



## SHORELINE CITY COUNCIL REGULAR MEETING AGENDA

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Monday, September 12, 2022

7:00 p.m.

Council Chamber · Shoreline City Hall

<https://zoom.us/j/95015006341>

Phone: 253-215-8782 · Webinar ID: 950 1500 6341

	<u>Page</u>	<u>Estimated Time</u>
<b>1. CALL TO ORDER</b>		7:00
<b>2. FLAG SALUTE/ROLL CALL</b>		
(a) Proclamation of Welcoming Week	<u>2a-1</u>	
<b>3. APPROVAL OF THE AGENDA</b>		
<b>4. REPORT OF THE CITY MANAGER</b>		
<b>5. COUNCIL REPORTS</b>		
<b>6. PUBLIC COMMENT</b>		

*The City Council provides several options for public comment: in person in the Council Chamber; remote via computer or phone; or through written comment. Members of the public may address the Council during regular meetings 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 comments are being recorded.*



**Sign up for In-Person Comment the night of the meeting.** *In person speakers will be called on first.*



**[Sign up for Remote Public Comment.](#)** *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.*

### 7. CONSENT CALENDAR

- |   |              |
|---|--------------|
| (a) Approval of Minutes of Regular Meeting of August 1, 2022  | <u>7a1-1</u> |
| Approval of Minutes of Regular Meeting of August 8, 2022  | <u>7a2-1</u> |
| Approval of Minutes of Special Meeting of August 18, 2022   | <u>7a3-1</u> |
| (b) Approval of Expenses and Payroll as of September 12, 2022 in the Amount of \$11,784,588.82  | <u>7b-1</u>  |
| (c) Adoption of Ordinance No. 969 - Amending Chapter 20.50 of the Shoreline Municipal Code to Add Regulations for Outdoor Seating and Repealing Interim Ordinance No. 965 | <u>7c-1</u>  |
| (d) Adoption of Resolution No. 493 – Establishing a Fee for Outdoor Seating Permits   | <u>7d-1</u>  |

(e) Approving the Multi-Family Tax Exemption Contract with ASO Investments, LLC for the Pinnacle One Project Located at 1719 N 185<sup>th</sup> Street 7e-1

(f) Approving the Multi-family Tax Exemption Contract with Home for Life, LLC for the Pinnacle Two Project Located at 2152 N 185<sup>th</sup> Street 7f-1

**8. ACTION ITEMS**

(a) Action on Ordinance No. 968 – Amending Chapters 20.30, 20.40, and 20.50 of the Shoreline Municipal Code to Modify Regulations for Development Within the MUR-70’ Zoning District 8a-1 7:20

**9. STUDY ITEMS**

(a) Discussion of the Final Draft Transportation Element 9a-1 8:05

**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** 8:55

*Any person requiring a disability accommodation should contact the City Clerk’s Office at 206-801-2230 in advance for more information. For TTY service, call 206-546-0457. For up-to-date information on future agendas, call 206-801-2230 or visit the City’s website at [shorelinewa.gov/councilmeetings](http://shorelinewa.gov/councilmeetings). Council meetings are shown on the City’s website at the above link and on Comcast Cable Services Channel 21 and 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 SEPTEMBER 12, 2022**



**[LINK TO STAFF PRESENTATIONS](#)**



**[LINK TO PUBLIC COMMENT RECEIVED](#)**

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

<b>AGENDA TITLE:</b>	Proclamation Recognizing Welcoming Week in Shoreline		
<b>DEPARTMENT:</b>	Community Services		
<b>PRESENTED BY:</b>	Suni Tolton, Community Services		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	<input checked="" type="checkbox"/> Proclamation

**ISSUE STATEMENT:**

[Welcoming Week](#) is an annual initiative, launched in 2012 by Welcoming America to encourage communities to be more welcoming and inclusive for all. The 2022 Welcoming Week theme of “*Where We Belong*” is about reflecting on what makes people feel like they belong in their community and removing the barriers that prevent connection and meaningful relationships.

Welcoming Week activities can celebrate and highlight the contributions of different communities, as well as support advocacy and restructuring of institutions that maintain and contribute to inequality and inequitable outcomes. Individuals, organizations, and communities are encouraged to host events and other opportunities for recent immigrants, refugees, and long-time residents to increase understanding and build stronger connections, regardless of immigration status, race, ethnicity, language, physical, and mental abilities, religion, income, gender, sexual orientation, age, or other factors.

The purpose of Welcoming Week goal aligns with City Council [Resolution No. 401](#), which declares the City of Shoreline to be an inviting, equitable, and safe community for all and [Resolution No. 467](#), which declares the City’s commitment to building an anti-racist community. In order to achieve the vision of Shoreline as a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, and play, it requires the spirit of Welcoming Week to be embraced throughout the year.

**RECOMMENDATION**

The Mayor should read the proclamation.

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



## PROCLAMATION

WHEREAS, Welcoming Week is a national initiative to promote connections between recent immigrants, refugees, and long-time neighbors to build stronger communities; and

WHEREAS, we recognize the Duwamish and other Puget Salish indigenous peoples were the original “welcomers” and upon whose lands we now call home; and

WHEREAS, the Shoreline population is home to people of increasingly diverse backgrounds, with 32% of residents identifying as people of color, and 23% of residents are foreign born; and

WHEREAS, new residents are vital to Shoreline in sharing different perspectives, establishing businesses, serving in civic roles, and working in critical industries; and

WHEREAS, the City of Shoreline recognizes we must work to undo historical and systemic racism, xenophobia, and other oppressions that contribute to inequity to create an anti-racist and welcoming city; and

WHEREAS, the Shoreline City Council is committed to ensuring that Shoreline is an inclusive and safe community for all;

NOW THEREFORE, I, Keith Scully, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, recognize that September 9-18, 2022 is

## WELCOMING WEEK

in the City of Shoreline and encourage everyone to support a community where we all belong.

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Keith Scully, Mayor

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

*The purpose of these minutes is to capture a high-level summary of Council's discussion and action. This is not a verbatim transcript. Meeting video and audio is available on the [City's website](#).*

Monday, August 1, 2022  
7:00 p.m.

Council Chambers - Shoreline City Hall  
17500 Midvale Avenue North

**PRESENT:** Mayor Scully, Deputy Mayor Robertson, Councilmembers McConnell, Mork, Roberts, Pobe, 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 except for Councilmember Roberts, who joined the meeting at 7:01 p.m. and Councilmember McConnell who joined the meeting at 7:04 p.m.

(a) Proclamation of National Night Out for Community

Mayor Scully announced the proclamation of National Night Out for Community in Shoreline.

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, reported on various City meetings, projects, and events.

5. COUNCIL REPORTS

Councilmember Roberts reported his attendance to the National League of Cities Summer Leadership Conference. He said they established an Indigenous Municipal Official Network and discussed the work to provide funding for infrastructure in cities.

6. PUBLIC COMMENT

*The Council heard comments from the public from approximately 7:05 p.m. to 7:32 p.m. Written comments were also submitted to Council prior to the meeting and are available on the [City's website](#).*

Douglas Schmidt, Shoreline resident, expressed opposition to the idea of closing his 24-hour laundromat during the night. He explained why it is kept open and encouraged people to call him with issues regarding his business.

Susanne Tsoming, Shoreline resident and member of Save Shoreline Trees, proposed language be added to Resolution No. 494 to explicitly address the protection of established trees.

Kathleen Russell, Shoreline resident, commented that the survival rate of newly planted trees is not enough to offset the impact of trees being removed. She asked that Resolution No. 494 include language to protect established trees.

Nancy Morris, Shoreline resident, said that tree codes must change to protect as many trees as possible. She advised that Resolution No. 494 include language to protect established trees.

Courtney Ewing, Shoreline resident, suggested new codes and development practices that could help high density developments increase green spaces.

Melody Fosmore, Shoreline resident and member of Save Shoreline Trees, urged Council to support Resolution No. 494 for the sake of the environment.

Derek Blackwell, Shoreline resident, spoke about issues with the development to replace Garden Park Apartments and asked that they be addressed in the design.

Adam Renehan, Shoreline resident, commented regarding mental health and drug addiction issues. He asked for help to find resources and advocated for improved resources.

7. CONSENT CALENDAR

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

- (a) Authorize the City Manager to Enter Into a Grant Agreement with the Port of Seattle for \$94,000 for Economic Development Projects**

8. STUDY ITEMS

- (a) Discussion of the 2021 Sustainability Report and Resolution No. 494 - Declaration of Climate Emergency

Environmental Services Program Manager, Cameron Reed explained that the sustainability report highlights contributions to environmental wellbeing. Staff identified the following contributions in 2021:

- Expanded sidewalk network and increased walkability.
- Significant increase in green-certified units.

- Increased impact of Green Shoreline Partnership and urban forest programs.
- Improved stream water quality and Salmon Safe implementation.
- Race to Zero and climate action progress.

The 2021 Sustainability Report measured direct emissions coming from both municipal operations and the community in 2019. As part of the Race to Zero campaign, the City committed to reduce greenhouse gas emissions by 60% by 2030 and reach zero emissions by 2050. From 2009 to 2019, the City reduced emissions by 5%, or 10% per capita, by increasing composting, recycling, and reducing miles driven per person. The City has also banned fossil fuel use for space and water heating in new commercial construction. While progress has been made, the City is not on track to meet the science-based emissions goals.

The report results show the two primary sources of Shoreline's carbon footprint. About 60% of Shoreline's carbon footprint comes from fuel use and 40% from natural gas and heating oil. To reduce emissions, the City is developing a Climate Action Plan. The Plan is framed around five focus areas: Transportation and Land Use; Buildings and Energy; Consumption and Waste; Ecosystems and Sequestration; and Preparedness and Resilience. Mr. Reed stated that the City needs an increased focus on reducing driving and electrification of vehicles and buildings. This will require updating our priorities for transportation and infrastructure; updating policies to increase climate resilience and reduce emissions; changing the City's vehicle purchasing practices, and providing support for building electrification. All of this must be done in concurrence with actions to protect the community from the evident impact of climate change, such as extreme heat, wildfires, smoke events, and flooding. Following staff and community review, the draft Climate Action Plan will be presented in September.

Mr. Reed said that Resolution No. 494 formally recognizes climate change as a significant threat to the health and welfare of our community. The Resolution commits the City to environmental justice by recognizing that communities experiencing systemic racism and other forms of oppression are more at risk from climate change. And it directs the City to take accelerated and transformative action to address the climate crisis.

Questions were asked about the strategies of various environmental protections suggested in public comment. Mr. Reed responded that the Parks and Public Works Departments are responsible for programs involving tree watering and water quality. Their programs have an internal focus on City operations to ensure tree survival and safe salmon conditions. One of the public-facing programs is Waste Wise which focused on increasing recycling in 2021. Waste Wise will focus more on composting moving forward. Mr. Reed added that the wording in the Resolution to "protect natural assets" is intended to be inclusive of established trees. He said he would need to check with right-of-way review staff to address idling vehicle concerns.

It was asked if there are metrics other than the canopy study to measure the amount of trees and their health. Mr. Reed answered that there is a whole suite of specialized studies that staff can look into.

Deputy Mayor Robertson commented that she will not be present for the next discussion of this item but fully supports declaring a climate emergency.

9. EXECUTIVE SESSION

At 7:55 p.m., Mayor Scully recessed into an Executive Session for a period of 25 minutes as authorized by RCW 42.30.110(1)(i) and RCW 42.30.110(1)(b) to consider the selection of a site for the acquisition of real estate and discuss with legal counsel matters relating to agency enforcement actions or litigation or potential litigation to which the City is or is likely to become a party. He stated that the Council is expected to take action following the Executive Session. Staff attending the Executive Session included Debbie Tarry, City Manager; John Norris, Assistant City Manager; Nathan Daum, Economic Development Manager, and Julie Ainsworth-Taylor, Assistant City Attorney. Mayor Scully excused himself from the Executive Session at 8:10 p.m. The Executive Session ended at 8:20 p.m.

At 8:22 p.m. Mayor Scully called the Regular Meeting back to order.

**Councilmembers Roberts moved to authorize the City Manager to take the necessary action to participate in the Local Government and Mayors amicus brief in support of respondents, including ensuring signature of the Mayor as necessary on the final brief.**

**The motion was seconded and passed unanimously, 7-0.**

Mayor Scully stated that he will recuse himself from the next item and left the meeting.

**Councilmember Pobee moved to authorize the City Manager to execute the Subdivision Settlement Participation form so the City of Shoreline may participate in the Distributors Washington Settlement as presented by the Washington Attorney General.**

**The motion was seconded and passed unanimously, 6-0.**

10. ADJOURNMENT

At 8:25 p.m., Deputy Mayor Robertson declared the meeting adjourned.

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Jessica Simulcik Smith, City Clerk



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

*The purpose of these minutes is to capture a high-level summary of Council's discussion and action. This is not a verbatim transcript. Meeting video and audio is available on the [City's website](#).*

Monday, August 8, 2022  
7:00 p.m.

Council Chambers - Shoreline City Hall  
17500 Midvale Avenue North

**PRESENT:** Mayor Scully, Councilmembers McConnell, Mork, Roberts, Pobe, and Ramsdell

**ABSENT:** Deputy Mayor Robertson

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

3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

4. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, reported on various City meetings, projects, and events.

5. COUNCIL REPORTS

There were no reports from Council.

6. PUBLIC COMMENT

*The Council heard comments from the public from approximately 7:03 p.m. to 7:06 p.m. Written comments were also submitted to Council prior to the meeting and are available on the [City's website](#).*

Nancy Morris, Shoreline resident, expressed the need to address the climate emergency and protect established trees for the sake of the youth.

