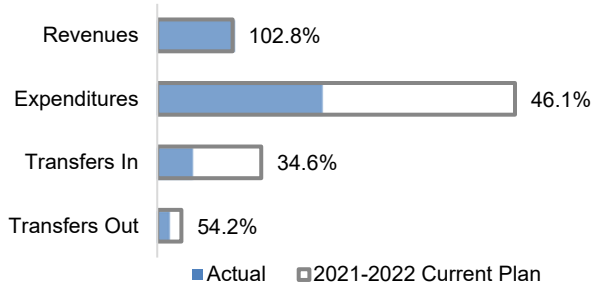
GENERAL CAPITAL FUND

| General Capital Fund | Resources | Expenditures |
|---|---------------------|---------------------|
| 2021 Current Plan Total | \$19,059,451 | \$19,046,281 |
| Less: | | |
| 2021 Use of Fund Balance | 8,214,579 | N/A |
| 2021 Other Sources & Transfers | 8,214,449 | 698,518 |
| 2021 Capital Plan Revenues/Expenditures | \$2,630,423 | \$18,347,763 |
| 2021 Actual | \$3,910,574 | \$8,656,527 |
| % of 2021 Capital Plan Rev./Exp. | 148.7% | 47.2% |
| 2022 Current Plan Total | \$2,737,088 | \$2,737,088 |
| Less: | | |
| 2022 Use of Fund Balance | 449,533 | N/A |
| 2022 Other Sources & Transfers | 623,000 | 718,785 |
| 2022 Capital Plan Revenues/Expenditures | \$1,664,555 | \$2,018,303 |
| 2022 YTD Actual | \$503,864 | \$739,686 |
| % of 2022 Capital Plan Rev./Exp. | 30.3% | 36.6% |
| 2021-2022 Capital Plan Revenues/Expenditures | \$4,294,978 | \$20,366,066 |
| 2021-2022 Actual | \$4,414,438 | \$9,396,213 |
| % of 2021-2022 Capital Plan Rev./Exp. | 102.8% | 46.1% |

Fourth Quarter Actual receipts are largely comprised of Real Estate Excise Tax, which is discussed separately in this report. The 2021 plan includes one-time transfers from the General Fund, Park Impact Fee Fund, and Surface Water Utility Fund as well as bond proceeds in support of the following capital projects listed in the Summary of Contributions to/other Funding for General Capital Projects table below. Funds are transferred from the General Fund, Park Impact Fee Fund, and Surface Water Utility Fund as expenditures are incurred by the projects.

The table shows capital projects expended 47.2% of the 2021 current plan.

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





2021 FOURTH QUARTER FINANCIAL REPORT

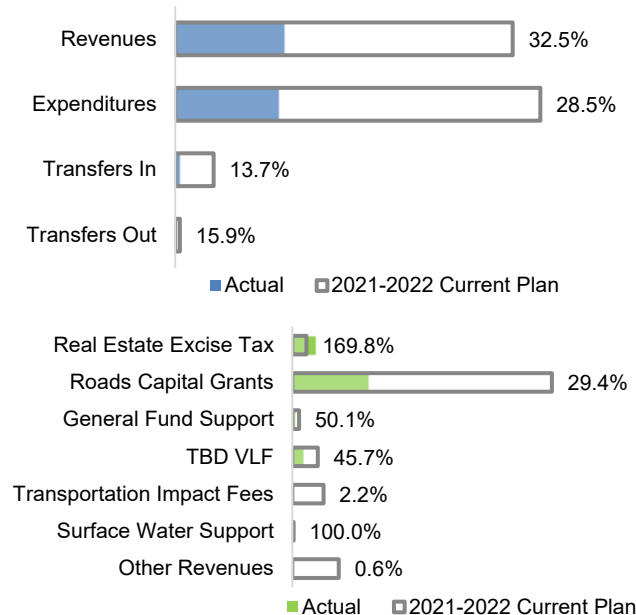
Attachment A

ROADS CAPITAL FUND

| Roads Capital Fund | Resources | Expenditures |
|---|---------------------|---------------------|
| 2021 Capital Plan Total | \$31,373,231 | \$30,080,103 |
| Less: | | |
| 2021 Use of Fund Balance | 595,332 | N/A |
| 2021 Other Sources & Transfers | 2,132,630 | 660,570 |
| 2021 Capital Plan Revenues/Expenditures | \$28,645,269 | \$29,419,533 |
| 2021 Actual | \$13,995,017 | \$12,792,033 |
| % of 2021 Capital Plan Rev./Exp. | 48.9% | 43.5% |
| 2022 Capital Plan Total | \$35,025,202 | \$28,736,565 |
| Less: | | |
| 2022 Use of Fund Balance | 1,752,718 | N/A |
| 2022 Other Sources & Transfers | 8,254,634 | 92,454 |
| 2022 Capital Plan Revenues/Expenditures | \$25,017,850 | \$28,644,111 |
| 2022 YTD Actual | \$3,429,970 | \$3,733,197 |
| % of 2022 Capital Plan Rev./Exp. | 13.7% | 13.0% |
| 2021-2022 Capital Plan Revenues/Expenditures | \$53,663,119 | \$58,063,644 |
| 2021-2022 Actual | \$17,424,987 | \$16,525,231 |
| % of 2021-2022 Capital Plan Rev./Exp. | 32.5% | 28.5% |

Receipts are largely comprised of Real Estate Excise Tax. The 2021 plan includes one-time transfers from the General Fund and Transportation Impact Fee Fund in support of the following capital projects listed in the Summary of Contributions to/other Funding for Roads Capital Projects table later in this report. Funds are transferred from the General Fund and Transportation Impact Fee Fund as expenditures are incurred by the projects.

Capital projects expended 28.5% of the current plan for the Capital Budget. Capital expenditures are impacted by the timing of construction schedules. Transfers Out are comprised of transfers to the General Fund for overhead. More information on the scope and timing of capital projects, including updated estimates, can be found on pp. 351-386 of the City's 2021-2022 Proposed Biennial Budget and 2021-2026 Capital Improvement Plan book.





2021 FOURTH QUARTER FINANCIAL REPORT

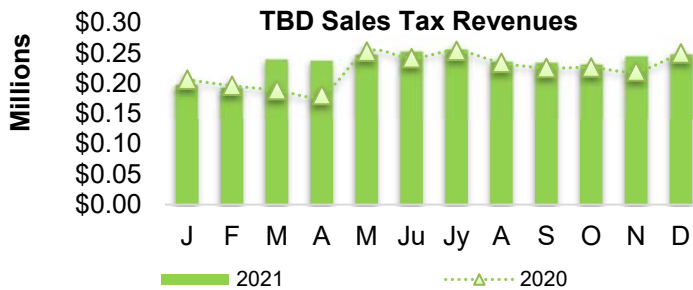
Attachment A

SIDEWALK EXPANSION

| 2020 LTGO Bond Fund | Resources | Expenditures |
|---|--------------------|--------------------|
| 2021 Current Plan Total | \$2,159,113 | \$899,550 |
| Less: | | |
| 2021 Use of Fund Balance | 0 | N/A |
| 2021 Other Sources & Transfers | 0 | 0 |
| 2021 Current Plan Revenues/Expenditures | \$2,159,113 | \$899,550 |
| 2021 Actual | \$2,827,756 | \$900,530 |
| % of 2021 Current Plan Rev./Exp. | 131.0% | 100.1% |
| 2022 Capital Plan Total | \$2,235,089 | \$899,550 |
| Less: | | |
| 2022 Use of Fund Balance | 0 | N/A |
| 2022 Other Sources & Transfers | 0 | 0 |
| 2022 Current Plan Revenues/Expenditures | \$2,235,089 | \$899,550 |
| 2022 YTD Actual | \$0 | \$0 |
| % of 2022 Current Plan Rev./Exp. | 0.0% | 0.0% |
| 2021-2022 Current Plan Revenues/Expenditures | \$4,394,202 | \$1,799,100 |
| 2021-2022 Actual | \$2,827,756 | \$900,530 |
| % of 2021-2022 Current Plan Rev./Exp. | 64.4% | 50.1% |

The regular Sales Tax rate is 10.2% with the City's general operation's portion accounting for 0.85% of the rate. At the November 6, 2018 General Election, Shoreline voters approved an additional 0.2% Sales Tax rate for the Shoreline Transportation Benefit District, revenue from which is reported in the Sidewalk LTGO Bond Fund and used to pay the debt service for the bonds issued to fund the New Sidewalks Program. Collections started in April 2019. Receipts for 2021, in the amount of \$2.829 million, are 5.7% more than 2020. In 2020, the City received \$11.539 million in bond proceeds for the New Sidewalks Program.