7. CONSENT CALENDAR

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

**(a) Approval of Minutes of Regular Meeting of July 18, 2022**

**(b) Approval of Expenses and Payroll as of July 22, 2022 in the Amount of \$5,871,671.98**

**\*Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
6/26/22 - 7/9/22	7/15/2022	103352-103604	17887-17907	86239-86244	\$926,705.00
6/26/22 - 7/9/22	7/21/2022			WT1276- WT1277	\$118,827.91
					<u>\$1,045,532.91</u>

**\*Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
7/15/2022	WT1275	\$855,937.48
		<u>\$855,937.48</u>

**\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
7/13/2022	86106	86140	\$578,662.06
7/12/2022	80969	80969	(\$351.00)
7/13/2022	86141	86141	\$351.00
7/13/2022	86142	86167	\$53,670.36
7/13/2022	86168	86168	\$1,667.70
7/20/2022	86169	86199	\$1,035,576.02
7/20/2022	86200	86238	\$2,300,625.45
			<u>\$3,970,201.59</u>

**(c) Adoption of Ordinance No. 970 – Amending the 2021-2022 Biennial Budget (Ordinance No. 945)**

**(d) Authorize the City Manager to Approve Real Property Acquisitions for the 145th Corridor Phase 1 Project in the Amount of \$18,000 for the Property Located at 2356 N 145th Street**

8. STUDY ITEMS

(a) Discussion of the 2021 Police Service Report

Interim Chief Ryan Abbott described the staffing of the Shoreline Police Department. The Department consists of 54 full-time equivalent positions but vacancies are high at 12 unfilled positions. Police are operating at minimal levels due to the staffing shortage but a full-time recruiter joined the Department to help increase staff levels. In order to prioritize 9-1-1 calls, officers have been removed from the traffic unit to fill patrol unit needs. The Department intends to reestablish the traffic unit when staffing is built back up. Interim Chief Abbott explained the average response time for service calls. The highest priority calls were responded to in 4 minutes and 23 seconds on average. This average was 7 minutes and 39 seconds for mid-priority calls and 9 minutes and 78 seconds for routine service calls. Eight hate crimes were reported in 2021.

Captain Kelly Park stated that officers responded to 14,575 9-1-1 calls and 8,855 instances of police-initiated activity in 2021. An additional 105 Alternate Call Handling reports made up a total of 23,430 police contacts for that year. Of that total, 748 interactions resulted in arrests and 10 (or 0.043%) involved use of force. Pain or injury complaints were made for five of the force instances.

Captain Park also reported that commercial burglaries are up 72% and residential burglaries are up 29%. She said she believes this is due to businesses opening back up and people returning to work. She then spoke about the Response Awareness De-Escalation and Referral (RADAR) program. In 2021, RADAR made 514 contacts in Shoreline. Of the interactions, 20% involved individuals with major mental health issues and 35% were experiencing homelessness. Navigators were able to connect 35% of people with community services.

Captain Park noted that in 2021, traffic collisions increased to 361 from 345 in 2020. Traffic citations decreased 92% from 1,347 in 2020 to 408 in 2021. Interim Chief Abbott explained that for police-initiated traffic stops, data shows that black individuals were disproportionately ticketed in 2020 and 2021. He stated that the City Manager, the future Police Chief, and himself are committed to take steps to change the trend of structural racism.

A Councilmember asked who was most impacted by commercial burglaries, and Captain Park answered that there were two significant cases on Aurora but no particular type of business was more impacted. Interim Chief Abbott and Captain Park were asked to provide an explanation of the partnership between police and mental health professionals. Captain Park shared success stories where officers were able to build a relationship with an individual after referring them to mental health and community services. Following a question about vandalism in the City, Captain Park clarified that vandalism has not increased and explained that Retired Sergeant Paul Klein often worked to clean up graffiti in parks without making a police report. Since his departure, officers are doing what they can to patrol parks and report graffiti incidences. They are working closely with Parks, Fleet, and Facilities Manager, Nick Borer, and the Code Enforcement and Customer Response Team to clean up vandalism.

Mayor Scully commented that 12 police officer vacancies is a crisis. He mentioned the push to increase diversity in Police but noted the need to recruit qualified individuals and encouraged the officers to reach out to Council for support to do so. Mayor Scully advised that stop data be used opposed to citation data in order to clarify racial disparities. He also suggested that expert consultation is necessary to address institutional racism. Mail theft was brought up as a concern but Captain Park stated that there has not been a significant increase in the issue. Mayor Scully pointed out that Shoreline does not have a receiving facility for individuals experiencing mental health crisis. He said Shoreline is working with other cities to establish a mental health crisis center but recruiting qualified staff is the priority.

(b) Discussion of the Update of the Wastewater Rate Study – General Facility Charges

Administrative Services Director, Sara Lane, said this installment of the wastewater rate study presentation will focus on revising the General Facilities Charge (GFC) and policy updates. Tague Aaker, Project Manager at FCS Group (FCSG) clarified that the General Facilities Charge is a one-time charge, not the ongoing rate. It will provide revenue for capital projects as growth occurs while recovering proportionate share of cost of capacity from growth. He noted that State Law requires that property owners bear their equitable share of the cost. Per the RCW, the study was able to be calculated with a 20-year plan and exclude grant funded or donated facilities to keep on the conservative side of the calculation.

Currently, the City's GFC is \$3,012 per residential customer equivalent (RCE). The updated charge would be a maximum of \$4,351 per RCE. This cost was calculated by adding the existing cost basis of \$40.3 million with the future cost basis of \$96.5 million and dividing that by the future system capacity of 31,443 per RCE. The GFC for the City of Edmonds Wastewater Treatment Plant (Edmonds WWTP) is currently \$2,505 per RCE. Using the same calculation method, the updated maximum GFC for Edmonds WWTP is \$3,377. Customers serviced by King County Wastewater Treatment Division (KC WTD) pay a separate wastewater capacity charge equivalent to \$12,670. Key Drivers to the GFC increases include:

- Reviewing and updating the Capital Improvement Plan to 2021 dollars.
- Utilizing a 20-year Capital Improvement Plan.
- Incorporating 2021 booked assets and construction work in progress.
- Calculating an additional year of interest on eligible assets.
- Updating the King County and Edmonds RCE counts.

Ms. Lane reviewed the policy changes made in response to Council comments from the previous presentation. Staff revised their recommendation on the credit card processing fee, and now recommend the fee be reinstated as credit cards are not a predominant payment method. Staff also recommends reinstating the \$11 refund request fee for open accounts. The fee would be waived when an account is being closed. The reasoning for this is the cost of providing refunds is significant and encouraging account credits is more cost-effective. Staff updated the recommended policy for interest fees so they are only charged on accounts that are sent to collections and have not implemented or are out of compliance with a payment agreement.

Ms. Lane explained that the original recommendation to eliminate credit card processing fees was to encourage credit card payments. Credit cards account for a small percentage of payments

due to clunky qualities of the current processing system. Staff have a plan to update the processing system and will revisit this policy at that time.

Responding to a question about implementing the GFC, Mr. Aaker confirmed that the Capital Improvement Plan assumes a 41% increase in RCE over the next 20 years. The GFC will be imposed only on new developments and some cases of redevelopment. A Councilmember asked if the GFC will be modified to align with the King County model rather than a single-family or commercial distinction. FCSG Senior Program Manager, Gordon Wilson, clarified that the City already has adjusted to defined RCE for the purposes of calculating the GFC in a way that aligns with King County. He explained that the RCE for the purposes of calculating capacity charges is different than the RCE used in monthly rates. The relevant RCE in this case is the one used for GFC.

Councilmember Roberts and Mork shared support for the staff recommendations on the policy issues.

9. ADJOURNMENT

At 8:00 p.m., Mayor Scully declared the meeting adjourned.

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Jessica Simulcik Smith, City Clerk

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

Thursday, August 18, 2022  
4:00 p.m.

Held Remotely via Zoom

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

ABSENT: None

GUESTS: Raftelis Vice President, Catherine Tuck Parrish

At 4:00 p.m., the special meeting was called to order by Mayor Scully. All Councilmembers were present except for Deputy Mayor Robertson who joined the meeting at 4:15 p.m.

At 4:02 p.m., Mayor Scully recessed into Executive Session for a period of 3 hours as authorized by RCW 42.30.110(1)(g) to evaluate the qualifications of applicants for public employment and stated that the Council is not expected to take action following the Executive Session.

The Executive Session ended at 5:51 p.m. and Mayor Scully adjourned the meeting.

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Kendyl Hardy, Deputy City Clerk

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

**AGENDA TITLE:** Approval of Expenses and Payroll as of August 26, 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 \$11,784,588.82 specified in the following detail:

**\*Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
7/10/22 - 7/23/22	7/29/2022	103858	17908-17920	86361-86363	\$659,962.87
Q2 2022 L&I	7/29/2022			86302	\$25,224.94
Q2 2022 ESD	7/29/2022			86303	\$41,983.26
7/10/22 - 7/23/22	8/4/2022			WT1279	\$118,501.06
7/10/22 - 7/23/22	8/9/2022			86364-86366	\$4,330.86
7/24/22 - 8/6/22	8/12/2022	104120	17921-17935	86440-86443	\$700,923.96
7/24/22 - 8/6/22	8/17/2022			WT1282-WT1283	\$119,662.86
					<u>\$1,670,589.81</u>

**\*Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
7/25/2022	1278	\$30,007.76
8/8/2022	1280	\$10,000.00
8/12/2022	1281	\$2,413,759.38
		<u>\$2,453,767.14</u>

**\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
7/27/2022	86245	86273	\$122,042.06
7/27/2022	86274	86301	\$2,317,853.49
8/3/2022	86304	86323	\$1,791,589.36
8/3/2022	86324	86349	\$315,672.51
8/3/2022	86350	86358	\$26,143.98
8/3/2022	86359	86359	\$153.11
8/3/2022	86360	86360	\$54,716.84
8/10/2022	86367	86402	\$154,386.73
8/10/2022	86403	86437	\$396,163.44
8/10/2022	80877	80877	(\$720.00)
8/10/2022	86438	86438	\$720.00
8/10/2022	86439	86439	\$587.10
8/17/2022	86444	86483	\$551,224.03
8/17/2022	86484	86527	\$1,122,879.92
8/18/2022	86528	86532	\$7,720.08
8/18/2022	86533	86533	\$10,000.00
8/18/2022	86534	86534	\$772,099.22
8/19/2022	86535	86535	\$17,000.00
			<u>\$7,660,231.87</u>

Approved By: City Manager **DT**

City Attorney **MK**



**City of Shoreline**  
Expense Register for Wire Transfers

Expense Registers

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> WT072722				
<b>Posting Date:</b> 07/25/2022				
<b>Batch Date:</b> 07/27/2022				
00001278	DEPT OF REVENUE			
		06/2022 EXCISE TAX	0010000	613.51
		06/2022 EXCISE TAX	1010000	23.05
		06/2022 EXCISE TAX	2410040	964.00
		06/2022 EXCISE TAX	2410041	541.54
		06/2022 EXCISE TAX	2410057	77.10
		06/2022 EXCISE TAX	2410378	1,828.22
		06/2022 EXCISE TAX	2410379	293.52
		06/2022 EXCISE TAX	3300000	38.63
		06/2022 EXCISE TAX	4010000	1,158.21
		06/2022 EXCISE TAX	4050000	24,256.83
		06/2022 EXCISE TAX	6500000	213.15
			<b>Check Total:</b>	<u>30,007.76</u>
			<b>Total Paid:</b>	<u>30,007.76</u>

*JD*

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as wire transfer numbers **00001278** through **00001278** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
Sara S. Lane, Administrative Services Director

7/28/22  
Date

**City of Shoreline**  
Expense Register for Wire Transfers

Expense Registers

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> WT081222				
<b>Posting Date:</b> 08/08/2022				
<b>Batch Date:</b> 08/12/2022				
00001280	ACTIVE NETWORK LLC	PARKS REFUND PREFUND DEPOSIT	0010000	10,000.00
				<b>Check Total:</b> 10,000.00
				<b>Total Paid:</b> 10,000.00

PJ

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as wire transfer numbers

**00001280** through **00001280**

and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
Sara S. Lane, Administrative Services Director

8/17/22  
Date

**City of Shoreline**  
Expense Register for Wire Transfers

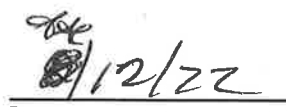
Expense Registers

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> WT081222B				
<b>Posting Date:</b> 08/12/2022				
<b>Batch Date:</b> 08/12/2022				
00001281	CHICAGO TITLE INSURANCE COMPANY	PROPERTY PURCHASE	2916405	<u>2,413,759.38</u>
			<b>Check Total:</b>	<u>2,413,759.38</u>
			<b>Total Paid:</b>	<u>2,413,759.38</u>

PS

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as wire transfer numbers **00001281** through **00001281** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
\_\_\_\_\_  
Sara S. Lane, Administrative Services Director

  
\_\_\_\_\_  
Date

# City of Shoreline

## Expense Registers

### Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> O072522A				
<b>Batch Date:</b> 07/27/2022				
<b>Posting Date:</b> 07/27/2022				
00086245	AURORA PRINTS			
		PRINTING SERVICES	2918151	1,866.39
		PRINTING SERVICES	3311393	<u>1,522.14</u>
			<b>Check Total:</b>	<u>3,388.53</u>
00086246	CAR WASH ENTERPRISES INC			
		VEHICLE MAINTENANCE	2709113	<u>25.00</u>
			<b>Check Total:</b>	<u>25.00</u>
00086248	CITY OF SEATTLE			
		UTILITIES/ELECTRICITY	1612300	20,198.10
		UTILITIES/ELECTRICITY	2409038	2,585.45
		UTILITIES/ELECTRICITY	2709000	14.34
		UTILITIES/ELECTRICITY	2709358	372.72
		UTILITIES/ELECTRICITY	2726168	<u>1,858.33</u>
			<b>Check Total:</b>	<u>25,028.94</u>
00086250	CITY OF SEATTLE			
		UTILITIES/WATER	1612300	940.01
		UTILITIES/WATER	2409038	6,821.20
		UTILITIES/WATER	2709358	1,380.92
		UTILITIES/WATER	2709381	<u>3,893.38</u>
			<b>Check Total:</b>	<u>13,035.51</u>
00086251	COMCAST OF WASHINGTON			
		HIGH SPEED INTERNET	1602145	<u>15.44</u>
			<b>Check Total:</b>	<u>15.44</u>
00086252	DABULI			
		PROFESSIONAL SERVICES	2506046	800.00
		PROFESSIONAL SERVICES	3330346	<u>200.00</u>
			<b>Check Total:</b>	<u>1,000.00</u>
00086253	DAILY JOURNAL OF COMMERCE			
		ADVERTISING	2916405	<u>188.60</u>
			<b>Check Total:</b>	<u>188.60</u>
00086254	DAVIDSON, GREGG			
		EXPENSE REIMBURSEMENT	2713241	<u>116.00</u>
			<b>Check Total:</b>	<u>116.00</u>
00086255	DEPT OF REVENUE			

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
		Q2 2022 LEASEHOLD EXCISE	0200000	51,192.90
		Q2 2022 LEASEHOLD EXCISE	2409038	687.97
			<b>Check Total:</b>	<u>51,880.87</u>
00086256	DMI DRILLING	REFUND DUPLICATE PAYMENT	0010000	40.00
			<b>Check Total:</b>	<u>40.00</u>
00086257	EVERGREEN POINT REDMOND LLC	MAINTENANCE BOND RELEASE	0010000	7,698.00
			<b>Check Total:</b>	<u>7,698.00</u>
00086258	HILLWOOD NEIGHBORHOOD ASSOCIATION	NEIGHBORHOOD REIMBURSEMENT	1300008	818.37
			<b>Check Total:</b>	<u>818.37</u>
00086259	JHP CULTURAL AND DIVERSITY LEGACY	PROFESSIONAL SERVICES	1300008	1,000.00
		PROFESSIONAL SERVICES	2506046	1,200.00
			<b>Check Total:</b>	<u>2,200.00</u>
00086260	JOHNSTON,NANCY	EXPENSE REIMBURSEMENT	1800026	148.47
			<b>Check Total:</b>	<u>148.47</u>
00086261	KC SHERIFFS OFFICE	POLICE SERVICES	2005035	5,146.89
			<b>Check Total:</b>	<u>5,146.89</u>
00086262	OCCUPATIONAL HEALTH CENTERS OF	PROFESSIONAL SERVICES	2709169	116.00
			<b>Check Total:</b>	<u>116.00</u>
00086263	PATTERSON, JERSEY	EXPENSE REIMBURSEMENT	2410378	84.17
			<b>Check Total:</b>	<u>84.17</u>
00086264	PITNEY BOWES PURCHASE POWER	POSTAGE FOR METER	1601024	1,000.00
			<b>Check Total:</b>	<u>1,000.00</u>
00086265	POSTMASTER	PERMIT RENEWAL	2408037	275.00

# City of Shoreline

## Expense Register

## Expense Registers

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>275.00</u>
00086266	POSTMASTER	BULK MAIL POSTAGE	2408037	<u>5,016.77</u>
			<b>Check Total:</b>	<u>5,016.77</u>
00086267	PUGET SOUND ENERGY	UTILITIES/GAS	2409038	69.57
		UTILITIES/GAS	2709358	<u>115.17</u>
			<b>Check Total:</b>	<u>184.74</u>
00086268	SHORELINE SECURE STORAGE	STORAGE UNIT RENTAL	1612300	1,763.05
		STORAGE UNIT RENTAL	2005062	209.00
		STORAGE UNIT RENTAL	2400011	<u>209.00</u>
			<b>Check Total:</b>	<u>2,181.05</u>
00086269	SNOHOMISH COUNTY PUD	UTILITIES/ELECTRICITY	2709358	<u>158.68</u>
			<b>Check Total:</b>	<u>158.68</u>
00086270	STATE OF WASH-STATE TREASURER	Q2 2022 WSBCC SURCHARGES	6500000	<u>2,037.00</u>
			<b>Check Total:</b>	<u>2,037.00</u>
00086271	UNITED PRINT SIGNS & GRAPHICS	BUSINESS CARDS	1612300	47.57
		BUSINESS CARDS	2005031	<u>47.57</u>
			<b>Check Total:</b>	<u>95.14</u>
00086272	WHITE,JULIE	PARKS REFUND	0010000	<u>54.20</u>
			<b>Check Total:</b>	<u>54.20</u>
00086273	ZIPLY FIBER	TELEPHONE	2709358	<u>108.69</u>
			<b>Check Total:</b>	<u>108.69</u>
			<b>Total Paid:</b>	<u>122,042.06</u>

PJ

**City of Shoreline**  
Expense Register

Expense Registers

Check	Payee	Description	Org Key	Amount
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"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086245** through **00086273** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
Sara S. Lane, Administrative Services Director

  
Date

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> P072522A				
<b>Batch Date:</b> 07/27/2022				
<b>Posting Date:</b> 07/27/2022				
00086274	AQUALIS	RETAINAGE ON INV19092	0010000	-148.44
		CONTRACT, ANNUAL STORM	2709000	<u>3,274.55</u>
			<b>Check Total:</b>	<u>3,126.11</u>
00086275	CANON SOLUTIONS AMERICA INC	MAINTENANCE, CITY WILL PAY	1602145	<u>0.92</u>
			<b>Check Total:</b>	<u>0.92</u>
00086276	CENTER FOR HUMAN SERVICES	CONTRACT, PROVIDE	2400011	<u>47,250.00</u>
			<b>Check Total:</b>	<u>47,250.00</u>
00086277	CH2M HILL INC	CONTRACT, 145TH ST CORRIDOR	2916322	273,819.87
		CONTRACT, 145TH ST CORRIDOR	2916405	<u>9,877.32</u>
			<b>Check Total:</b>	<u>283,697.19</u>
00086278	CHILD CARE RESOURCES	CONTRACT, ASSIST FAMILIES	2400011	<u>1,250.00</u>
			<b>Check Total:</b>	<u>1,250.00</u>
00086279	CONTRACT LAND STAFF LLC	CONTRACT, ASSIST IN PROPERTY	2821360	<u>6,432.50</u>
			<b>Check Total:</b>	<u>6,432.50</u>
00086280	DAVID EVANS AND ASSOC INC	CONTRACT, PROVIDE WASTEWATER	2709358	3,478.67
		CONTRACT, PROVIDE WASTEWATER	2713356	13,282.99
		CONTRACT, PROVIDE WASTEWATER	3532322	392.25
		CONTRACT, PROVIDE WASTEWATER	3532339	575.00
		CONTRACT, PROVIDE WASTEWATER	3532351	1,015.70
		CONTRACT, PROVIDE WASTEWATER	3532406	<u>14,436.46</u>
			<b>Check Total:</b>	<u>33,181.07</u>
00086281	DELL MARKETING LP	LAPTOP, DELL LATITUDE 7420	2726168	<u>1,855.42</u>
			<b>Check Total:</b>	<u>1,855.42</u>
00086282	ENERGY SYSTEM MANAGEMENT	CONTRACT, HVAC MAINTENANCE &	1612300	1,185.88



# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>1,185.88</u>
00086283	FORMA CONSTRUCTION COMPANY	JOB ORDER CONTRACT,	2709358	<u>106,401.50</u>
			<b>Check Total:</b>	<u>106,401.50</u>
00086284	H W LOCHNER INC	CONTRACT, SR-523 (N/NE 145TH	2916351	<u>496,321.97</u>
			<b>Check Total:</b>	<u>496,321.97</u>
00086285	HERRERA ENVIRONMENTAL CONSULTANTS	CONTRACT, DESIGN &	3023327	<u>17,189.78</u>
			<b>Check Total:</b>	<u>17,189.78</u>
00086286	INSIGHTSOFTWARE LLC	CONTRACT, REPORTING AND	1602145	<u>25,863.17</u>
			<b>Check Total:</b>	<u>25,863.17</u>
00086287	INTEGRITY STRUCTURAL ENGINEERING	CONTRACT, STRUCTURAL REVIEW	1126353	<u>1,104.60</u>
			<b>Check Total:</b>	<u>1,104.60</u>
00086288	MARY'S PLACE SEATTLE	CONTRACT, PROVIDE SERVICES	2400011	<u>1,250.00</u>
			<b>Check Total:</b>	<u>1,250.00</u>
00086289	NEW BEGINNINGS	CONTRACT, SERVICES FOR	2400011	<u>8,635.29</u>
			<b>Check Total:</b>	<u>8,635.29</u>
00086290	NORTHEND EXCAVATING INC.	CONTRACT, NE 148TH STREET	3023328	<u>216,206.10</u>
			<b>Check Total:</b>	<u>216,206.10</u>
00086291	PERTEET INC	CONTRACT, 175TH ST - STONE	2916339	<u>228,137.30</u>
			<b>Check Total:</b>	<u>228,137.30</u>
00086292	PETERSON RUSSELL KELLY LIVENGOOD	SERVICES, LEGAL	1500000	<u>160.00</u>
			<b>Check Total:</b>	<u>160.00</u>
00086293	QUILCEDA EXCAVATION INC.			

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
		RETAINAGE ON INV 10269 01	0010000	-20,688.55
		CONTRACT, HIDDEN LAKE DAM	3023327	413,771.06
			<b>Check Total:</b>	<u>393,082.51</u>
00086294	RODARTE CONSTRUCTION INC.	CONTRACT, 5TH AVE NE	2914395	196,534.85
			<b>Check Total:</b>	<u>196,534.85</u>
00086295	SHORELINE FARMERS MARKET ASSOC.	CONTRACT, 2022 FARMERS	2506046	29,500.00
			<b>Check Total:</b>	<u>29,500.00</u>
00086296	STEWART MACNICHOLS HARMELL INC PS	CONTRACT, IN-CUSTODY &	2104030	21,500.00
			<b>Check Total:</b>	<u>21,500.00</u>
00086297	TCF ARCHITECTURE PLLC	SERVICES, DESIGN FOR	2819299	112,288.24
			<b>Check Total:</b>	<u>112,288.24</u>
00086298	WASHINGTON STATE UNIVERSITY	CONTRACT, SBDC SMALL	1128407	60,500.00
			<b>Check Total:</b>	<u>60,500.00</u>
00086299	WEST COAST CODE CONSULTANTS INC	CONTRACT,REGULATORY PLAN	1126353	23,256.77
			<b>Check Total:</b>	<u>23,256.77</u>
00086300	WESTERN EXTERMINATOR COMPANY	SERVICES, PEST CONTROL AT	1612300	129.82
			<b>Check Total:</b>	<u>129.82</u>
00086301	WONDERLAND CHILD & FAMILY SERVICES	CONTRACT, PROVIDING	2400011	1,812.50
			<b>Check Total:</b>	<u>1,812.50</u>
			<b>Total Paid:</b>	<u>2,317,853.49</u>

PD

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
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"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers

**00086274** through **00086301**

and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."



Sara S. Lane, Administrative Services Director

7/28/22  
Date

# City of Shoreline

## Expense Register

## Expense Registers

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> O080122B				
<b>Batch Date:</b> 08/03/2022				
<b>Posting Date:</b> 08/03/2022				
00086304	ALL BATTERY SALES & SERVICE	BATTERY RECYCLING	3311393	<u>368.51</u>
				<b>Check Total:</b> <u>368.51</u>
00086305	AURORA PRINTS	PRINTING SERVICES	2506137	<u>141.45</u>
				<b>Check Total:</b> <u>141.45</u>
00086306	CINTAS	OPERATING SUPPLIES	1612300	<u>439.32</u>
				<b>Check Total:</b> <u>439.32</u>
00086307	CITY OF EDMONDS	CAPITAL EXPENDITURES	3532406	<u>159,806.18</u>
				<b>Check Total:</b> <u>159,806.18</u>
00086308	DEPARTMENT OF COMMERCE	REGISTRATION FEES	2506046	<u>600.00</u>
				<b>Check Total:</b> <u>600.00</u>
00086309	DEPT OF ECOLOGY	STORMWATER MONITORING	2709000	<u>25,751.00</u>
				<b>Check Total:</b> <u>25,751.00</u>
00086310	HONEY BUCKET	RENTAL FEES	1300008	<u>730.00</u>
				<b>Check Total:</b> <u>730.00</u>
00086311	KC DISTRICT COURT	COURT SERVICES	2104028	<u>314,346.00</u>
				<b>Check Total:</b> <u>314,346.00</u>
00086312	KC SHERIFFS OFFICE	POLICE SERVICES	2005031	100,847.13
		POLICE SERVICES	2005032	17,712.04
		POLICE SERVICES	2005033	91,766.98
		POLICE SERVICES	2005034	542,682.64
		POLICE SERVICES	2005035	177,005.46
		POLICE SERVICES	2005036	108,536.53
		POLICE SERVICES	2005265	93,019.82
		POLICE SERVICES	2005281	17,815.48

# City of Shoreline

## Expense Register

## Expense Registers

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>1,149,386.08</u>
00086313	KDH CONSULTING INC	MONTHLY SERVICE	1602145	<u>2,030.44</u>
			<b>Check Total:</b>	<u>2,030.44</u>
00086314	KING COUNTY FINANCE	ROAD SERVICES	2726168	77,466.10
		ROAD SERVICES	2915228	<u>663.58</u>
			<b>Check Total:</b>	<u>78,129.68</u>
00086315	KING COUNTY FINANCE	RECORDING FEES	1500000	436.00
		RECORDING FEES	2713241	209.50
		RECORDING FEES	3532406	<u>207.50</u>
			<b>Check Total:</b>	<u>853.00</u>
00086316	NAVIA BENEFIT SOLUTIONS	MONTHLY PROCESSING	1800026	<u>190.90</u>
			<b>Check Total:</b>	<u>190.90</u>
00086317	ON SACRED GROUND	2022 ENVIRONMENTAL MINI GRANT	3311393	<u>1,600.00</u>
			<b>Check Total:</b>	<u>1,600.00</u>
00086318	PROTHMAN COMPANY, THE	TEMPORARY PERSONNEL	2408037	645.75
		TEMPORARY PERSONNEL	2708052	<u>2,959.69</u>
			<b>Check Total:</b>	<u>3,605.44</u>
00086319	SCORE	JAIL SERVICES	2103027	<u>48,097.22</u>
			<b>Check Total:</b>	<u>48,097.22</u>
00086320	SHORELINE FIRE DEPT	CPR/FIRST AID TRAINING	2410041	<u>594.00</u>
			<b>Check Total:</b>	<u>594.00</u>
00086321	SHORELINE HISTORICAL MUSEUM	CASH MAINT BOND RELEASE	6500000	<u>4,765.00</u>
			<b>Check Total:</b>	<u>4,765.00</u>
00086322	UNITED PRINT SIGNS & GRAPHICS	BUSINESS CARDS	2005031	95.14

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>95.14</u>
00086323	WASHINGTON CITIES INSURANCE	NO SHOW FEE	2709358	<u>60.00</u>
			<b>Check Total:</b>	<u>60.00</u>
			<b>Total Paid:</b>	<u>1,791,589.36</u>

PD

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers

**00086304** through **00086323**

and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
\_\_\_\_\_  
Sara S. Lane, Administrative Services Director

8/8/22  
Date

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> P080122A				
<b>Batch Date:</b> 08/03/2022				
<b>Posting Date:</b> 08/03/2022				
00086324	AQUALIS	RETAINANGE ON INV19340	0010000	-771.33
		CONTRACT, CCTV VIDEO	2709000	<u>52,317.64</u>
			<b>Check Total:</b>	<u>51,546.31</u>
00086325	BHC CONSULTANTS LLC	CONTRACT, BUILDING PLAN	2506139	39,532.03
		CONTRACT, CM SERVICES	3023362	23,112.21
		CONTRACT, DESIGN STORMWATER	3023364	<u>5,416.74</u>
			<b>Check Total:</b>	<u>68,060.98</u>
00086326	CADMAN INC.	ASPHALT & ASPHALT PRODUCTS,	2709054	<u>112.84</u>
			<b>Check Total:</b>	<u>112.84</u>
00086327	CANON FINANCIAL SERVICES INC	LEASE, 60 MONTH, COLOR	1602145	2,549.61
		LEASE, COLOR COPIER,	2709358	<u>96.84</u>
			<b>Check Total:</b>	<u>2,646.45</u>
00086328	CANON SOLUTIONS AMERICA INC	MAINTENANCE, COLOR COPIERS	1602145	<u>360.34</u>
			<b>Check Total:</b>	<u>360.34</u>
00086329	CASCADIA CONSULTING GROUP INC.	CONTRACT, CLIMATE ACTION	3311393	<u>1,301.25</u>
			<b>Check Total:</b>	<u>1,301.25</u>
00086330	CODE PUBLISHING LLC	CONTRACT, MUNICIPAL CODE	1200000	<u>283.69</u>
			<b>Check Total:</b>	<u>283.69</u>
00086331	CONTRACT LAND STAFF LLC	CONTRACT, ASSIST IN PROPERTY	2821360	<u>6,005.19</u>
			<b>Check Total:</b>	<u>6,005.19</u>
00086332	DANDYLYON DRAMA	CONTRACT, THEATER CAMP	2410041	<u>8,526.00</u>
			<b>Check Total:</b>	<u>8,526.00</u>
00086333	DKS ASSOCIATES INC.			