Capital expenditures are impacted by the timing of construction schedules. More information on the scope and timing of capital projects, including updated estimates, can be found on pp. 351-386 of the City's 2021-2022 Proposed Biennial Budget and 2021-2026 Capital Improvement Plan book.



| Sidewalk Expansion Fund | Resources | Expenditures |
|---|--------------------|---------------------|
| 2021 Capital Plan Total | \$3,174,552 | \$3,092,995 |
| Less: | | |
| 2021 Use of Fund Balance | 272,771 | N/A |
| 2021 Other Sources & Transfers | 981,803 | 0 |
| 2021 Capital Plan Revenues/Expenditures | \$1,919,978 | \$3,092,995 |
| 2021 Actual | \$198,050 | \$1,347,740 |
| % of 2021 Capital Plan Rev./Exp. | 10.3% | 43.6% |
| 2022 Capital Plan Total | \$8,865,000 | \$8,865,000 |
| Less: | | |
| 2022 Use of Fund Balance | 4,700,000 | N/A |
| 2022 Other Sources & Transfers | 3,365,000 | 0 |
| 2022 Capital Plan Revenues/Expenditures | \$800,000 | \$8,865,000 |
| 2022 YTD Actual | \$0 | \$86,373 |
| % of 2022 Capital Plan Rev./Exp. | 0.0% | 1.0% |
| 2021-2022 Capital Plan Revenues/Expenditures | \$2,719,978 | \$11,957,995 |
| 2021-2022 Actual | \$198,050 | \$1,434,113 |
| % of 2021-2022 Capital Plan Rev./Exp. | 7.3% | 12.0% |



2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

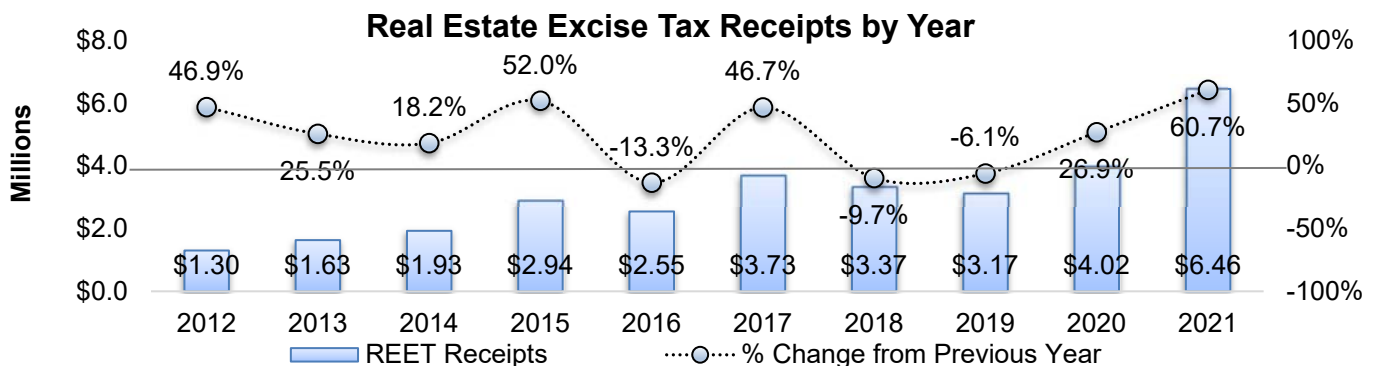
SUMMARY OF CONTRIBUTIONS TO/OTHER FUNDING FOR GENERAL CAPITAL PROJECTS

| General Fund Contributions to Projects | 2021-2022 Budget | 2021-2022 Actual | Budgeted General Fund Support | Amount Transferred |
|--|---------------------|---------------------|----------------------------------|-----------------------|
| City Hall | \$1,037,313 | \$717,727 | \$1,037,313 | \$490,400 |
| Police Station at City Hall | \$48,000 | \$19,731 | \$61,170 | \$19,731 |
| City Maintenance Facility | \$5,454,272 | \$306,686 | \$3,871,455 | \$196,717 |
| Parks Repair & Replacement | \$650,000 | \$151,885 | \$200,000 | \$50,000 |
| Pool Repair/Replace/Demo | \$620,000 | \$640,573 | \$620,000 | \$0 |
| Parks Restrooms Renovation | \$442,000 | \$420,850 | \$38,240 | \$0 |
| Parks Facilities Recreation Amenities | \$487,000 | \$574 | \$113,000 | \$0 |
| Soccer Field Rental Contribution | N/A | \$373 | \$260,000 | \$130,000 |
| Parks Improvements-Sound Transit | \$0 | \$0 | \$0 | \$0 |
| Park Impact Fee (PIF) Contributions to Projects | 2021-2022 Budget | 2021-2022 Actual | Budgeted PIF Support | Amount Transferred |
| Playground Replacement | \$656,173 | \$0 | \$250,000 | \$0 |
| PROS Plan Acquisitions | \$8,842,019 | \$7,005,085 | \$1,032,809 | \$879,812 |
| Surface Water Utility (SWM) Fund Contributions to Projects | 2021-2022 Budget | 2021-2022 Actual | Budgeted SWM Support | Amount Transferred |
| City Maintenance Facility | See above | See above | \$1,053,462 | \$88,380 |

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

| General Fund Contributions to Projects | 2021-2022 Budget | 2021-2022 Actual | Budgeted General Fund Support | Amount Transferred |
|--|---------------------|---------------------|----------------------------------|-----------------------|
| Sidewalk Rehabilitation Program | \$2,300,400 | \$108,479 | \$152,518 | \$76,259 |
| Trail Along the Rail | \$756,744 | \$352,554 | \$398,056 | \$352,344 |
| 147 th /148 th Non-Motorized Bridge | \$7,976,082 | \$1,472,594 | \$247,732 | \$0 |
| 185 th Corridor Study | \$0 | \$0 | \$0 | \$0 |
| 160 th and Greenwood/Innis Arden | \$100,000 | \$123 | \$0 | \$0 |
| Driveway Relocation Richmond Beach Rd | \$81,439 | \$0 | \$56,309 | \$0 |
| Gambling Tax and Grant Match Funding | N/A | N/A | \$195,302 | \$97,651 |
| Transportation Impact Fee (TIF) Contributions to Projects | 2021-2022 Budget | 2021-2022 Actual | Budgeted TIF Support | Amount Transferred |
| N 175th St - Stone Ave N to I5 | \$7,174,602 | \$843,677 | \$4,861,071 | \$109,078 |
| Surface Water Utility (SWM) Fund Contributions to Projects | 2021-2022 Budget | Amount Spent YTD | Budgeted SWM Support | Amount Transferred |
| Westminster Way N and N 155th Street Intersection Improvements | See above | See above | \$199,189 | \$199,189 |

REAL ESTATE EXCISE TAX



Real Estate Excise Tax (REET) revenue receipts, in the amount of \$6,458,869, are 60.7% more than 2020.