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
		CONTRACT, ENGINEERING	2914391	<u>10,144.98</u>
			<b>Check Total:</b>	<u>10,144.98</u>
00086334	DOWL LLC	CONTRACT, ENGINEERING SRVCS	2913373	<u>27,520.75</u>
			<b>Check Total:</b>	<u>27,520.75</u>
00086335	HOPELINK	CONTRACT, RENTAL ASSISTANCE	2400011	<u>27,918.12</u>
			<b>Check Total:</b>	<u>27,918.12</u>
00086336	INNOVATIVE DATA ACQUISITIONS LLC	CONTRACT, ON-CALL TRAFFIC	2726168	<u>4,745.00</u>
			<b>Check Total:</b>	<u>4,745.00</u>
00086337	KBA INC	CONTRACT, CONSTRUCTION	3023327	9,325.00
		CONTRACT, CONSTRUCTION	3023328	<u>19,451.66</u>
			<b>Check Total:</b>	<u>28,776.66</u>
00086338	LANDAU ASSOCIATES INC.	CONTRACT, NOISE MITIGATION	1126353	<u>2,071.50</u>
			<b>Check Total:</b>	<u>2,071.50</u>
00086339	NATURE VISION INC	CONTRACT, YOUTH	2410041	<u>8,085.00</u>
			<b>Check Total:</b>	<u>8,085.00</u>
00086340	OSBORN CONSULTING INC	CONTRACT, DESIGN SERVICES	3023333	<u>27,662.89</u>
			<b>Check Total:</b>	<u>27,662.89</u>
00086341	OTIS ELEVATOR COMPANY	CONTRACT, MONTHLY ELEVATOR	1612300	<u>621.18</u>
			<b>Check Total:</b>	<u>621.18</u>
00086342	PEACE OF MIND OFFICE SUPPORT	CONTRACT, ON-CALL MINUTES	2506137	<u>112.00</u>
			<b>Check Total:</b>	<u>112.00</u>
00086343	PERKINS COIE LLP	LEGAL SUPPORT SERVICES FOR	3620037	2,022.75



# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>2,022.75</u>
00086344	SEATTLE TREE CARE	RETAINAGE ON INV 20695	0010000	-1,351.13
		CONTRACT, HAZARDOUS TREE	2409038	<u>29,806.01</u>
			<b>Check Total:</b>	<u>28,454.88</u>
00086345	SPRINGBROOK HOLDING COMPANY LLC	SERVICES, SPRINGBROOK	1601357	<u>93.75</u>
			<b>Check Total:</b>	<u>93.75</u>
00086346	TCF ARCHITECTURE PLLC	SERVICES, DESIGN FOR	2819299	<u>5,628.75</u>
			<b>Check Total:</b>	<u>5,628.75</u>
00086347	WALGREEN CO	CONTRACT, PARKING USE	1612300	<u>840.00</u>
			<b>Check Total:</b>	<u>840.00</u>
00086348	WESTERN EXTERMINATOR COMPANY	SERVICES, PEST CONTROL AT	1612300	<u>426.20</u>
			<b>Check Total:</b>	<u>426.20</u>
00086349	ZUMAR INDUSTRIES INC	TRAFFIC SIGNS, MARKINGS AND	2709054	359.43
		TRAFFIC SIGNS, MARKINGS AND	2726168	<u>1,345.62</u>
			<b>Check Total:</b>	<u>1,705.05</u>
			<b>Total Paid:</b>	<u>315,672.51</u>

*PS*

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086324** through **00086349** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

*Sara S. Lane*  
Sara S. Lane, Administrative Services Director

8/18/22  
Date

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> O080122A				
<b>Batch Date:</b> 08/03/2022				
<b>Posting Date:</b> 08/03/2022				
00086350	CENTURYLINK	TELEPHONE	1602145	124.60
			<b>Check Total:</b>	124.60
00086351	CITY OF SEATTLE	UTILITIES/ELECTRICITY	2409038	1,785.21
		UTILITIES/ELECTRICITY	2709000	35.41
		UTILITIES/ELECTRICITY	2709358	453.67
		UTILITIES/ELECTRICITY	2726168	915.73
			<b>Check Total:</b>	3,190.02
00086352	CITY OF SEATTLE	UTILITIES/WATER	1128310	202.51
		UTILITIES/WATER	2409038	3,182.97
		UTILITIES/WATER	2709381	4,098.31
		UTILITIES/WATER	2916405	916.12
			<b>Check Total:</b>	8,399.91
00086353	NORTH CITY WATER DISTRICT	UTILITIES/WATER	1128310	66.98
		UTILITIES/WATER	2409038	3,580.63
		UTILITIES/WATER	2409380	85.46
		UTILITIES/WATER	2709169	170.93
		UTILITIES/WATER	2709381	68.36
		UTILITIES/WATER	2709382	17.09
			<b>Check Total:</b>	3,989.45
00086354	SHORELINE WASTEWATER UTILITY	UTILITIES/SEWER	1612300	671.91
		UTILITIES/SEWER	2409038	2,509.92
		UTILITIES/SEWER	2409380	33.63
		UTILITIES/SEWER	2709381	16.82
		UTILITIES/SEWER	2709382	6.73
			<b>Check Total:</b>	3,239.01
00086355	SNOHOMISH COUNTY PUD	UTILITIES/ELECTRICITY	2726168	73.56
			<b>Check Total:</b>	73.56
00086356	T-MOBILE USA INC.	TELEPHONE	1126353	54.22
		TELEPHONE	1602145	4,558.62
		TELEPHONE	2709358	173.26
		TELEPHONE	2713356	28.44

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>4,814.54</u>
00086357	VERIZON WIRELESS	TELEPHONE	1602145	<u>379.98</u>
			<b>Check Total:</b>	<u>379.98</u>
00086358	ZIPLY FIBER	TELEPHONE	1602145	1,780.92
		TELEPHONE	2709358	<u>151.99</u>
			<b>Check Total:</b>	<u>1,932.91</u>
			<b>Total Paid:</b>	<u>26,143.98</u>

*PS*

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086350** through **00086358** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

*Sara S. Lane*  
 Sara S. Lane, Administrative Services Director

8/8/22  
 Date

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> O080122C				
<b>Batch Date:</b> 08/03/2022				
<b>Posting Date:</b> 08/03/2022				
00086359	POSTMASTER	POSTAGE-ROAD CLOSURE MAILING	2411042	153.11
<b>Check Total:</b>				153.11
<b>Total Paid:</b>				153.11

D

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086359** through **00086359** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
Sara S. Lane, Administrative Services Director

8/4/22  
Date

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> PC072022				
<b>Batch Date:</b> 08/03/2022				
<b>Posting Date:</b> 08/03/2022				
00086360	US BANK	CREDIT CARD CHARGES	1700024	54,716.84
<b>Check Total:</b>				54,716.84
<b>Total Paid:</b>				54,716.84

B

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers

**00086360** through **00086360**

and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."



Sara S. Lane, Administrative Services Director

8/8/22

Date

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> O080822A				
<b>Batch Date:</b> 08/10/2022				
<b>Posting Date:</b> 08/10/2022				
00086367	ADVANCED PRO FITNESS REPAIR INC.	EQUIPMENT MAINTENANCE	2410379	482.01
				<b>Check Total:</b> 482.01
00086368	AVR PRODUCTION SERVICES LLC	CELEBRATE SHORELINE	2411042	2,250.00
				<b>Check Total:</b> 2,250.00
00086369	BUILDERS HARDWARE SUPPLY CO INC	OPERATING SUPPLIES	1612300	355.01
				<b>Check Total:</b> 355.01
00086370	CENTURYLINK	TELEPHONE	1602145	478.15
				<b>Check Total:</b> 478.15
00086371	CINTAS	OPERATING SUPPLIES	1612300	387.95
				<b>Check Total:</b> 387.95
00086372	CITY OF EDMONDS	WASTEWATER TREATMENT	2709358	46,796.58
				<b>Check Total:</b> 46,796.58
00086373	CITY OF SEATTLE	UTILITIES/ELECTRICITY	2409038	28.15
		UTILITIES/ELECTRICITY	2709358	819.57
		UTILITIES/ELECTRICITY	2726168	47,495.45
				<b>Check Total:</b> 48,343.17
00086374	CITY OF SEATTLE	TEMPORARY CONSTRUCTION PERMIT	2916342	607.20
				<b>Check Total:</b> 607.20
00086375	CORPORATE TRANSLATION SERVICES	TRANSLATION SERVICES	1300006	16.05
				<b>Check Total:</b> 16.05
00086376	DATABAR INC	STATEMENT PRODUCTION	1601357	11,866.23

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>11,866.23</u>
00086377	DEEP ROOTED MUSIC LLC	CELEBRATE SHORELINE	2411042	<u>500.00</u>
			<b>Check Total:</b>	<u>500.00</u>
00086378	FANG, SOPHIA	ARTIST RESIDENCY STIPEND	2411156	<u>900.00</u>
			<b>Check Total:</b>	<u>900.00</u>
00086379	GLOBALSTAR USA	TELEPHONE	2005062	<u>120.72</u>
			<b>Check Total:</b>	<u>120.72</u>
00086380	GORDIAN GROUP INC, THE	JOC FEES	2709358	<u>7,360.52</u>
		JOC FEES	2914415	<u>-498.61</u>
			<b>Check Total:</b>	<u>6,861.91</u>
00086381	HAINES LLC,ERIC	CELEBRATE SHORELINE	2411042	<u>1,350.00</u>
			<b>Check Total:</b>	<u>1,350.00</u>
00086382	HENRY III, GLENN A.	CELEBRATE SHORELINE	2411042	<u>5,000.00</u>
			<b>Check Total:</b>	<u>5,000.00</u>
00086383	HONEY BUCKET	RENTAL FEES	2411042	<u>790.00</u>
			<b>Check Total:</b>	<u>790.00</u>
00086384	JHP CULTURAL AND DIVERSITY LEGACY	CELEBRATE SHORELINE	2411042	<u>600.00</u>
			<b>Check Total:</b>	<u>600.00</u>
00086385	KING COUNTY FINANCE	LAB ANALYSIS	2709000	<u>5,062.50</u>
			<b>Check Total:</b>	<u>5,062.50</u>
00086386	KNIGHT,LAURENCE W	CELEBRATE SHORELINE	2411042	<u>2,000.00</u>
			<b>Check Total:</b>	<u>2,000.00</u>

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
00086387	LEMAY MOBILE SHREDDING	SHREDDING SERVICES	2005031	33.40
			<b>Check Total:</b>	<u>33.40</u>
00086388	LHH RECRUITMENT SOLUTIONS	TEMPORARY PERSONNEL	1800026	2,575.31
			<b>Check Total:</b>	<u>2,575.31</u>
00086389	OCCUPATIONAL HEALTH CENTERS OF	PROFESSIONAL SERVICES	2709054	69.60
		PROFESSIONAL SERVICES	2709169	46.40
			<b>Check Total:</b>	<u>116.00</u>
00086390	OLYMPIC VIEW WATER AND SEWER	UTILITIES/WATER	2709358	3,051.31
			<b>Check Total:</b>	<u>3,051.31</u>
00086391	PETERSEN,SCOTT	CELEBRATE SHORELINE	2411042	575.00
			<b>Check Total:</b>	<u>575.00</u>
00086392	POSTMASTER	PERMIT RENEWAL	1300006	550.00
			<b>Check Total:</b>	<u>550.00</u>
00086393	POSTMASTER	BULK MAIL POSTAGE	1300008	2,200.00
			<b>Check Total:</b>	<u>2,200.00</u>
00086394	PRINTING PLUS	PRINTING SERVICES	2411042	472.40
			<b>Check Total:</b>	<u>472.40</u>
00086395	RICH MARKETING LLC	ADVERTISING	2709000	1,000.00
			<b>Check Total:</b>	<u>1,000.00</u>
00086396	SCHWARTING,BRIAN J	CELEBRATE SHORELINE	2411042	400.00
			<b>Check Total:</b>	<u>400.00</u>
00086397	SEATTLE BARTENDING COMPANY INC	CELEBRATE SHORELINE	2411042	1,282.05



# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>1,282.05</u>
00086398	SHANNON, MICHAEL J	CELEBRATE SHORELINE	2411042	<u>1,000.00</u>
			<b>Check Total:</b>	<u>1,000.00</u>
00086399	SHORELINE SCHOOL DISTRICT	SPARTAN GYM UTILITIES	2410379	<u>3,306.00</u>
			<b>Check Total:</b>	<u>3,306.00</u>
00086400	THOMSON REUTERS	WESTLAW CHARGES	1500000	<u>602.81</u>
			<b>Check Total:</b>	<u>602.81</u>
00086401	TOY WORKSHOP INC	CELEBRATE SHORELINE	2411042	<u>1,695.00</u>
			<b>Check Total:</b>	<u>1,695.00</u>
00086402	WEBCHECK INC	PROFESSIONAL SERVICES	1601357	<u>759.97</u>
			<b>Check Total:</b>	<u>759.97</u>
			<b>Total Paid:</b>	<u>154,386.73</u>

PS

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers

**00086367** through **00086402**

and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
 Sara S. Lane, Administrative Services Director