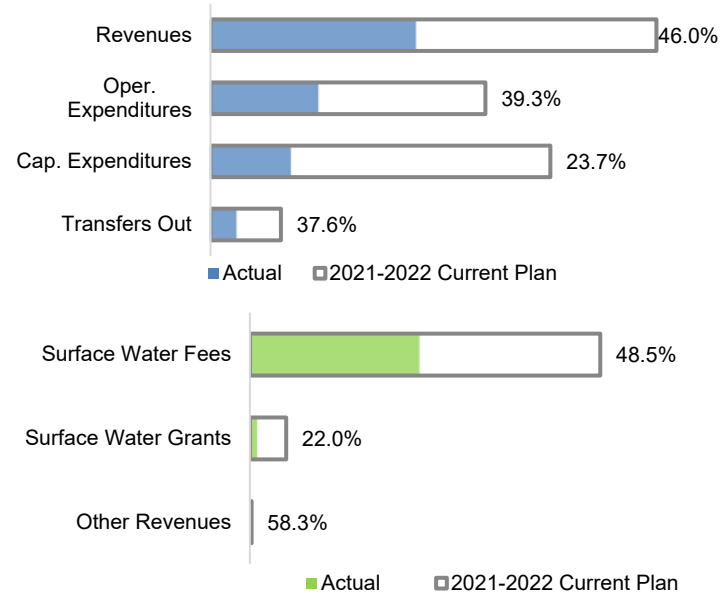


2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

SURFACE WATER UTILITY FUND

| Surface Water Utility Fund | Resources | Expenditures |
|---|---------------------|---------------------|
| 2021 Current Plan Total | \$18,421,019 | \$15,691,142 |
| Less: | | |
| 2021 Use of Fund Balance | 1,936,845 | N/A |
| 2021 Other Sources & Transfers | 7,120,203 | 2,041,385 |
| 2021 Operating & Capital Plan Revenues/Expenditures | \$9,363,971 | \$13,649,757 |
| 2021 Actual | \$8,296,168 | \$7,082,305 |
| % of 2021 Current Plan Rev./Exp. | 88.6% | 51.9% |
| 2022 Current Plan Total | \$20,967,093 | \$12,150,050 |
| Less: | | |
| 2022 Use of Fund Balance | 316,768 | N/A |
| 2022 Other Sources & Transfers | 11,900,000 | 823,294 |
| 2022 Operating & Capital Plan Revenues/Expenditures | \$8,750,325 | \$11,326,756 |
| 2022 YTD Actual | \$42,959 | \$590,133 |
| 0 | 0.5% | 5.2% |
| 2021-2022 Operating & Capital Plan Revenues/Expenditures | \$18,114,296 | \$24,976,513 |
| 2021-2022 Actual | \$8,339,128 | \$7,672,438 |
| % of 2021-2022 Plan Rev./Exp. | 46.0% | 30.7% |



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

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

Surface Water Utility operations expended 66.8% of the year-end estimate for the Operating Budget, which is 829.0% more than 2020. Capital projects expended 40.4% of the year-end estimate for the Capital Budget. Capital expenditures are impacted by the timing of construction schedules. This timing also impacts the grant revenue recognition, accounting for revenues being less than plan.

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

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



2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

WASTEWATER UTILITY FUND

| Wastewater Utility Fund | Resources | Expenditures |
|---|---------------------|---------------------|
| 2021 Current Plan Total | \$26,385,554 | \$26,559,741 |
| Less: | | |
| 2021 Use of Fund Balance | 7,400,379 | N/A |
| 2021 Other Sources & Transfers | 800,000 | 516,072 |
| 2021 Current Plan Revenues/Expenditures | \$18,185,175 | \$26,043,669 |
| 2021 Actual | \$17,905,685 | \$18,327,468 |
| % of 2021 Current Plan Rev./Exp. | 98.5% | 70.4% |
| 2022 Current Plan Total | \$19,674,563 | \$18,542,889 |
| Less: | | |
| 2022 Use of Fund Balance | 1,021,388 | N/A |
| 2022 Other Sources & Transfers | 0 | 722,760 |
| 2022 Current Plan Revenues/Expenditures | \$18,653,175 | \$17,820,129 |
| 2022 YTD Actual | \$85 | \$3,893,118 |
| % of 2022 Current Plan Rev./Exp. | 0.0% | 21.8% |
| 2021-2022 Current Plan Revenues/Expenditures | \$36,838,350 | \$43,863,798 |
| 2021-2022 Actual | \$17,905,770 | \$22,220,586 |
| % of 2021-2022 Current Plan Rev./Exp. | 48.6% | 50.7% |

The City of Shoreline completed the assumption of Ronald Wastewater District on April 30, 2021. The Wastewater Utility Fund (WW) will begin to include both on-going operational programs and capital projects with both being reflected in the total expenditures and revenues for the fund.

Please note that the numbers reflected are unaudited results. Given the complexity of the Wastewater Assumption and the review that continues in this area there may be some adjustments made that will be included in the City's 2021 Annual Financial Statements.

For 2021, Wastewater Surface Water Utility expended 70.4% of the year-end estimate for the Operating and Capital Budgets. Capital expenditures are impacted by the timing of construction schedules.



2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

INVESTMENT REPORT: DECEMBER 31, 2021

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

Our yield objectives are very important and pursuant to policy, the basis used by the City to determine whether the market yields are being achieved is through the use of a comparable benchmark. Our benchmark has been identified as the current yield to maturity of the Washington State Local Government Investment Pool (LGIP), which had been the City's primary mode of investment prior to adopting our Investment Policy. As of December 31, 2021, the City's investment portfolio, excluding the State Investment Pool had a current weighted average rate of return of 0.3541%. This is higher than the 0.0908% rate of return of the State Investment Pool.

Total annual investment interest earnings through December 31, 2021 were \$24,201. This amount reflects the requirement to record an unrealized gain or loss for our investments at the end of the year. In 2021, given the volatile investment market, our investments had a decreased market value. The amount of unrealized loss for 2021 was \$177,087. This is a "book" entry that reflects the value of the investment if we were to sell it today. The entry is reversed at the beginning of the following year. Because we hold our investments to maturity, we will not experience an actual loss on the investment. Therefore, the amount of interest earnings is significantly lower than prior years returns because of the low interest rate environment for most of the year and the year-end adjusting entry, and it is also substantially lower than our annual budget projection of \$107,765 for 2021.

Generally, the City has maintained a laddered investment portfolio. Because of the market conditions we relied on the State Investment pool as higher interest rate investments matured for a large portion of 2020 and 2021 while the LGIP rates were higher than market while we monitor the situation. With a slight improvement in interest rates, and as LGIP rates moved lower than the market, we have been monitoring the market and, beginning in the 4th quarter of 2021, are slowly beginning to make longer term investments to return to a laddered portfolio. Recognizing that we will be holding these low rate of return investments for their full term, we have sought short-term investments where possible.

As of December 31, 2021, the City's investment portfolio had a fair value of \$93.10 million. Approximately 21.6% of the investment portfolio was held in U.S. government instrumentality securities, and 78.4% was held in the Washington State Investment Pool. The City's investment portfolio valued at cost as of December 31, 2021 was approximately \$93.28 million. The difference between the cost and the market value of the portfolio represents either the loss or the gain of the portfolio if the City were to liquidate investments as of the day that the market value is stated. This would only be done if the City needed to generate cash. The City holds all its investments until the scheduled maturity date, and therefore when the investments mature, the principal market value should equal the cost of the investment. The City also holds sufficient investments within the State Pool to allow for immediate cash liquidation if needed.