8/11/22  
 Date

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> P080822A				
<b>Batch Date:</b> 08/10/2022				
<b>Posting Date:</b> 08/10/2022				
00086403	ASPECT CONSULTING LLC	CONTRACT, SURFACE WATER	2709000	<u>5,470.04</u>
			<b>Check Total:</b>	<u>5,470.04</u>
00086404	AVI-SPL LLC	CONTRACT, CITY HALL VIDEO	2819148	<u>39,583.56</u>
			<b>Check Total:</b>	<u>39,583.56</u>
00086405	BLUE MARBLE ENVIRONMENTAL LLC	CONTRACT, RECYCLING	3311393	<u>8,663.06</u>
			<b>Check Total:</b>	<u>8,663.06</u>
00086406	CADMAN INC.	ASPHALT & ASPHALT PRODUCTS,	2709054	<u>2,773.81</u>
			<b>Check Total:</b>	<u>2,773.81</u>
00086407	CASCADIA LAW GROUP PLLC	CONTRACT, LEGAL SERVICES -	2819298	<u>1,505.25</u>
			<b>Check Total:</b>	<u>1,505.25</u>
00086408	CDW GOVERNMENT LLC	DELL CTO POWERSTORE 500T	1602155	<u>55,764.99</u>
			<b>Check Total:</b>	<u>55,764.99</u>
00086409	CONSOLIDATED PRESS LLC	CONTRACT, PRINTING AND	1300006	<u>3,396.54</u>
			<b>Check Total:</b>	<u>3,396.54</u>
00086410	CONTINENTAL MESSAGE SOLUTION INC	SERVICE, AFTER HOURS PHONE	1100061	284.66
		SERVICE, AFTER HOURS PHONE	2709358	<u>100.00</u>
			<b>Check Total:</b>	<u>384.66</u>
00086411	CONTRACT LAND STAFF LLC	CONTRACT, ASSIST IN PROPERTY	2821360	<u>3,685.44</u>
			<b>Check Total:</b>	<u>3,685.44</u>
00086412	DANDYLYON DRAMA	CONTRACT, THEATER CAMP	2410041	15,046.50

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>15,046.50</u>
00086413	DEPARTMENT OF SOCIAL & HEALTH	LEASE, OFF LEASH DOG PARK	2408037	<u>2,000.00</u>
			<b>Check Total:</b>	<u>2,000.00</u>
00086414	DOWL LLC	SERVICES, ENGINEERING FOR	2913372	<u>2,820.13</u>
			<b>Check Total:</b>	<u>2,820.13</u>
00086415	DOXO INC	CONTRACT, SERVICES ONLINE	1601357	<u>1,669.11</u>
			<b>Check Total:</b>	<u>1,669.11</u>
00086416	EARTHCORPS	CONTRACT, BIORETENTION &	2709000	<u>13,413.20</u>
			<b>Check Total:</b>	<u>13,413.20</u>
00086417	FORMA CONSTRUCTION COMPANY	JOB ORDER CONTRACT, MAINLINE	2709358	<u>148,297.39</u>
			<b>Check Total:</b>	<u>148,297.39</u>
00086418	KPFF INC	CONTRACT, PRELIMINARY DESIGN	2914354	<u>25,573.36</u>
			<b>Check Total:</b>	<u>25,573.36</u>
00086419	KPFF INC	CONTRACT, ON-CALL SURVEY	2913372	<u>18,094.19</u>
			<b>Check Total:</b>	<u>18,094.19</u>
00086420	MATERIALS TESTING & CONSULTING INC	SERVICES, ON-CALL MATERIALS	2914395	<u>610.00</u>
			<b>Check Total:</b>	<u>610.00</u>
00086421	MUNGUIA,DEBORA L BROWN	CONTRACT, STATE GOVERNMENT	1300007	<u>4,000.00</u>
			<b>Check Total:</b>	<u>4,000.00</u>
00086422	NORTHWEST HYDRAULIC CONSULTANTS	CONTRACT, LOWER STORM CREEK	3017412	<u>6,783.46</u>
		CONTRACT, LOWER STORM CREEK	3532406	<u>1,954.73</u>
			<b>Check Total:</b>	<u>8,738.19</u>

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
00086423	PARAMETRIX INC	CONTRACT, 2021-2022 ON CALL	2726168	4,217.64
			<b>Check Total:</b>	<u>4,217.64</u>
00086424	PEACE OF MIND OFFICE SUPPORT	CONTRACT, ON-CALL MINUTES	2506137	40.00
			<b>Check Total:</b>	<u>40.00</u>
00086425	PIXELEYES LLC	CONTRACT, RECREATION GUIDE	2408037	2,040.00
			<b>Check Total:</b>	<u>2,040.00</u>
00086426	PUBLIC SERVICE AND ENFORCEMENT LLC	CONTRACT, TO ENFORCE CITY OF	2409038	8,370.00
			<b>Check Total:</b>	<u>8,370.00</u>
00086427	RESTORATION ANAYLTICS & DESIGN LLC	CONTRACT, COORDINATE	2820344	2,500.00
			<b>Check Total:</b>	<u>2,500.00</u>
00086428	RETAIL LOCKBOX INC	CONTRACT, BUSINESS LICENSE	1601014	1,188.72
		CONTRACT, LOCKBOX PAYMENT	1601357	4,548.62
			<b>Check Total:</b>	<u>5,737.34</u>
00086429	RETAIL LOCKBOX MERCHANT SERVICES	CONTRACT, ELECTRONIC PAYMENT	1601357	96.87
			<b>Check Total:</b>	<u>96.87</u>
00086430	SHORELINE COMMUNITY CARE	CONTRACT, SHORELINE	2400407	7,000.00
			<b>Check Total:</b>	<u>7,000.00</u>
00086431	STERICYCLE INC	DISPOSAL, AND COLLECTION OF	1612300	104.47
			<b>Check Total:</b>	<u>104.47</u>
00086432	SUMMIT LAW GROUP PLLC	CONTRACT, LEGAL SRVCS -	1800026	487.50
			<b>Check Total:</b>	<u>487.50</u>
00086433	THUILLIER,JENNIFER	SERVICES, GRAPHIC DESIGN	3311393	220.00

# City of Shoreline

# Expense Registers

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>220.00</u>
00086434	UNITED SITE SERVICES	RENTAL, PORTABLE RESTROOMS,	1612300	<u>197.00</u>
			<b>Check Total:</b>	<u>197.00</u>
00086435	WESTERN EXTERMINATOR COMPANY	SERVICES, PEST CONTROL AT	1612300	<u>162.31</u>
			<b>Check Total:</b>	<u>162.31</u>
00086436	WESTERN EXTERMINATOR COMPANY	SERVICES, PEST CONTROL AT	1612300	292.13
		SERVICES, PEST CONTROL AT	2709358	<u>496.35</u>
			<b>Check Total:</b>	<u>788.48</u>
00086437	ZUMAR INDUSTRIES INC	TRAFFIC SIGNS, MARKINGS AND	2709054	654.15
		TRAFFIC SIGNS, MARKINGS AND	2726168	<u>2,058.26</u>
			<b>Check Total:</b>	<u>2,712.41</u>
			<b>Total Paid:</b>	<u>396,163.44</u>

PS

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086403** through **00086437**

and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
 Sara S. Lane, Administrative Services Director

8/11/22  
 Date

# City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> V081022A <b>Batch Date:</b> 08/10/2022 <b>Posting Date:</b> 08/10/2022				
00080877 VOID	MID PAC CONSTRUCTION INC	RETAINAGE RELEASE	0010000	-720.00
<b>Check Total:</b>				-720.00
<b>Total Paid:</b>				-720.00
				PS

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00080877** through **00080877** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
 Sara S. Lane, Administrative Services Director

8/11/22  
 Date

# City of Shoreline


## Expense Register

## Expense Registers

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> O080822B				
<b>Batch Date:</b> 08/10/2022				
<b>Posting Date:</b> 08/10/2022				
00086438	MID PAC CONSTRUCTION INC	RETAINAGE RELEASE	0010000	720.00
<b>Check Total:</b>				720.00
<b>Total Paid:</b>				720.00

PJ

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086438** through **00086438** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
Sara S. Lane, Administrative Services Director

8/11/22  
Date

# City of Shoreline

Expense Register

## Expense Registers

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> O080822C				
<b>Batch Date:</b> 08/10/2022				
<b>Posting Date:</b> 08/10/2022				
00086439	US BANK			
		CREDIT CARD CHARGES	1602145	490.00
		CREDIT CARD CHARGES	2709000	97.10
			<b>Check Total:</b>	587.10
			<b>Total Paid:</b>	587.10

PJ

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086439** through **00086439** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
 \_\_\_\_\_  
 Sara S. Lane, Administrative Services Director

8/11/22  
 \_\_\_\_\_  
 Date



## City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> P081522A				
<b>Batch Date:</b> 08/17/2022				
<b>Posting Date:</b> 08/17/2022				
00086444	AQUALIS	RETAINAGE ON INV19134 CONTRACT, ANNUAL STORM	0010000 2409038	-993.98 <u>21,927.21</u>
				<b>Check Total:</b> <u>20,933.23</u>
00086445	AWARD CONSTRUCTION INC	CONTRACT, PUMP STATION 26 CONTRACT, PUMP STATION 26	3023362 3023364	59,502.25 <u>103,116.71</u>
				<b>Check Total:</b> <u>162,618.96</u>
00086446	BLUELINE GROUP LLC,THE	CONTRACT, ON-CALL PLANNING CONTRACT, 5TH AVE NE	2506139 2914395	1,255.75 <u>37,769.00</u>
				<b>Check Total:</b> <u>39,024.75</u>
00086447	BOWEN,TIMOTHY DANA	CONTRACT, LEGO BASED YOUTH	2410041	<u>6,300.00</u>
				<b>Check Total:</b> <u>6,300.00</u>
00086448	CANON SOLUTIONS AMERICA INC	MAINTENANCE, COPIER FLEET, MAINTENANCE, COLOR COPIER,	1602145 2709358	1,059.04 <u>10.40</u>
				<b>Check Total:</b> <u>1,069.44</u>
00086449	CODE PUBLISHING LLC	CONTRACT, MUNICIPAL CODE	1200000	<u>3,908.77</u>
				<b>Check Total:</b> <u>3,908.77</u>
00086450	DAIZY LOGIK LLC	CONTRACT, SOFTWARE SERVICES	1601014	<u>1,025.00</u>
				<b>Check Total:</b> <u>1,025.00</u>
00086451	DELL MARKETING LP	LAPTOP DOCK, THUNDERBOLT LAPTOP DOCK, THUNDERBOLT	2713241 2726168	4,439.22 <u>332.98</u>
				<b>Check Total:</b> <u>4,772.20</u>
00086452	DOXO INC	CONTRACT, SERVICES ONLINE	1601357	<u>1,958.65</u>
				<b>Check Total:</b> <u>1,958.65</u>

## City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
00086453	ENERGY SYSTEM MANAGEMENT	CONTRACT, HVAC MAINTENANCE & CONTRACT, HVAC MAINTENANCE S	1612300 2709358	10,553.39 <u>11,089.99</u>
			<b>Check Total:</b>	<u>21,643.38</u>
00086454	ETC INSTITUTE	CONTRACT, 2022 RESIDENT	1300006	<u>7,674.00</u>
			<b>Check Total:</b>	<u>7,674.00</u>
00086455	FCS GROUP	CONTRACT, WASTEWATER RATE	1601357	<u>9,020.00</u>
			<b>Check Total:</b>	<u>9,020.00</u>
00086456	GREATAMERICA FINANCIAL SERVICES	LEASE, HP DESIGNJET T1300 44	1608155	<u>274.74</u>
			<b>Check Total:</b>	<u>274.74</u>
00086457	GREEN THUMB PLANT CARE	CONTRACT, INDOOR PLANT CARE CONTRACT, INDOOR PLANT CARE	1612300 2410041	253.69 <u>71.70</u>
			<b>Check Total:</b>	<u>325.39</u>
00086458	H W LOCHNER INC	CONTRACT, PROJECT MANAGEMENT	2916351	<u>55,833.65</u>
			<b>Check Total:</b>	<u>55,833.65</u>
00086459	HERRERA ENVIRONMENTAL CONSULTANTS	CONTRACT, DESIGN &	3023327	<u>12,108.76</u>
			<b>Check Total:</b>	<u>12,108.76</u>
00086460	HOPELINK	CONTRACT, EMERGENCY RENT	2400011	<u>3,498.00</u>
			<b>Check Total:</b>	<u>3,498.00</u>
00086461	INNOVATIVE FACILITY SERVICES LLC	JANITORIAL, CITY HALL JANITORIAL, ECHO LAKE JANITORIAL, NMF PKS JANITORIAL, RICHMOND REC JANITORIAL, SPARTAN JANITORIAL, HAMLIN PWSW JANITORIAL, HAMLIN PWS JANITORIAL, LINDEN WW JANITORIAL, NMF STR JANITORIAL, NMF SW	1612300 2409038 2409380 2410057 2410379 2709000 2709054 2709358 2709381 2709382	19,171.54 12,999.58 385.16 2,496.00 8,122.38 308.72 463.06 1,157.04 308.12 77.04

## Expense Registers

## City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>45,488.64</u>
00086462	INTEGRITY STRUCTURAL ENGINEERING	CONTRACT, STRUCTURAL REVIEW	1126353	<u>4,398.00</u>
			<b>Check Total:</b>	<u>4,398.00</u>
00086463	JOHNSTON GROUP LLC	CONTRACT, FEDERAL GOVERNMENT	1300007	<u>5,171.57</u>
			<b>Check Total:</b>	<u>5,171.57</u>
00086464	KBA INC	CONTRACT, CONSTRUCTION	3023327	4,527.63
		CONTRACT, CONSTRUCTION	3023328	<u>21,787.14</u>
			<b>Check Total:</b>	<u>26,314.77</u>
00086465	KCDA PURCHASING COOPERATIVE	STOOL, VION, MESH BACK	1612300	<u>2,232.85</u>
			<b>Check Total:</b>	<u>2,232.85</u>
00086466	KDH CONSULTING INC	CONTRACT, CONSULT/ASSISTANT	1602145	16,947.43
		CONTRACT, CONSULT/ASSISTANT	1602155	<u>1,031.65</u>
			<b>Check Total:</b>	<u>17,979.08</u>
00086467	KING COUNTY FINANCE	CONTRACT, INTERGOVT, I-NET	1602145	<u>1,208.00</u>
			<b>Check Total:</b>	<u>1,208.00</u>
00086468	KPFF INC	CONTRACT, PROFESSIONAL	2914395	<u>2,692.42</u>
			<b>Check Total:</b>	<u>2,692.42</u>
00086469	LANDAU ASSOCIATES INC.	CONTRACT, ON-CALL CONSULTING	2506139	<u>1,966.25</u>
			<b>Check Total:</b>	<u>1,966.25</u>
00086470	MORGAN, PATRICK	CONTRACT, RIGHT OF WAY TREE	2409038	<u>5,950.00</u>
			<b>Check Total:</b>	<u>5,950.00</u>
00086471	OSBORN CONSULTING INC	CONTRACT, DESIGN 2021/2022	3017105	196.88
		CONTRACT, DESIGN 2021/2022	3023305	<u>1,212.62</u>