2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

LGIP Cash and Investment Balances

| Investment Instruments | CUSIP # | BROKER | Settlement Date | Maturity Date | Par Value | Investment Cost | Yield To Maturity | Unrecognized Gain/(Loss) | Market Value 12/31/21 |
|-----------------------------------|-----------|---------------|-----------------|---------------|---------------|----------------------|-------------------|--------------------------|-----------------------|
| US Treasury 2.750 | 912828Y61 | Piper Sandler | 07/02/21 | 07/31/23 | 2,500,000 | 2,629,350 | 0.2540% | (45,170) | 2,584,180 |
| US Treasury 2.750 | 9128284X5 | Piper Sandler | 07/02/21 | 08/31/23 | 2,500,000 | 2,633,450 | 0.2730% | (47,123) | 2,586,328 |
| US Treasury 1.375 | 912828T26 | Piper Sandler | 07/02/21 | 09/30/23 | 2,500,000 | 2,560,525 | 0.2930% | (30,055) | 2,530,470 |
| US Treasury 0.250 | 91282CAW1 | Piper Sandler | 10/15/21 | 11/15/23 | 2,500,000 | 2,491,700 | 0.4110% | (12,695) | 2,479,005 |
| US Treasury 0.125 | 91282CBA8 | Piper Sandler | 10/15/21 | 12/15/23 | 2,500,000 | 2,483,500 | 0.4330% | (12,405) | 2,471,095 |
| US Treasury 0.125 | 91282CBE0 | MBS | 10/15/21 | 01/15/24 | 2,500,000 | 2,481,055 | 0.4650% | (12,890) | 2,468,165 |
| US Treasury 0.125 | 91282CBM2 | Piper Sandler | 10/15/21 | 02/15/24 | 2,500,000 | 2,480,375 | 0.4650% | (13,383) | 2,466,993 |
| FFCB 2.50 | 3133EMM66 | Piper Sandler | 07/02/21 | 06/28/23 | 2,500,000 | 2,499,900 | 0.2520% | (3,368) | 2,496,533 |
| Sub Total - Investments | | | | | \$ 20,000,000 | \$ 20,259,855 | | \$ (177,087) | \$ 20,082,768 |
| State Investment Pool | | | | | | 73,017,956 | 0.0908% | | 73,017,956 |
| Sub Total - State Investment Pool | | | | | | 73,017,956 | | | 73,017,956 |
| Total LGIP + Investments | | | | | | \$ 93,277,811 | | \$ (177,087) | \$ 93,100,724 |

Portfolio Diversification

| Instrument Type | Percentage | Amount at Cost | Amount at Market Value |
|---------------------------------|-------------|----------------------|------------------------|
| FFCB | 2.7% | \$ 2,499,900 | \$ 2,496,533 |
| FHLB | 0.0% | - | - |
| US Treasury | 18.9% | 17,759,955 | 17,586,235 |
| State Investment Pool | 78.4% | 73,017,956 | 73,017,956 |
| Total LGIP + Investments | 100% | \$ 93,277,811 | \$ 93,100,724 |

| Broker | Percentage | Amount at Cost | Amount at Market Value |
|---------------------------------|-------------|----------------------|------------------------|
| PiperSandler | 18.9% | 17,778,800 | 17,614,603 |
| MBS | 2.7% | 2,481,055 | 2,468,165 |
| State Investment Pool | 78.4% | 73,017,956 | 73,017,956 |
| Total LGIP + Investments | 100% | \$ 93,277,811 | \$ 93,100,724 |

Investments by Fund

| Fund | Investments at Cost as of 12/31/2021 | LGIP State Investment Pool as of 12/31/2021 | Total LGIP + Investments at Cost by Fund as of 12/31/2021 | Unrecognized Gain/(Loss) as of 12/31/2021 | Total Market Value of Investments by Fund as of 12/31/2021 | 2021 Budgeted Investment Earnings | 2021 Actual Investment Earnings | Over/(Under) Budget |
|--------------------------------------|--------------------------------------|---|---|---|--|-----------------------------------|---------------------------------|---------------------|
| 001 General | \$ 6,295,842 | \$ 22,690,663 | \$ 28,986,505 | \$ (55,031) | \$ 28,931,474 | \$ 69,000 | \$ 2,980 | \$ (66,020) |
| 101 Street | 13,766 | 49,614 | 63,381 | (120) | 63,260 | 2,500 | (309) | (2,809) |
| 107 Code Abatement | 90,650 | 326,708 | 417,357 | (792) | 416,565 | 550 | 95 | (455) |
| 108 Asset Seizure | 11,851.68 | 42,714.29 | 54,565.96 | (103.59) | 54,462 | - | 12 | 12 |
| 109 Public Arts | 24,878 | 89,664 | 114,542 | (217) | 114,324 | - | 140 | 140 |
| 112 Fed Drug Enforcement | 4,989 | 17,980 | 22,969 | (44) | 22,925 | 200 | 5 | (195) |
| 117 Transportation Impact Mitigation | 1,590,885 | 5,733,663 | 7,324,548 | (13,906) | 7,310,642 | - | 1,548 | 1,548 |
| 118 Parks Impact Fees | 519,098 | 1,870,865 | 2,389,963 | (4,537) | 2,385,426 | - | 1,141 | 1,141 |
| 190 Revenue Stabilization | 1,223,474 | 4,409,487 | 5,632,961 | (10,694) | 5,622,267 | - | - | - |
| 230 Sidewalk LTGO Bond Admin | 1,145,160 | 4,127,239 | 5,272,399 | (10,010) | 5,262,390 | - | (846) | (846) |
| 301 General Capital | 1,405,848 | 5,066,776 | 6,472,625 | (12,288) | 6,460,336 | 2,670 | 2,952 | 282 |
| 312 City Fac-Mjr Maint | 0 | 0 | 0 | - | - | 170 | 166 | (4) |
| 330 Roads Capital | 577,303 | 2,080,643 | 2,657,946 | (5,046) | 2,652,900 | 8,467 | 2,794 | (5,673) |
| 331 Trans Bene Dist | 787,076 | 2,836,678 | 3,623,754 | (6,880) | 3,616,874 | - | (530) | (530) |
| 332 Sidewalk Expansion Fund Admin | 2,202,831 | 7,939,159 | 10,141,989 | (19,254) | 10,122,735 | - | 3,774 | 3,774 |
| 334 VLF LTGO Bonds Projects | 430,124 | 1,550,198 | 1,980,322 | (3,760) | 1,976,562 | - | (3,067) | (3,067) |
| 401Surface Water Utility Fund | 1,775,303 | 6,398,318 | 8,173,621 | (15,518) | 8,158,103 | 16,208 | (7,389) | (23,597) |
| 405 Wastewater Fund | 1,445,346 | 5,209,128 | 6,654,474 | (12,633) | 6,641,840 | - | 19,913 | 19,913 |
| 501 Vehicle Oper/Maint | 0 | 0 | 0 | - | - | - | - | - |
| 503 Equip Dep Replace | 715,430 | 2,578,460 | 3,293,890 | (6,253) | 3,287,637 | 8,000 | 828 | (7,172) |
| 505 Unemployment | 0 | 0 | 0 | - | - | - | (5) | (5) |
| 650 Agency Fund Admin | - | - | - | - | - | - | - | - |
| Total Investments | \$ 20,259,855 | \$ 73,017,956 | \$ 93,277,811 | \$ (177,087) | \$ 93,100,724 | \$ 107,765 | \$ 24,201 | \$ (83,564) |



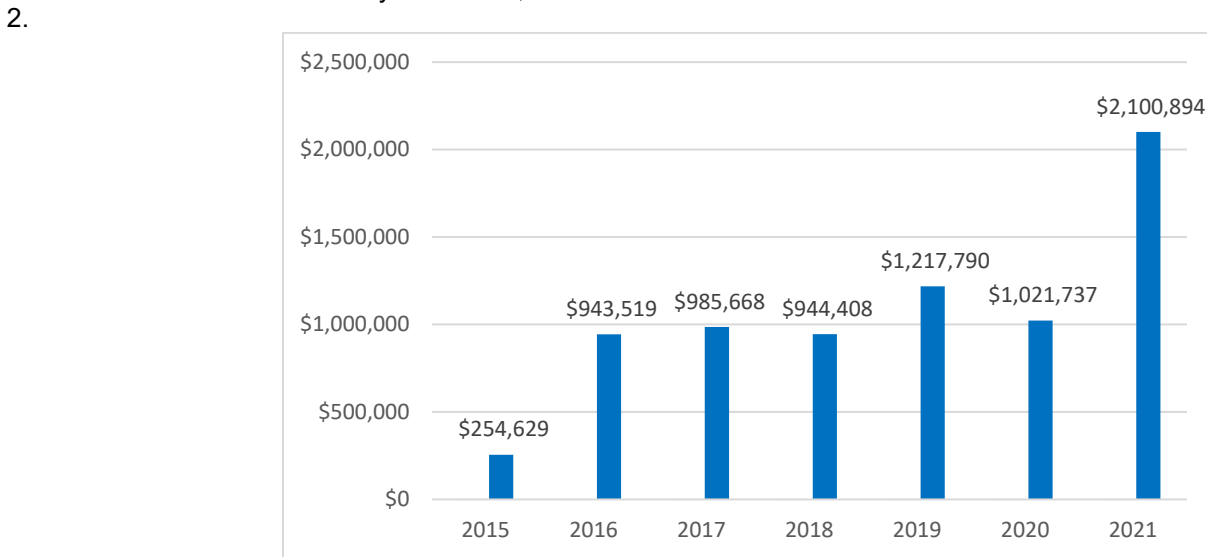
2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

TRANSPORTATION IMPACT FEES (TIF) 2021 ANNUAL FINANCIAL REPORT

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

1. Transportation Impact Fees Collected: In 2021, the City collected \$2,100,894 in Transportation Impact Fees (TIF), which is a 51% increase from 2020 which had a collection of \$1,021,737. The table below depicts the source and amount of all TIF revenue collections from 2015-2021, and Attachment A provides a detailed report of the sources and the amount of all moneys collected, earned or received.



3. Transportation Impact Fees Utilized: As of December 31, 2021, \$267,917.02 of Transportation Impact Fees have been utilized to finance the N 175th (Stone Ave N to I-5). The 2022-2028 CIP includes \$5,770,325 in funding for the N 175th (Stone Ave N to I-5) project.
4. Transportation Impact Fee Exemptions: \$1,292,215 was exempted in 2021. The following tables provides information on projects that have been exempted of all transportation impact fees for 2021:

| Transportation Impact Fee Exemptions | | | |
|--------------------------------------|----------------------------|--|-----------|
| Permit Number | NAME | DESCRIPTION | Amount |
| COM21-0404 | ROYAL HOLDINGS LLC | ADDING TO AN EXISTING FUELING CANOPY | \$55,387 |
| MFR21-1231 | BAZAN ARCHITECTS | 100-UNITS OF LOW INCOME APARTMENTS ON 4-FLOORS - EXPEDITED | \$540,174 |
| COM21-0183 | FHA ARCHITECTS | INTERIOR TENANT IMPROVEMENTS FOR CHIPOTLE MEXICAN GRILL | \$83,641 |
| COM21-1498 | FLOISAND STUDIO ARCHITECTS | COOLER ADDITION TO EXISTING BUILDING - PAGLIACCI PIZZA | \$1,702 |
| COM21-2329 | MMS DANCE LLC | TI-COSMETIC CHANGES FOR CHILDRENS DANCE STUDIO-TUTU SCHOOL | \$24,145 |

| | | | |
|------------|---------------------------------|--|---------------------------------|
| COM21-0397 | CASTINO ARCHITECTURE | PARTIAL DEMO SHOWROOM, REPLACE W/ NEW- BROTHERTON CADILLAC | Attachment A \$29,349 |
| COM21-0223 | BOTESCH, NASH & HALL ARCHITECTS | 7,090 SF ADDITION -PUGET SOUND KIDNEY CENTER, PSKC SHORELINE | \$177,037 |
| MXU18-1501 | CLARK BARNES | 7-STORY, 250-UNITS 192 SHORELINE (FORMERLY CRUX) | \$211,618 |
| COM20-2294 | VIRTEK DESIGN | INTERIOR TENANT IMPROVEMENT - ROUND TABLE PIZZA | \$106,453 |
| COM21-1406 | ARCHITECTURAL WERKS INC | EXT IMP TO THE SITE AND BLDG - ANIMAL MEDICAL CLINIC SEATTLE | \$62,709 |
| Total | | | \$1,292,215 |

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

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

5. Transportation Impact Fee Deferrals: Per SMC 3.80.050 Collection of impact fees, an applicant for a building permit for a single-family detached or attached residence may request a deferral of the full impact fee payment until final inspection or 18 months from the date of original building permit issuance, whichever occurs first. The table below depicts the list of Transportation Impact Fee deferrals, which are current as of January 1, 2022.

| Transportation Impact Fee Deferrals | | | | |
|-------------------------------------|------|-------------------|------------|------------------------------------|
| Permit # | Year | Description | Amount | Additional Info |
| SFR20-0318 | 2020 | ADULT FAMILY HOME | \$2,762.40 | project not started as of 12/31/21 |
| SFR20-2464 | 2021 | NEW BUILDING | \$7,111.87 | project not started as of 12/31/21 |
| TWN20-0003 | 2021 | | \$20,171 | project not started as of 12/31/21 |
| TWN19-1936 | 2021 | | \$35,228 | project not started as of 12/31/21 |
| TWN19-1939 | 2021 | | \$35,228 | project not started as of 12/31/21 |
| Total | | | \$100,501 | |



2021 FOURTH QUARTER FINANCIAL REPORT

Attachment A

PARK IMPACT FEES (PIF) 2021 ANNUAL FINANCIAL REPORT

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

1. Park Impact Fees Collected:

In 2021, the City collected \$2,136,855 in Park Impact Fees increasing the available balance to \$3,230,581.98 as of December 31, 2021.

2. Park Impact Fees Utilized:

As of December 31, 2021, \$879,811.88 in Park Impact Fees have been utilized to purchase the Westminster Neighborhood property located at 709 N. 150th St and additional expenditures for the purchase of the Paramount Open Space property located at 4528 10th Ave, decreasing the available balance to \$2,350,770.10. Any additional expenditures related to the acquisition of the Westminster Neighborhood property at 709 N. 150th St will be financed by Park Impact Fees. Additional PROS Plan Acquisitions may be financed in whole or in part by Park Impact Fees.

3. Park Impact Fee Exemptions:

No projects were exempted in 2021. Previously, one project was exempted in 2020 and one project was exempted in 2018. The City is required to backfill the exempted fees from public funds other than impact fee accounts. For these exemptions the City used funds from the acquisition of the property located at 18531 10th Ave. NE, Shoreline, WA 98155 LT6, BLK 4, Hemlock Acres that closed on December 17, 2021. This property was purchased with Bond Anticipation Notes to be repaid by UTGO Bonds approved by voters on 2/8/2022. These funds may be partially offset by a Conservation Future Tax Grant application if approved which is also a qualified public fund.

| Park Impact Fee Exemptions | | | | |
|----------------------------|---------------------------|------|--|-----------|
| Permit # | Name | Year | Description | Amount |
| MFR20-0806 | K. SAM NYSTROM, ARCHITECT | 2020 | 227 UNIT APARTMENT BUILDING - QUINN BY VINTAGE | \$638,324 |
| MXU18-1501 | CLARK BARNES | 2018 | 7-STORY, 250-UNITS 192 SHORELINE (FORMERLY CRUX) | \$652,500 |

| Deposit Date | Year | Sub Type | D-CODE | Org Key | Object Code | Amount | 10 Year Date |
|--------------|------|--------------------|--------|---------|-------------|--------------|--------------|
| 4/10/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.00 | 4/10/2025 |
| 4/28/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 4/28/2025 |
| 5/18/2015 | 2015 | | D095 | 1170000 | 3458400 | \$ 1,965.00 | 5/18/2025 |
| 6/3/2015 | 2015 | | D095 | 1170000 | 3458400 | \$ 95,273.40 | 6/3/2025 |
| 6/25/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.49 | 6/25/2025 |
| 7/20/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 7/20/2025 |
| 7/24/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.49 | 7/24/2025 |
| 7/30/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 7/30/2025 |
| 9/4/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 9/4/2025 |
| 9/11/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 1,091.42 | 9/11/2025 |
| 9/28/2015 | 2015 | REMODEL/REPAIR | D095 | 1170000 | 3458400 | \$ 28,844.48 | 9/28/2025 |
| 10/2/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 10/2/2025 |
| 10/12/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 10/12/2025 |
| 10/12/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 10/12/2025 |
| 10/12/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 1,637.13 | 10/12/2025 |
| 10/20/2015 | 2015 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 9,158.38 | 10/20/2025 |
| 10/22/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.49 | 10/22/2025 |
| 11/3/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 11/3/2025 |
| 11/3/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.49 | 11/3/2025 |
| 12/1/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 12/1/2025 |
| 12/7/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 2,728.55 | 12/7/2025 |
| 12/14/2015 | 2015 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,607.49 | 12/14/2025 |
| 12/22/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 12/22/2025 |
| 12/23/2015 | 2015 | REMODEL/REPAIR | D095 | 1170000 | 3458400 | \$ 21,978.00 | 12/23/2025 |
| 12/23/2015 | 2015 | REMODEL/REPAIR | D095 | 1170000 | 3458400 | \$ 16,906.20 | 12/23/2025 |
| 12/24/2015 | 2015 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 12/24/2025 |
| 12/31/2015 | 2015 | | D095 | 1170000 | 3458400 | \$ - | 12/31/2025 |
| 12/31/2015 | 2015 | | D095 | 1170000 | 3458400 | \$ - | 12/31/2025 |
| 1/8/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 1/8/2026 |
| 1/26/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 1/26/2026 |
| 2/8/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 2/8/2026 |
| 2/10/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 2/10/2026 |
| 2/19/2016 | 2016 | REMODEL/REPAIR | D095 | 1170000 | 3458400 | \$ 4,678.20 | 2/19/2026 |
| 2/24/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 1,091.42 | 2/24/2026 |
| 2/29/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 4,007.92 | 3/1/2026 |
| 3/1/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 3/1/2026 |
| 3/7/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 3/7/2026 |
| 3/22/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 1,818.84 | 3/22/2026 |
| 4/8/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 4/8/2026 |
| 4/22/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 4/22/2026 |
| 4/25/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 4/25/2026 |
| 4/29/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 4/29/2026 |