## City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>1,409.50</u>
00086472	PACIFIC OFFICE AUTOMATION INC	LEASE, CANON C5560i,	1602145	681.65
		LEASE, CANON C4525i,	1608155	<u>456.97</u>
			<b>Check Total:</b>	<u>1,138.62</u>
00086473	PALAMERICAN SECURITY INC	CONTRACT, ON CALL SERVICE	2409038	<u>166.50</u>
			<b>Check Total:</b>	<u>166.50</u>
00086474	PARAMETRIX INC	CONTRACT, PROJECT MANAGEMENT	3620037	<u>17,461.25</u>
			<b>Check Total:</b>	<u>17,461.25</u>
00086475	PSF MECHANICAL INC	CONTRACT, ON-CALL PLUMBING	1612300	16,737.93
		CONTRACT, ON-CALL PLUMBING	2409038	<u>6,468.64</u>
			<b>Check Total:</b>	<u>23,206.57</u>
00086476	REDTAIL LLC	CONTRACT, PUNCH LIST WORK	2918151	<u>2,853.40</u>
			<b>Check Total:</b>	<u>2,853.40</u>
00086477	SEATTLE TREE CARE	RETAINAGE ON INV 24406	0010000	-103.52
		CONTRACT, HAZARDOUS TREE	2409038	<u>2,283.74</u>
			<b>Check Total:</b>	<u>2,180.22</u>
00086478	SECURCOMPUTING LLC	SERVICES, IT SUPPORT FOR	1601357	<u>465.06</u>
			<b>Check Total:</b>	<u>465.06</u>
00086479	SQUIRRELL, RODGER ALAN	PURCHASE OF SCULPTURE,	2411156	<u>9,375.50</u>
			<b>Check Total:</b>	<u>9,375.50</u>
00086480	STURGEON ELECTRIC COMPANY INC	CONTRACT, ON-CALL ELECTRICAL	1612300	807.46
		CONTRACT, ON-CALL ELECTRICAL	2709358	<u>1,149.58</u>
			<b>Check Total:</b>	<u>1,957.04</u>
00086481	UNITED SITE SERVICES	RENTAL, PORTABLE RESTROOMS,	2409038	656.80

# City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>656.80</u>
00086482	USIC LOCATING SERVICES LLC	CONTRACT, PROVIDE	2709000	3,479.25
		CONTRACT, PROVIDE	2709358	<u>3,479.25</u>
			<b>Check Total:</b>	<u>6,958.50</u>
00086483	WSP USA INC	CONTRACT, ON-CALL SURFACE	2709000	16,174.11
		CONTRACT, ON-CALL SURFACE	3023334	<u>1,830.46</u>
			<b>Check Total:</b>	<u>18,004.57</u>
			<b>Total Paid:</b>	<u>551,224.03</u>

PJ

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086444** through **00086483** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
 Sara S. Lane, Administrative Services Director

8/18/22  
 Date

## City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> 0081522A				
<b>Batch Date:</b> 08/17/2022				
<b>Posting Date:</b> 08/17/2022				
00086484	ACCUTINT NW	VEHICLE MAINTENANCE	2709113	<u>303.33</u>
			<b>Check Total:</b>	<u>303.33</u>
00086485	ALLSTREAM	TELEPHONE	1602145	<u>4,002.59</u>
			<b>Check Total:</b>	<u>4,002.59</u>
00086486	AMAZON WEB SERVICES INC.	SERVICE CHARGES	1602145	<u>6,415.25</u>
			<b>Check Total:</b>	<u>6,415.25</u>
00086487	ARCTIC PRINTING AND GRAPHICS INC.	POSTAGE	3311393	<u>4,081.20</u>
			<b>Check Total:</b>	<u>4,081.20</u>
00086488	BERZAI SR, PATRICK	PARKS REFUND	0010000	<u>82.48</u>
			<b>Check Total:</b>	<u>82.48</u>
00086489	BIBAUD,RENE	PROFESSIONAL SERVICES	2410378	<u>1,000.00</u>
			<b>Check Total:</b>	<u>1,000.00</u>
00086490	CDKK VENTURES LLC	WASTEWATER REFUND	2709358	<u>121.52</u>
			<b>Check Total:</b>	<u>121.52</u>
00086491	CENTURYLINK	TELEPHONE	1602145	<u>263.87</u>
			<b>Check Total:</b>	<u>263.87</u>
00086492	CHANG, BAE	WASTEWATER REFUND	2709358	<u>267.57</u>
			<b>Check Total:</b>	<u>267.57</u>
00086493	CINTAS	OPERATING SUPPLIES	1612300	350.21
		OPERATING SUPPLIES	2709358	34.10

## City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
			<b>Check Total:</b>	<u>384.31</u>
00086494	CITY OF SEATTLE	UTILITIES/ELECTRICITY	2726168	<u>313.91</u>
			<b>Check Total:</b>	<u>313.91</u>
00086495	COMCAST OF WASHINGTON	HIGH SPEED INTERNET	1602145	15.44
		EOC SERVICES	2005062	<u>20.57</u>
			<b>Check Total:</b>	<u>36.01</u>
00086496	CORELOGIC SOLUTIONS LLC	PROFESSIONAL SERVICES	1601357	<u>142.46</u>
			<b>Check Total:</b>	<u>142.46</u>
00086497	DEPT OF LABOR & INDUSTRIES	CERTIFICATE RENEWAL	2709358	<u>522.90</u>
			<b>Check Total:</b>	<u>522.90</u>
00086498	DEPT OF TRANSPORTATION	PROJECT COSTS	2726168	<u>334.87</u>
			<b>Check Total:</b>	<u>334.87</u>
00086499	DEPT OF TRANSPORTATION	PROJECT COSTS	2914354	2,638.69
		PLAN REVIEW	2916351	<u>13,813.49</u>
			<b>Check Total:</b>	<u>16,452.18</u>
00086500	HANRAHAN, GORDON & COURTNEY	WASTEWATER REFUND	2709358	<u>232.91</u>
			<b>Check Total:</b>	<u>232.91</u>
00086501	KDH CONSULTING INC	SOFTWARE MAINTENANCE	1602145	<u>2,007.60</u>
			<b>Check Total:</b>	<u>2,007.60</u>
00086502	KING COUNTY FINANCE	FUEL USAGE	2709113	<u>13,915.19</u>
			<b>Check Total:</b>	<u>13,915.19</u>
00086503	KING COUNTY FINANCE	JAIL SERVICES	2103027	1,129.00

## City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
			<i>Check Total:</i>	<u>1,129.00</u>
00086504	KING COUNTY FINANCE	WASTEWATER TREATMENT	2709358	<u>979,881.76</u>
			<i>Check Total:</i>	<u>979,881.76</u>
00086505	KING COUNTY FINANCE	JAIL SERVICES	2103027	<u>1,365.26</u>
			<i>Check Total:</i>	<u>1,365.26</u>
00086506	KING COUNTY FINANCE	PUBLIC DEFENSE SERVICES	2104030	<u>316.00</u>
			<i>Check Total:</i>	<u>316.00</u>
00086507	LEVY, WAYNE	WASTEWATER REFUND	2709358	<u>26.27</u>
			<i>Check Total:</i>	<u>26.27</u>
00086508	NI GOVERNMENT SERVICES INC.	TELEPHONE	2005062	<u>89.32</u>
			<i>Check Total:</i>	<u>89.32</u>
00086509	OCCUPATIONAL HEALTH CENTERS OF	PROFESSIONAL SERVICES	2709000	<u>126.00</u>
			<i>Check Total:</i>	<u>126.00</u>
00086510	PERFORMANCE SYSTEMS INTEGRATION	PROFESSIONAL SERVICES	1612300	<u>3,042.63</u>
			<i>Check Total:</i>	<u>3,042.63</u>
00086511	RASKC	PET LICENSES	6500000	<u>295.00</u>
			<i>Check Total:</i>	<u>295.00</u>
00086512	RECOLOGY KING COUNTY INC	PROFESSIONAL SERVICES	3311393	<u>547.35</u>
			<i>Check Total:</i>	<u>547.35</u>
00086513	ROGERS, SHELLY	WASTEWATER REFUND	2709358	<u>476.84</u>
			<i>Check Total:</i>	<u>476.84</u>
00086514	ROLLUDA ARCHITECTS INC			



## City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
		CONTRACT, ARCHITECTURAL	2709358	<u>1,102.71</u>
			<b>Check Total:</b>	<u>1,102.71</u>
00086515	SAGE HOMES NORTHWEST LLC	BOND RELEASE	6500000	<u>337.00</u>
			<b>Check Total:</b>	<u>337.00</u>
00086516	SCORE	JAIL SERVICES	2103027	<u>62,049.54</u>
			<b>Check Total:</b>	<u>62,049.54</u>
00086517	SEATTLE CITY LIGHT	SHUTOFF SERVICES	2916405	<u>618.80</u>
			<b>Check Total:</b>	<u>618.80</u>
00086518	SEATTLE TIMES,THE	ADVERTISING	2506137	<u>1,041.16</u>
			<b>Check Total:</b>	<u>1,041.16</u>
00086519	SECRETARY OF STATE	TRADEMARK RENEWAL	1200000	<u>50.00</u>
			<b>Check Total:</b>	<u>50.00</u>
00086520	SHORELINE SCHOOL DISTRICT	FUEL USAGE	2709113	<u>21.20</u>
			<b>Check Total:</b>	<u>21.20</u>
00086521	SHORELINE WASTEWATER UTILITY	UTILITIES/SEWER	1612300	671.91
		UTILITIES/SEWER	2409038	2,375.38
		UTILITIES/SEWER	2409380	33.63
		UTILITIES/SEWER	2709381	16.82
		UTILITIES/SEWER	2709382	6.73
		UTILITIES/SEWER	2916405	<u>941.78</u>
			<b>Check Total:</b>	<u>4,046.25</u>
00086522	STATE AUDITORS OFFICE	AUDIT SERVICES	1601015	<u>12,818.00</u>
			<b>Check Total:</b>	<u>12,818.00</u>
00086523	TAYLOR, IAN & MARCIA	WASTEWATER REFUND	2709358	<u>382.42</u>
			<b>Check Total:</b>	<u>382.42</u>

**City of Shoreline**  
Expense Register

Check	Payee	Description	Org Key	Amount
00086524	TSAI, JULIA	WASTEWATER REFUND	2709358	297.12
				<i>Check Total:</i> 297.12
00086525	ULINE INC	OPERATING SUPPLIES	3311393	1,414.16
				<i>Check Total:</i> 1,414.16
00086526	UTILITIES UNDERGROUND LOCATION	PROFESSIONAL SERVICES	2709358	469.56
				<i>Check Total:</i> 469.56
00086527	WALTER, ANNA	WASTEWATER REFUND	2709358	56.42
				<i>Check Total:</i> 56.42
				<i>Total Paid:</i> 1,122,879.92

PS

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086484** through **00086527** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
Sara S. Lane, Administrative Services Director

8/18/22  
Date

# City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> 081522B <b>Batch Date:</b> 08/18/2022 <b>Posting Date:</b> 08/18/2022				
00086528	CITY OF SEATTLE	UTILITIES/ELECTRICITY	2726168	<u>157.29</u>
				<b>Check Total:</b> <u>157.29</u>
00086529	DATABAR INC	08/22 WW MONTHLY STATM POSTAGE	1601357	<u>5,146.73</u>
				<b>Check Total:</b> <u>5,146.73</u>
00086530	KING COUNTY FINANCE	ROADS SERVICES	2713241	<u>1,254.64</u>
				<b>Check Total:</b> <u>1,254.64</u>
00086531	SNOHOMISH COUNTY PUD	UTILITIES/ELECTRICITY	2709358	<u>161.42</u>
				<b>Check Total:</b> <u>161.42</u>
00086532	STEPHERSON & ASSOCIATES	ENG STRAT RFP STIPEND	2506137	<u>1,000.00</u>
				<b>Check Total:</b> <u>1,000.00</u>
				<b>Total Paid:</b> <u>7,720.08</u>

PJ

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086528** through **00086532** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
 Sara S. Lane, Administrative Services Director

8/18/22  
 Date

# City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> P081522B <b>Batch Date:</b> 08/18/2022 <b>Posting Date:</b> 08/18/2022				
00086533	KRUCKEBERG BOTANIC GARDEN	CONTRACT, KRUCKEBERG BOTANIC	2409038	10,000.00
				<b>Check Total:</b> 10,000.00
				<b>Total Paid:</b> 10,000.00

PJ

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086533** through **00086533** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
 \_\_\_\_\_  
 Sara S. Lane, Administrative Services Director

8/18/22  
 \_\_\_\_\_  
 Date

# City of Shoreline

## Expense Register

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> O081522C <b>Batch Date:</b> 08/18/2022 <b>Posting Date:</b> 08/18/2022				
00086534	SHORELINE FIRE DEPT	Q2 2022 FIRE IMPACT FEES	0010000	<u>772,099.22</u>
<b>Check Total:</b>				<u>772,099.22</u>
<b>Total Paid:</b>				<u>772,099.22</u>

*P*

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086534** through **00086534** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
 Sara S. Lane, Administrative Services Director

8/18/22  
 Date

# City of Shoreline

## Expense Register

## Expense Registers

Check	Payee	Description	Org Key	Amount
<b>Batch ID:</b> O081522D <b>Batch Date:</b> 08/19/2022 <b>Posting Date:</b> 08/19/2022				
00086535	POSTMASTER	BULK MAIL POSTAGE	1300006	17,000.00
			<b>Check Total:</b>	17,000.00
			<b>Total Paid:</b>	17,000.00

D

"I the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and shown as check numbers **00086535** through **00086535** and that the claims are just, due and unpaid obligations against the City of Shoreline and that I am authorized to authenticate and certify to said claims."

  
 \_\_\_\_\_  
 Sara S. Lane, Administrative Services Director

8/19/22  
 \_\_\_\_\_  
 Date

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

<b>AGENDA TITLE:</b>	Adoption of Ordinance No. 969 - Amending Chapter 20.50 of the Shoreline Municipal Code to Add Regulations for Outdoor Seating and Repealing Interim Ordinance No. 965
<b>DEPARTMENT:</b>	Planning & Community Development
<b>PRESENTED BY:</b>	Cate Lee, AICP, Senior Planner
<b>ACTION:</b>	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

Eating and drinking establishments have been severely impacted by the COVID-19 pandemic. To provide relief for these businesses, many communities, including Shoreline, took action to ease regulations on outdoor seating areas so that lost capacity due to indoor seating restrictions were at least partially offset while still adhering to local requirements to reduce the spread of COVID-19. Shoreline’s interim regulations for outdoor seating areas went into effect on July 27, 2020 and have been extended by the City Council on four (4) occasions. Council has also previously directed staff to develop permanent regulations for outdoor seating areas.

Tonight, Council is scheduled to take action on proposed Ordinance No. 969 (Attachment A), which contains permanent regulations for onsite outdoor seating areas and would repeal the interim regulations that have been in effect since July 2020.

**RESOURCE/FINANCIAL IMPACT:**

Minimal resource impacts are anticipated as a result of this discussion. If Council adopts proposed Ordinance No. 969, the new regulations will result in fee collection related to staff processing of Outdoor Seating permit applications. However, this fee is not intended to cover the entire cost of staff time. The fee is proposed to cover only a portion of time to process the applications and to encourage these spaces, which offer a public benefit in the form of activating surface parking lots and increasing the number and types of gathering spaces. A one-hour fee will be charged to the business owner, while it’s anticipated staff will spend one to three hours reviewing the application.

**RECOMMENDATION**

The Planning Commission has recommended adoption of the proposed amendments to Chapter 20.50 of the Shoreline Municipal Code as shown in Exhibit A to Ordinance No. 969.

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

## **BACKGROUND**

Eating and drinking establishments have been severely impacted by the COVID-19 pandemic. To provide relief for these businesses, many communities, including Shoreline, took action to ease regulations on outdoor seating areas so that lost capacity due to indoor seating restrictions were at least partially offset while still adhering to local requirements to reduce the spread of COVID-19. Shoreline's interim regulations for outdoor seating areas went into effect on July 27, 2020 and have been extended by the City Council on four (4) occasions. Council has also previously directed staff to develop permanent regulations for outdoor seating areas.

### **Interim Outdoor Seating Regulations**

The main components of the interim regulations approved by the City Council include the following:

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

To date, there have been five (5) outdoor seating registrations filed with the City, all on private property and none within the public ROW. Two (2) of those outdoor seating areas are still in operation. Even though there has not been widespread utilization of the interim regulations, the City Council directed staff to bring forward permanent regulations for their consideration.

### **Planning Commission Review**

The Planning Commission discussed this topic on December 16, 2021, held a study session on May 19, 2022, and a Public Hearing on July 21, 2022. The staff reports for these Planning Commission agenda items, along with the meeting minutes and public comments, can be found at the following links:

- [December 16, 2021 Meeting](#)
- [May 19, 2022 Meeting](#)
- [July 21, 2022 Meeting](#)

No public comments were received during the July 21<sup>st</sup> Planning Commission Public Hearing. Following the Public Hearing, the Planning Commission voted 6-0 to recommend the proposed Outdoor Seating Development Code amendments as proposed in Attachment A, Exhibit A.

The City Council then discussed the proposed Development Code amendments on August 15, 2022. More information on this discussion can be found here: [Discussion of Ordinance No. 969 - Amending Chapter 20.50 of the Shoreline Municipal Code to Add Regulations for Outdoor Seating and Discussion of Resolution No. 493 - Adopting a Fee for Outdoor Seating Permits](#).



## **DISCUSSION**

During the August 15, 2022 City Council discussion on the Outdoor Seating Development Code Amendments, one question was raised by Council. Councilmember Roberts asked what circumstances would require a modification of an existing Outdoor Seating permit. Staff's response to the question is that modification of an existing Outdoor Seating permit would be required if the area was being expanded in any way (additional square footage, seating, etc.). Following the Council discussion, Council directed staff to return proposed Ordinance No. 969 tonight for potential action.

## **RESOURCE/FINANCIAL IMPACT**

Minimal resource impacts are anticipated as a result of this discussion. If Council adopts proposed Ordinance No. 969, the new regulations will result in fee collection related to staff processing of Outdoor Seating permit applications. However, this fee is not intended to cover the entire cost of staff time. The fee is proposed to cover only a portion of time to process the applications and to encourage these spaces, which offer a public benefit in the form of activating surface parking lots and increasing the number and types of gathering spaces. A one-hour fee will be charged to the business owner, while it's anticipated staff will spend one to three hours reviewing the application.

## **RECOMMENDATION**

The Planning Commission has recommended adoption of the proposed amendments to Chapter 20.50 of the Shoreline Municipal Code as shown in Exhibit A to Ordinance No. 969.

## **ATTACHMENTS**

Attachment A – Proposed Ordinance No. 969

Attachment A, Exhibit A – Planning Commission Recommended Code Amendments

**ORDINANCE NO. 969**

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING CHAPTER 20.50 OF THE SHORELINE MUNICIPAL CODE TITLE 20, THE UNIFIED DEVELOPMENT CODE, TO INCLUDE DESIGN STANDARDS PERTAINING TO OUTDOOR SEATING AND REPEALING INTERIM ORDINANCE NO. 965.**

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

WHEREAS, Shoreline Municipal Code (SMC) Title 20, sets forth the City's Unified Development Code; and

WHEREAS, on July 27, 2020, the City Council adopted Ordinance No. 895, enacting interim regulations for outdoor seating areas for existing restaurants and bars due to indoor seating restrictions in place at that time related to the COVID-19 pandemic; and

WHEREAS, on January 11, 2021, the interim regulations were extended by Ordinance No. 917, on June 21, 2021, they were extended again by Ordinance No. 936, on December 13, 2021, they were extended again by Ordinance No. 952, and on June 6, 2022, they were extended one final time by Ordinance No. 965; and these interim regulations will automatically expire on December 11, 2022; and

WHEREAS, during the pendency of these interim regulations, City staff has been developing design standards to allow outdoor seating areas at eating and drinking establishments; and

WHEREAS, on December 16, 2021, and May 19, 2022, the Planning Commission discussed the proposed amendments; and on July 21, 2022, the Planning Commission held a public hearing on the proposed amendments so as to receive public testimony; and

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

WHEREAS, on August 15, 2022, the City Council held a study session on the proposed amendments; and

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

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

WHEREAS, the environmental impacts of the amendments resulted in the issuance of a Determination of Non-significance on June 8, 2022; and

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

WHEREAS, the City Council has considered the entire public record, public comments, written and oral, and the Planning Commission's recommendation and has determined that the amendments to Title 20 are consistent with and implement the Shoreline Comprehensive Plan and serves the purpose of the Unified Development Code as set forth in SMC 20.10.020;

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

**Section 1. Amendments. Unified Development Code.** Chapter 20.50 of Title 20 of the Shoreline Municipal Code, Unified Development Code, is amended as set forth in Exhibit A to this Ordinance.

**Section 2. Repealer – Interim Ordinance No. 965.** Interim Ordinance No. 965, extending interim regulations authorizing outdoor seating, shall be repealed and have no further force and effect upon the effective date of this Ordinance.

**Section 3. Transmittal of Amendments to Washington State Department of Commerce.** Pursuant to RCW 36.70A.106, the Director of Planning and Community Development, or designee, is directed to transmit a complete and accurate copy of this Ordinance and Exhibit A to the Washington State Department of Commerce within ten (10) calendar days of the date of passage of this Ordinance.

**Section 4. Corrections by City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this Ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

**Section 5. Severability.** Should any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this Ordinance or its application to any person or situation.

**Section 6. Publication and Effective Dates.** A summary of this Ordinance consisting of the title shall be published in the official newspaper and shall take effect five days after publication.

**PASSED BY THE CITY COUNCIL ON SEPTEMBER 12, 2022.**

\_\_\_\_\_  
Keith Scully, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

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

Date of Publication: , 2022  
Effective Date: , 2022

**SMC 20.50.260 Outdoor seating design.**

- A. Purpose. To allow outdoor seating on private property that creates an active and inviting space for people and promote economic development consistent with the vision for commercial development articulated in the Comprehensive Plan.
- B. Applicability. This section applies to outdoor seating associated with a Brewpub, Eating and Drinking Establishment, Microbrewery, or Microdistillery that is located on the same lot, or part of an interdependent site plan consisting of multiple lots.
- C. Compliance with Other Codes and Standards. All outdoor seating areas shall be operated in a safe and sanitary manner and shall comply with the following:
  - 1. All applicable provisions of Chapter 15.05 SMC Construction and Building Codes, including but not limited to, the International Building Code, the International Fire Code, and the National Electrical Code;
  - 2. SMC 9.05 Noise Control;
  - 3. All applicable licensing requirements of the Washington State Liquor and Cannabis Board;
  - 4. Accessibility requirements of the Americans with Disabilities Act (ADA); and
  - 5. All applicable provisions of the Code of the King County Board of Health, including but not limited to, Title 5 and Title 5R Food-Service Establishments.
- D. Permit Requirements. Outdoor seating areas shall obtain a permit. If a building permit is required for any structure(s) used for the outdoor area, then review and approval shall occur concurrent with the building permit.
- E. Use. The outdoor seating area shall comply with the following:
  - 1. It shall be accessory to a Brewpub, Eating and Drinking Establishment, Microbrewery, or Microdistillery; and
  - 2. It shall not be used exclusively for storage or accessory uses that do not meet the purpose of this section.
- F. Parking Standards.
  - 1. Outdoor seating areas permitted under this section are not subject to the minimum off-street parking requirements in SMC 20.50.390.
  - 2. On single-tenant sites, up to four required off-street parking spaces, or thirty percent (30%) of required off-street parking spaces, whichever is greater, may be converted to outdoor seating, even if the conversion causes the site to become nonconforming in regard to required off-street vehicle parking. On multi-tenant sites, up to four required off-street parking spaces per tenant, or thirty percent (30%) of required off-street parking spaces, whichever is lesser, may be converted to outdoor seating, even if

the conversion causes the site to become nonconforming in regard to required off-street vehicle parking.

G. Design Standards. Outdoor seating areas shall comply with the following:

1. If the outdoor seating area is within a building, as defined by the Development Code, then compliance with the minimum setbacks set forth in SMC 20.50.020 is required.
2. Required Barriers.
  - i. Any edge of the outdoor seating area that is within 20 feet of a right-of-way vehicle travel lane shall be enclosed with a permanent or movable barrier(s).
  - ii. Barrier(s) shall be between 30 and 42 inches in height and consist of fencing, railing, planters, or other approved elements. If alcohol is served the barrier(s) shall comply with WAC 314-03-200, as amended, which shall satisfy this code provision.
  - iii. Barrier(s) shall be constructed of finish quality materials such as steel, safety glass or finished wood, or other approved materials as determined by the Director.
  - iv. Barriers(s) shall comply with the clear sight triangle standards required by The Engineering Development Manual.
3. Tables and Seating.
  - i. Tables and seating shall not obstruct doors or exits.
  - ii. Tables and seating shall be made of durable, quality materials, including molded plastic, resin wicker, decorative metal or finish grade wood, or other approved materials as determined by the Director.
4. Weather Protection.
  - i. All tents, canopies, fabric screens, and umbrellas are subject to approval by the building official for any structural requirements and by the fire marshal for flame-retardance.
  - ii. Tents, canopies, awnings, fabric screens, and umbrellas shall be made of durable, quality materials.
5. Ventilation. Barriers, tents, fabric screens, and other vertical materials erected as part of the outdoor seating area shall allow adequate ventilation. This does not apply to exterior building walls used for interior eating or drinking areas.
6. Operation and Maintenance. Any of the elements of the outdoor seating areas are not permitted and shall be removed if they are not securely attached, create a traffic hazard, or are not maintained in good condition and free of damage, including but not limited to holes, rips, dents, or mold.

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

<b>AGENDA TITLE:</b>	Adoption of Resolution No. 493 – Establishing a Fee for Outdoor Seating Permits
<b>DEPARTMENT:</b>	Planning & Community Development
<b>PRESENTED BY:</b>	Cate Lee, AICP, Senior Planner
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

Eating and drinking establishments have been severely impacted by the COVID-19 pandemic. To provide relief for these businesses, many communities, including Shoreline, took action to ease regulations on outdoor seating areas so that lost capacity due to indoor seating restrictions were at least partially offset while still adhering to local requirements to reduce the spread of COVID-19. Shoreline’s interim regulations for outdoor seating areas went into effect on July 27, 2020 and have been extended by the City Council on four (4) occasions. Council has also previously directed staff to develop permanent regulations for outdoor seating areas.

Tonight, Council is scheduled to take a separate action on proposed Ordinance No. 969, which would set forth regulations for Outdoor Seating areas by amending Chapter 20.50 of the Shoreline Municipal Code (SMC). If adopted, proposed Resolution No. 493 (Attachment A) would provide for an amendment to the City’s Fee Schedule to establish a permit fee for outdoor seating.

**RESOURCE/FINANCIAL IMPACT:**

The proposed fee is not intended to cover the entire cost of staff time. The fee is proposed to cover only a portion of time to process the applications and to encourage these spaces, which offer a public benefit in the form of activating surface parking lots and increasing the number and types of gathering spaces. A one-hour fee will be charged to the business owner, while it’s anticipated staff will spend one to three hours reviewing the application.

**RECOMMENDATION**

Staff recommends that the City Council approve Resolution No. 493, which would establish a fee for Outdoor Seating permits in the City’s Fee Schedule.

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

## **BACKGROUND**

Eating and drinking establishments have been severely impacted by the COVID-19 pandemic. To provide relief for these businesses, many communities, including Shoreline, took action to ease regulations on outdoor seating areas so that lost capacity due to indoor seating restrictions were at least partially offset while still adhering to local requirements to reduce the spread of COVID-19. Shoreline's interim regulations for outdoor seating areas went into effect on July 27, 2020 and have been extended by the City Council on four (4) occasions. Council has also previously directed staff to develop permanent regulations for outdoor seating areas.

The Planning Commission discussed this topic on December 16, 2021, held a study session on May 19, 2022, and a Public Hearing on July 21, 2022. The staff reports for these Planning Commission agenda items, along with the meeting minutes and public comments, can be found at the following links:

- [December 16, 2021 Meeting](#)
- [May 19, 2022 Meeting](#)
- [July 21, 2022 Meeting](#)

No public comments were received during the July 21<sup>st</sup> Planning Commission Public Hearing. Following the Public Hearing, the Planning Commission voted 6-0 to recommend the proposed Outdoor Seating Development Code amendments as proposed in Attachment A, Exhibit A to proposed Ordinance No. 969.