| | | | | | | | |
|------------|------|--------------------|------|---------|---------|---------------|------------|
| 5/11/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 2,425.12 | 5/11/2026 |
| 5/13/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/13/2026 |
| 5/13/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/13/2026 |
| 5/20/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 4,007.92 | 5/20/2026 |
| 5/20/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 5/20/2026 |
| 5/24/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 5/24/2026 |
| 5/24/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 5/24/2026 |
| 6/8/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,637.68 | 6/8/2026 |
| 6/9/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 4,007.92 | 6/9/2026 |
| 6/15/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 6/15/2026 |
| 6/15/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 6/15/2026 |
| 6/23/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 5,567.41 | 6/23/2026 |
| 6/23/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 6/23/2026 |
| 6/30/2016 | 2016 | REMODEL/REPAIR | D095 | 1170000 | 3458400 | \$ 63,058.00 | 6/30/2026 |
| 7/8/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 4,007.92 | 7/8/2026 |
| 7/27/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 7/27/2026 |
| 7/28/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 7/28/2026 |
| 8/4/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 6,185.39 | 8/4/2026 |
| 8/5/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 8/5/2026 |
| 8/16/2016 | 2016 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 98,105.97 | 8/16/2026 |
| 8/25/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,637.68 | 8/25/2026 |
| 9/8/2016 | 2016 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 443,372.09 | 9/8/2026 |
| 9/27/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 3,607.49 | 9/27/2026 |
| 9/27/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 9/27/2026 |
| 10/4/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.36 | 10/4/2026 |
| 10/5/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 10/5/2026 |
| 10/5/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 10/5/2026 |
| 10/5/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,158.39 | 10/5/2026 |
| 10/6/2016 | 2016 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 57,833.74 | 10/6/2026 |
| 10/7/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 10/7/2026 |
| 10/11/2016 | 2016 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 24,741.56 | 10/11/2026 |
| 10/12/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 10/12/2026 |
| 10/26/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 10/26/2026 |
| 10/26/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 4,007.92 | 10/26/2026 |
| 11/1/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 10,193.31 | 11/1/2026 |
| 11/10/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,637.68 | 11/10/2026 |
| 11/10/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 11/10/2026 |
| 11/21/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 11/21/2026 |
| 12/5/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 10,193.31 | 12/5/2026 |
| 12/14/2016 | 2016 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,846.67 | 12/14/2026 |
| 12/21/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 12/21/2026 |
| 12/21/2016 | 2016 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 12/21/2026 |
| 1/5/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.31 | 1/5/2027 |

| | | | | | | | |
|-----------|------|----------------------------------|------|---------|---------|--------------|-----------|
| 1/9/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 1/9/2027 |
| 1/31/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,001.92 | 1/31/2027 |
| 2/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 2/3/2027 |
| 2/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 2/3/2027 |
| 2/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 2/3/2027 |
| 2/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 2/3/2027 |
| 2/7/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 2/7/2027 |
| 2/7/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 2/7/2027 |
| 2/7/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 2/7/2027 |
| 2/7/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 2/7/2027 |
| 2/9/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 2/9/2027 |
| 3/28/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 3/28/2027 |
| 3/28/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 3/28/2027 |
| 3/28/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 3/28/2027 |
| 4/4/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 4/4/2027 |
| 4/6/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,158.39 | 4/6/2027 |
| 4/12/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,007.92 | 4/12/2027 |
| 4/18/2017 | 2017 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 3,861.96 | 4/18/2027 |
| 4/19/2017 | 2017 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 6,566.72 | 4/19/2027 |
| 4/27/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 4/27/2027 |
| 4/27/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 4/27/2027 |
| 5/11/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/11/2027 |
| 5/11/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/11/2027 |
| 5/15/2017 | 2017 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 3,637.68 | 5/15/2027 |
| 5/30/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/30/2027 |
| 5/30/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 5/30/2027 |
| 6/19/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 1.00 | 6/19/2027 |
| 6/19/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,184.39 | 6/19/2027 |
| 6/19/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 12,370.78 | 6/19/2027 |
| 6/23/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 6/23/2027 |
| 6/30/2017 | 2017 | ADDITION & REMODEL | D095 | 1170000 | 3458400 | \$ 10,193.31 | 6/30/2027 |
| 7/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,255.01 | 7/3/2027 |
| 7/5/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 7/5/2027 |
| 7/5/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 7/5/2027 |
| 7/17/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 7/17/2027 |
| 7/19/2017 | 2017 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 7/19/2027 |
| 7/24/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 7/24/2027 |
| 7/26/2017 | 2017 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 7/26/2027 |
| 8/15/2017 | 2017 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 1,930.98 | 8/15/2027 |
| 8/17/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 8/17/2027 |
| 8/22/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 8/22/2027 |
| 8/22/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 8/22/2027 |
| 9/1/2017 | 2017 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 9/1/2027 |

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|------------|------|----------------------------------|------|---------|---------|---------------|------------|
| 9/1/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 9/1/2027 |
| 9/8/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 9/8/2027 |
| 9/18/2017 | 2017 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 9/18/2027 |
| 9/19/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 9/19/2027 |
| 9/19/2017 | 2017 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 126,075.97 | 9/19/2027 |
| 9/20/2017 | 2017 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 9/20/2027 |
| 9/21/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 9/21/2027 |
| 9/21/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 9/21/2027 |
| 9/21/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,185.39 | 9/21/2027 |
| 9/28/2017 | 2017 | MANUFACTURED OR PORTABLE | D095 | 1170000 | 3458400 | \$ 5,618.35 | 9/28/2027 |
| 10/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/3/2027 |
| 10/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/3/2027 |
| 10/3/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/3/2027 |
| 10/20/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/20/2027 |
| 10/20/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/20/2027 |
| 10/20/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/20/2027 |
| 10/25/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/25/2027 |
| 10/25/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/25/2027 |
| 10/25/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/25/2027 |
| 11/6/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/6/2027 |
| 11/8/2017 | 2017 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 59,845.65 | 11/8/2027 |
| 11/9/2017 | 2017 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 213,761.71 | 11/9/2027 |
| 12/6/2017 | 2017 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,700.16 | 12/6/2027 |
| 12/15/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,556.72 | 12/15/2027 |
| 12/18/2017 | 2017 | TENANT IMPROVEMENT | D095 | 1170000 | 3458400 | \$ 135,626.90 | 12/18/2027 |
| 12/21/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 12/21/2027 |
| 12/21/2017 | 2017 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 12/21/2027 |
| 12/26/2017 | 2017 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 37,112.34 | 12/26/2027 |
| 1/10/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 1/10/2028 |
| 1/24/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 1/24/2028 |
| 1/25/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,700.16 | 1/25/2028 |
| 1/25/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 26,266.88 | 1/25/2028 |
| 2/16/2018 | 2018 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 2/16/2028 |
| 3/5/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/5/2028 |
| 3/9/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/9/2028 |
| 3/20/2018 | 2018 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 3/20/2028 |
| 3/22/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/22/2028 |
| 3/22/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/22/2028 |
| 3/23/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 3/23/2028 |
| 3/27/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/27/2028 |
| 3/27/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/27/2028 |
| 3/27/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/27/2028 |
| 3/27/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/27/2028 |

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|------------|------|----------------------------------|------|---------|---------|---------------|------------|
| 3/30/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 10,821.73 | 3/30/2028 |
| 4/4/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 32,000.00 | 4/4/2028 |
| 4/4/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 833.60 | 4/4/2028 |
| 4/19/2018 | 2018 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 4/19/2028 |
| 5/8/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 5/8/2028 |
| 5/8/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 5/8/2028 |
| 5/24/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 5/24/2028 |
| 5/24/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 5/24/2028 |
| 5/8/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 5/8/2028 |
| 5/25/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 239,241.07 | 5/25/2028 |
| 5/29/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 5/29/2028 |
| 5/22/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 5/22/2028 |
| 5/24/2018 | 2018 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 3,846.52 | 5/24/2028 |
| 5/31/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 51,759.63 | 5/31/2028 |
| 6/19/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 6/19/2028 |
| 6/21/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 32,833.60 | 6/21/2028 |
| 6/21/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 26,266.88 | 6/21/2028 |
| 6/21/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 6/21/2028 |
| 7/5/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 26,266.88 | 7/5/2028 |
| 7/12/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 13,133.44 | 7/12/2028 |
| 7/12/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,700.16 | 7/12/2028 |
| 7/23/2018 | 2018 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 3,846.52 | 7/23/2028 |
| 8/8/2018 | 2018 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 8/8/2028 |
| 8/28/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,255.01 | 8/28/2028 |
| 8/28/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,255.01 | 8/28/2028 |
| 8/29/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 55,577.13 | 8/29/2028 |
| 8/30/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 8/30/2028 |
| 9/11/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 73,049.61 | 9/11/2028 |
| 9/21/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,621.35 | 9/21/2028 |
| 9/21/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 26,161.80 | 9/21/2028 |
| 9/24/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 48,380.00 | 9/24/2028 |
| 9/25/2018 | 2018 | ADDITION AND REMODEL | D095 | 1170000 | 3458400 | \$ 3,846.52 | 9/25/2028 |
| 10/2/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/2/2028 |
| 10/2/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/2/2028 |
| 10/2/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/2/2028 |
| 10/2/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/2/2028 |
| 10/2/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 10/2/2028 |
| 10/16/2018 | 2018 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 10/16/2028 |
| 10/23/2018 | 2018 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 10/23/2028 |
| 11/7/2018 | 2018 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 11/7/2028 |
| 12/6/2018 | 2018 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 11,600.00 | 12/6/2028 |
| 1/22/2019 | 2019 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 8,084.50 | 1/22/2029 |
| 1/22/2019 | 2019 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 3,000.00 | 1/22/2029 |
| 1/29/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,621.35 | 1/29/2029 |

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|------------|------|--------------------------------------|------|---------|---------|---------------|------------|
| 1/29/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,621.35 | 1/29/2019 |
| 1/29/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 1/29/2019 |
| 2/13/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 2/13/2019 |
| 2/21/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 13,080.90 | 2/21/2019 |
| 2/21/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,080.90 | 2/21/2019 |
| 3/1/2019 | 2019 | MANUFACTURED OR PORTABLE | D095 | 1170000 | 3458400 | \$ 1,805.39 | 3/1/2019 |
| 3/14/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 3/14/2019 |
| 3/14/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 3/14/2019 |
| 3/22/2019 | 2019 | ADDITION | D095 | 1170000 | 3458400 | \$ 2,564.34 | 3/22/2019 |
| 3/22/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 3/22/2019 |
| 3/25/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 3/25/2019 |
| 3/25/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 3/25/2019 |
| 3/26/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 3/26/2019 |
| 3/28/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 3/28/2019 |
| 4/1/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 39,242.70 | 4/1/2019 |
| 4/12/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 4/12/2019 |
| 4/23/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 4/23/2019 |
| 4/25/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 357,684.05 | 4/25/2019 |
| 4/26/2019 | 2019 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 1,237.99 | 4/26/2019 |
| 5/7/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,237.99 | 5/7/2019 |
| 5/23/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 57,275.40 | 5/23/2019 |
| 5/28/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,080.90 | 5/28/2019 |
| 5/28/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 5/28/2019 |
| 7/1/2019 | 2019 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 3,954.24 | 7/1/2019 |
| 7/2/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 39,242.70 | 7/2/2019 |
| 7/8/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 7/8/2019 |
| 7/8/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 7/8/2019 |
| 7/16/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 26,161.80 | 7/16/2019 |
| 7/22/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 19,621.35 | 7/22/2019 |
| 7/22/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,540.45 | 7/22/2019 |
| 7/22/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,080.90 | 7/22/2019 |
| 8/1/2019 | 2019 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 32,833.60 | 8/1/2019 |
| 8/5/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 26,161.80 | 8/5/2019 |
| 8/22/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 8/22/2019 |
| 9/5/2019 | 2019 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,255.01 | 9/5/2019 |
| 9/6/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 33,617.90 | 9/6/2019 |
| 9/11/2019 | 2019 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 9/11/2019 |
| 9/24/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 9/24/2019 |
| 9/26/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 9/26/2019 |
| 10/2/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 26,161.80 | 10/2/2019 |
| 10/2/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 32,702.25 | 10/2/2019 |
| 10/8/2019 | 2019 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 10/8/2019 |
| 10/10/2019 | 2019 | NEW BUILDING: 100% REFUND OF TIF FEE | D095 | 1170000 | 3458400 | \$ (6,566.72) | 10/10/2019 |
| 10/25/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 40,341.48 | 10/25/2019 |
| 10/28/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,237.99 | 10/28/2019 |

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|------------|------|--------------------------------------|------|---------|---------|---------------|------------|
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/5/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 11/5/2029 |
| 11/13/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 13,447.16 | 11/13/2029 |
| 11/13/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 20,170.74 | 11/13/2029 |
| 12/6/2019 | 2019 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,133.44 | 12/6/2029 |
| 12/16/2019 | 2019 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 3,295.20 | 12/16/2029 |
| 12/18/2019 | 2019 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 12/18/2029 |
| 12/20/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 45,783.15 | 12/20/2029 |
| 12/20/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 39,242.70 | 12/20/2029 |
| 12/20/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 39,242.70 | 12/20/2029 |
| 12/20/2019 | 2019 | | D095 | 1170000 | 3458400 | \$ 39,242.70 | 12/20/2029 |
| 1/2/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/2/2030 |
| 1/2/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/2/2030 |
| 1/7/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 2,129.07 | 1/7/2030 |
| 1/7/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,133.44 | 1/7/2030 |
| 1/7/2020 | 2020 | ADDITION AND REMODEL | D095 | 1170000 | 3458400 | \$ 3,954.24 | 1/7/2030 |
| 1/9/2020 | 2020 | ADDITION AND REMODEL | D095 | 1170000 | 3458400 | \$ 4,237.99 | 1/9/2030 |
| 1/10/2020 | 2020 | MANUFACTURED OR PORTABLE | D095 | 1170000 | 3458400 | \$ 2,153.04 | 1/10/2030 |
| 1/14/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/14/2030 |
| 1/14/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/14/2030 |
| 1/15/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/15/2030 |
| 1/15/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 1/15/2030 |
| 2/5/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 12,129.36 | 2/5/2030 |
| 2/5/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 43,000.00 | 2/5/2030 |
| 2/27/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 40,341.48 | 2/27/2030 |
| 2/27/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 33,617.90 | 2/27/2030 |
| 2/27/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 40,341.48 | 2/27/2030 |
| 3/6/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,133.44 | 3/6/2030 |
| 3/6/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 13,133.44 | 3/6/2030 |
| 3/9/2020 | 2020 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 3/9/2030 |
| 3/27/2020 | 2020 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 2,071.80 | 3/27/2030 |
| 3/30/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 26,894.32 | 3/30/2030 |
| 4/30/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 13,300.70 | 4/30/2030 |
| 6/3/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 6/3/2030 |
| 6/3/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 26,365.12 | 6/3/2030 |
| 6/5/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 30,000.00 | 6/5/2030 |
| 6/22/2020 | 2020 | NEW BUILDING: FEE REFUND DUE TO PERM | D095 | 1170000 | 3458400 | \$ (4,237.99) | 6/22/2030 |
| 6/22/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 6/22/2030 |
| 6/25/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 6/25/2030 |
| 6/25/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,566.72 | 6/25/2030 |
| 7/1/2020 | 2020 | TENANT IMPROVEMENT | D095 | 1170000 | 3458400 | \$ 3,313.36 | 7/1/2030 |

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|------------|------|----------------------------------|------|---------|---------|----------------|------------|
| 7/6/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 33,617.90 | 7/6/2030 |
| 7/6/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 33,617.90 | 7/6/2030 |
| 7/8/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 6,723.58 | 7/8/2030 |
| 7/9/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 7/9/2030 |
| 7/9/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 7/9/2030 |
| 7/14/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 26,266.88 | 7/14/2030 |
| 7/16/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 6,723.58 | 7/16/2030 |
| 7/17/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 7/17/2030 |
| 7/20/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 21,136.92 | 7/20/2030 |
| 7/20/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 21,136.92 | 7/20/2030 |
| 7/24/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 7/24/2030 |
| 7/29/2020 | 2020 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ - | 7/29/2030 |
| 7/31/2020 | 2020 | : PUBLIC WORKS TIF CREDIT | D095 | 1170000 | 3458400 | \$ (40,341.48) | 7/31/2030 |
| 8/13/2020 | 2020 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 4,143.60 | 8/13/2030 |
| 8/19/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 39,242.70 | 8/19/2030 |
| 8/19/2020 | 2020 | : PUBLIC WORKS TIF CREDIT | D095 | 1170000 | 3458400 | \$ (33,617.90) | 8/19/2030 |
| 8/19/2020 | 2020 | : PUBLIC WORKS TIF CREDIT | D095 | 1170000 | 3458400 | \$ (33,617.90) | 8/19/2030 |
| 8/24/2020 | 2020 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 8/24/2030 |
| 9/3/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 9/3/2030 |
| 9/11/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 9/11/2030 |
| 9/11/2020 | 2020 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 9/11/2030 |
| 9/16/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 9/16/2030 |
| 9/16/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 9/16/2030 |
| 9/21/2020 | 2020 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 9/21/2030 |
| 9/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 9/21/2030 |
| 10/12/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 21,136.92 | 10/12/2030 |
| 10/12/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 28,182.56 | 10/12/2030 |
| 10/13/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 10/13/2030 |
| 10/27/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 10/27/2030 |
| 10/27/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 10/27/2030 |
| 10/28/2020 | 2020 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,565.33 | 10/28/2030 |
| 11/2/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 23,760.00 | 11/2/2030 |
| 11/12/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,565.33 | 11/12/2030 |
| 11/25/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 26,894.32 | 11/25/2030 |
| 11/25/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 20,170.74 | 11/25/2030 |
| 11/25/2020 | 2020 | | D095 | 1170000 | 3458400 | \$ 40,341.48 | 11/25/2030 |
| 12/3/2020 | 2020 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 32,702.25 | 12/3/2030 |
| 12/16/2020 | 2020 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 2,762.40 | 12/16/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 2,224.54 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 2,224.54 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |

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| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 2,224.54 | 12/21/2030 |
| 12/21/2020 | 2020 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 4,635.09 | 12/21/2030 |
| 1/4/2021 | 2021 | : TRANSPORTATION IMPACT FEE | D095 | 1170000 | 3458400 | \$ 29,005.00 | 1/4/2031 |
| 1/6/2021 | 2021 | : TRANSPORTATION IMPACT FEE | D095 | 1170000 | 3458400 | \$ 6,223.20 | 1/6/2031 |
| 1/7/2021 | 2021 | NEW BUILDING: TRANSPORTATION IMPACT FEE | D095 | 1170000 | 3458400 | \$ 4,565.33 | 1/7/2031 |
| 1/15/2021 | 2021 | ACCESSORY DWELLING UNIT ATTACHED: TYPICAL | D095 | 1170000 | 3458400 | \$ 4,565.33 | 1/15/2031 |
| 1/25/2021 | 2021 | ACCESSORY DWELLING UNIT ATTACHED: TYPICAL | D095 | 1170000 | 3458400 | \$ 4,565.33 | 1/25/2031 |
| 2/5/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 7,045.64 | 2/5/2031 |
| 2/5/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 14,091.28 | 2/5/2031 |
| 2/11/2021 | 2021 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 565,969.00 | 2/11/2031 |
| 2/12/2021 | 2021 | NEW CONSTRUCTION WITH SEPA | D095 | 1170000 | 3458400 | \$ 674,856.26 | 2/12/2031 |
| 2/17/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 28,182.56 | 2/17/2031 |
| 2/17/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 21,136.92 | 2/17/2031 |
| 2/19/2021 | 2021 | ADDITION AND REMODEL | D095 | 1170000 | 3458400 | \$ 7,045.64 | 2/19/2031 |
| 2/25/2021 | 2021 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 2,091.30 | 2/25/2031 |
| 2/25/2021 | 2021 | ADULT FAMILY HOME | D095 | 1170000 | 3458400 | \$ 2,762.40 | 2/25/2031 |
| 3/3/2021 | 2021 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,565.33 | 3/3/2031 |
| 3/12/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 6,723.58 | 3/12/2031 |
| 3/12/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 20,170.74 | 3/12/2031 |
| 3/16/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 33,617.90 | 3/16/2031 |
| 4/15/2021 | 2021 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 4/15/2031 |
| 4/15/2021 | 2021 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 4/15/2031 |
| 4/15/2021 | 2021 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ 7,045.64 | 4/15/2031 |
| 4/19/2021 | 2021 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 4/19/2031 |
| 4/21/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 35,228.20 | 4/21/2031 |
| 5/4/2021 | 2021 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,356.65 | 5/4/2031 |
| 5/14/2021 | 2021 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,565.33 | 5/14/2031 |
| 5/18/2021 | 2021 | ACCESSORY DWELLING UNIT DETACHED | D095 | 1170000 | 3458400 | \$ 4,608.25 | 5/18/2031 |
| 6/14/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 28,182.56 | 6/14/2031 |
| 6/18/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 6,712.88 | 6/18/2031 |
| 6/18/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 7,045.64 | 6/18/2031 |
| 6/22/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 13,824.75 | 6/22/2031 |
| 6/25/2021 | 2021 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,608.25 | 6/25/2031 |
| 7/22/2021 | 2021 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 122,801.37 | 7/22/2031 |
| 7/26/2021 | 2021 | ACCESSORY DWELLING UNIT ATTACHED | D095 | 1170000 | 3458400 | \$ 4,608.25 | 7/26/2031 |
| 8/9/2021 | 2021 | NEW CONSTRUCTION | D095 | 1170000 | 3458400 | \$ 265,954.06 | 8/9/2031 |
| 8/26/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ - | 8/26/2031 |
| 8/26/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ - | 8/26/2031 |

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| 8/26/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 42,273.84 | 8/26/2031 |
| 8/23/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 14,091.28 | 8/23/2031 |
| 8/23/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 14,091.28 | 8/23/2031 |
| 9/14/2021 | 2021 | | D095 | 1170000 | 3458400 | \$ 40,341.48 | 9/14/2031 |
| 12/6/2021 | 2021 | NEW BUILDING | D095 | 1170000 | 3458400 | \$ - | 12/6/2031 |
| 12/7/2021 | 2021 | MANUFACTURED OR PORTABLE | D095 | 1170000 | 3458400 | \$ 9,751.30 | 12/7/2031 |
| 12/13/2021 | 2021 | | D095 | 1170000 | 3458400 | | 12/13/2031 |
| 12/15/2021 | 2021 | TENANT IMPROVEMENT | D095 | 1170000 | 3458400 | \$ 15,172.00 | 12/15/2031 |