The City Council discussed the proposed Development Code amendments and proposed permit fee on August 15, 2022. More information on this discussion can be found here: [Discussion of Ordinance No. 969 - Amending Chapter 20.50 of the Shoreline Municipal Code to Add Regulations for Outdoor Seating and Discussion of Resolution No. 493 - Adopting a Fee for Outdoor Seating Permits.](#)

## **DISCUSSION**

The City Council established the fee schedule for 2022, which includes fees for permits, through Resolution No. 484 on November 15, 2021. The proposed Outdoor Seating permit will be added as a line item to the land use sub-category under Planning and Community Development applications.

During the August 15, 2022 City Council discussion of proposed Resolution No. 493, the Council raised no concerns about this proposed fee being added to the City's fee schedule and directed that this proposed Resolution return tonight for potential action.

## **RESOURCE/FINANCIAL IMPACT**

The proposed fee is not intended to cover the entire cost of staff time. The fee is proposed to cover only a portion of time to process the applications and to encourage these spaces, which offer a public benefit in the form of activating surface parking lots and increasing the number and types of gathering spaces. A one-hour fee will be



charged to the business owner, while it's anticipated staff will spend one to three hours reviewing the application.

### **RECOMMENDATION**

Staff recommends that the City Council approve Resolution No. 493, which would establish a fee for Outdoor Seating permits in the City's Fee Schedule.

### **ATTACHMENTS**

Attachment A – Proposed Resolution No. 493

**RESOLUTION NO. 493**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, ADDING A NEW PERMIT FEE TO THE FEE SCHEDULE.**

WHEREAS, on August 15, 2022, the Shoreline City Council discussed Ordinance No. 969, adopting permanent regulations for outdoor seating areas for eating and drinking establishments; and

WHEREAS, concurrent with the discussion of Ordinance No. 969, the City Council discussed this Resolution to establish a new fee for the Fee Schedule to allow for the appropriate billing of City services;

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

**Section 1. Shoreline Fee Schedule.** The Fee Schedule, Planning and Community Development, Section G, Land Use is amended to add a new subsection, subsection 22 outdoor seating areas, to read as follows:

- |   |                                       |
|---|---------------------------------------|
| <b>22.</b> Outdoor Seating – Initial permit       | \$217.00                              |
| Outdoor Seating – Modification of existing permit | Hourly Rate, maximum of one (1) hour. |

**Section 2. Severability.** If any one or more sections, subsections, or sentences of this Resolution are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this Resolution and the same shall remain in full force and effect.

**Section 3. Effective Date of Resolution.** This Resolution shall take effect and be in full force immediately upon passage by the City Council. This Resolution shall remain in effect until further action of the City Council amends this Resolution or declares an end to the emergency.

**ADOPTED BY THE CITY COUNCIL ON SEPTEMBER 12, 2022.**

\_\_\_\_\_  
Mayor Keith Scully

**ATTEST:**

\_\_\_\_\_  
Jessica Simulcik Smith, City Clerk

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

<b>AGENDA TITLE:</b>	Approving the Multi-Family Tax Exemption Contract with ASO Investments, LLC for the Pinnacle One Project Located at 1719 N 185 <sup>th</sup> Street
<b>DEPARTMENT:</b>	Recreation, Cultural and Community Services
<b>PRESENTED BY:</b>	Kerry Feeman, Housing and Human Services Coordinator
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Discussion

**PROBLEM/ISSUE STATEMENT:**

The City Manager has approved an application by ASO Investments, LLC for a Multi-Family Limited Property Tax Exemption (MFTE; also known as PTE for Property Tax Exemption) on a project known as Pinnacle One. The applicant has agreed to a contract (Attachment A) with the City stating that the residential improvements of their projects will be exempt from property taxation for 12 years in exchange for providing affordable housing and other conditions. Shoreline Municipal Code (SMC) Section 3.27.060 specifies that City Manager approval is subject to approval by the City Council. Tonight, staff is seeking Council approval of this MFTE contract for the Pinnacle One project located at 1719 N 185<sup>th</sup> Street.

**RESOURCE/FINANCIAL IMPACT:**

During the development of an MFTE project, the value of the improvements is taxable until the City certifies completion of the project and compliance with MFTE requirements. On the following January 1, the 12-year or 20-year tax exemption begins, but this does not reset tax revenues. Forgone taxes are only those levied on the difference between the value assessed during construction and full value upon completion. The balance will not be added to the assessed value until the 13<sup>th</sup> year.

For the purposes of this report, zero tax revenue to the City on the value of the improvements was assumed during the 12-year exemption period. However, due to the assumed increase in population, staff estimates tax revenues to the City from this project would, overall, increase despite the exemption on the improvements. Staff and consultant time is required to process applications, file annual reports to the state and King County, and to monitor compliance with affordable housing requirements. More detailed financial information about this project can be found in the Resource/Financial Impact Section later in this report.

**RECOMMENDATION**

Staff recommends that the City Council approve the MFTE contract with ASO Investments, LLC for the Pinnacle One Project located at 1719 N 185<sup>th</sup> Street.

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

## **BACKGROUND**

The Multi-Family Tax Exemption (MFTE; also known as PTE for Property Tax Exemption) program was instituted by the state legislature to provide incentives to construct multifamily housing and later amended to help create affordable housing. According to the conclusions of the Growth Management Act and the State legislature, multi-family housing and affordable housing are needed throughout the Puget Sound metropolitan area to help mitigate negative environmental impacts of population growth in the region.

The MFTE program provides the property owner an exemption from the *ad valorem* property taxes on new or rehabilitated housing improvements (including residential parking) for the duration of the exemption period. Shoreline has offered an MFTE program in nine (9) designated Residential Targeted Areas for many years. Shoreline Municipal Code (SMC) Chapter 3.27 was most recently updated in 2021 by the adoption of Ordinance No. 944. The current Shoreline MFTE program requires that at least 20% of the project be affordable and provides a qualified project 12 or 20 years of exemption from property taxation.

The 2022 Property Tax Exemption Program Report (Attachment B) provides a listing of the projects currently enrolled in the City's MFTE program, along with those that have received a Conditional MFTE Certificate.

## **DISCUSSION**

The City Manager has approved an application by ASO investments, LLC for the Pinnacle One project (Attachment A). The Pinnacle One project complies with all applicable requirements of RCW 84.14.060 and SMC 3.27.040. The next step in the MFTE process is for the City Council to approve or deny the contract that defines the terms under which the City will grant property tax exemptions, including binding the property to provide affordable housing for the period according to the RCW 84.14 and Chapter 3.27 SMC.

Project details for the Pinnacle One project include:

Location:	1719 N 185 <sup>th</sup> Street
Residential Targeted Area:	185 <sup>th</sup> Street Station Sub-Area
Units provided:	15
Affordable units provided:	3
Duration of tax exemption:	12 years
Affordability levels:	1-bedroom units: 70% of the King County Area Median Income (AMI)
Duration of affordability:	12 years
Completion:	Completed 2021
Permit number:	MFR17-0447

### **Next Steps**

If the City Council approves the proposed contract, the City Manager will issue Conditional Certificates of Property Tax Exemption to the applicant. The applicant has

three years from the date the application was approved to complete the project and then may apply to the City for a Final Certificate. The City Manager may approve (or deny) the Final Certificate application without Council action. If approved, the City will file the Final Certificate with the County Assessor and the residential improvements will be exempt beginning the following January 1<sup>st</sup>.

### **RESOURCE/FINANCIAL IMPACT**

During the development of an MFTE project, the value of the residential improvements is taxable until the City certifies completion of the project and compliance with MFTE requirements. On the following January 1<sup>st</sup>, the 12 or 20-year tax exemption on residential improvements begins, but this does not reset tax revenues for the City or other districts. That taxation—typically less than 100% of the ultimate, finished-project value—is effectively shifted to other taxpayers. If, in the event an assessment of the property is filed at 100% completion, but before issuance of a final certificate of tax exemption, the total value of the project could be added to the City's total assessed value. As an MFTE project, the exempted taxes on the improvements would, in that case be collected from taxpayers across the City. This shift to the City's approximately 22,000 households would amount to approximately \$6,780 in City share of property taxes, or \$0.31 per household per year.

The tax foregone is only that amount levied on the difference between the assessed value when evaluated during construction and upon completion. The balance will not be added to the assessed value until the 13<sup>th</sup> year. For the purposes of this report, zero tax revenue to the City on the value of the improvements was assumed during the 12-year exemption period. However, due to the assumed increase in population, staff estimates tax revenues to the City overall would increase despite the exemption on the improvements.

Staff and consultant time is required to process applications, file annual reports to the state and King County, and to monitor compliance with affordable housing requirements.

#### **Tax Exemption Savings**

According to assessor's data and rough estimates based on other Shoreline MFTE projects, over the 12 years of exemption, the owner will save somewhere between \$80,000 to \$84,500 in city taxes and \$753,000 to \$796,000 from all taxing districts (about \$258,200 per affordable unit).

#### **Public Benefit Calculation**

Attachment C to this staff report provides the current income and rent limits for Shoreline. Using the applicant reported market rents, the City estimates the 12-year value of the affordable housing (the public benefit) to be approximately \$218,000 or \$73,000 per affordable unit. (This "rent gap" could turn out to be higher or lower, depending on relative changes between market and affordable rents over time.)

#### **Limited Fiscal Analysis**

Although the valuation of the project may not be fully on the City's tax rolls for 12 years, therefore lowering the amount of new property tax collected, there are other revenue

streams that will be generated by the project and the occupants of the units to off-set the costs of providing services to the new residents. These include one-time revenues and on-going revenues, which are highlighted below.

Estimated One-time City Revenues

One-time revenues for this project include the following:

- **Real Estate Excise Tax (REET):** REET is collected when a property is sold. The REET collected by the City on the developer’s purchase of this property is estimated at approximately \$1,300.
- **Sales and Use Tax:** Sales and use tax is collected by the City on construction when a project is developed in Shoreline. The City’s share of sales taxes, which are collected on the total of a project’s hard and soft costs, are estimated at \$36,750 for this project.
- **Impact Fees:** The City currently collects park and transportation impact fees for all new residential units (single-family and multi-family). In total, \$55,000 in impact fees were collected for the 15 units of this Project. While impact fees are designed to ensure concurrency with a level of service as a result of the growth in population, they also contribute to prioritized projects of benefit to the whole community.

In total, it is anticipated that this project will pay the City an estimated \$93,050 in one-time taxes and fees, not including permit fees. This is outlined in Table 1 below:

**Table 1: Estimated One-time City Revenues (1719 N 185<sup>th</sup> St)**

REET on Land Sale	\$1,300
Sales Tax of 1.05% (Construction)	\$36,750
Impact Fees	\$55,000
<b>Total</b>	<b>\$93,050</b>

On-Going Revenues

On-going revenues for the project include the following:

- **Sales and Use Tax:** As new residents occupy the multi-family units, they buy goods in Shoreline that generate sales tax. On average, staff estimates that each resident of a multi-family unit generates approximately \$166.85 per year of sales taxes in Shoreline.
- **Utility Taxes:** All residents of multi-family housing use a variety of utilities which are subject to utility taxes and franchise fees. This includes water, wastewater, solid waste, electricity, natural gas, cable, telecommunications, and surface water. On average, staff estimates that each resident of a multi-family unit generates approximately \$114.77 per year of utility taxes.
- **State Shared Revenues:** Many of the state shared revenues distributed to the City are based on a per capita basis. Assuming that the average multi-family unit occupancy is two people per unit, each resident of a unit generates approximately \$36.15 per year of state shared revenues.

Table 2 below provides a comparison of estimated on-going annual city revenues from the property prior to the development, the annual revenues during the 12-year property

tax exemption period, and the annual revenues following the expiration of the 12-year tax exemption period. This project was constructed on a former 1,362 square foot single family home. Due to confidentiality laws, tax data pertaining to an individual taxpayer was not available for staff's analysis of the preexisting use. For a rough estimate, staff determined an equivalent of three taxpayers residing on the property could be substituted. As such, the pre-redevelopment City revenues from the property are estimated to have been approximately \$1,200 per year. Despite the tax exemption on the improvements, this total would increase during the 12-year tax exemption period to approximately \$9,800 per year. By staff's analysis, 97% of those ongoing annual revenues could be attributed to the new residents, not the building developer or owner. Following the expiration of the tax exemption, the addition of the higher assessed value of the new improvements could bring this total to approximately \$16,600 in revenues to the City, 57% of which could be attributed to the new residents.

**Table 2: Estimated Annual Revenue – Pinnacle One**

	<b>Pre-Development</b>	<b>Development and MFTE Program Duration</b>	<b>Post MFTE Program</b>
<b>Assumptions</b>		(Years 1-12)	(Years 13+)
<b>Total Units</b>	0	15	15
<b>MFTE Program-Enrolled Affordable Units</b>	0	3	3
<b>Population</b>	3	30	30
<b>Property Tax (Land)</b>	\$300	\$300	\$300
<b>Property Tax (Improvements)</b>	0	0	\$6,800
<b>Sales Tax</b>	\$500	\$5,000	\$5,000
<b>Utility Tax</b>	\$340	\$3,400	\$3,400
<b>State-Shared Revenue (restricted)</b>	\$100	\$1,100	\$1,100
<b>Total (Annual)</b>	\$1,200	\$9,800	\$16,600

**RECOMMENDATION**

Staff recommends that the City Council approve the MFTE contract with ASO Investments, LLC for the Pinnacle One Project located at 1719 N 185<sup>th</sup> Street.

**ATTACHMENTS**

- Attachment A: Proposed Pinnacle One MFTE Contract
- Attachment B: 2022 Property Tax Exemption Program Report
- Attachment C: 2022 Income and Rent Limits



WHEN RECORDED, MAIL TO:

City of Shoreline  
ATTN: City Clerk  
17500 Midvale Ave N  
Shoreline, WA 98133

**WASHINGTON STATE COUNTY AUDITOR/RECORDER/S INDEXING FORM**

<b>Document Title(s) (or transactions contained therein): MULTI-FAMILY HOUSING LIMITED PROPERTY TAX EXEMPTION CONTRACT</b>
<b>Reference Number(s) of Documents assigned or released:</b>  <input type="checkbox"/> Additional reference numbers on page _____ of document.
<b>Grantor(s) (Last name first, then first name and initials):</b> 1. ASO Investments LLC <input type="checkbox"/> Additional names on page _____ of document.
<b>Grantee(s) (Last name first, then first name and initials):</b> 1. <u>CITY OF SHORELINE, WASHINGTON</u> <input type="checkbox"/> Additional names on page _____ of document.
<b>Legal Description (abbreviated form; i.e., lot, block, plat name, section-township-range):</b> JERSEY SUMMER HOMES ADD N 121 FT OF TRACT 6; EXC E 64.5 FT THEREOF; EXC N 8.00 FT THEREOF CONVEYED TO CITY OF SHORELINE BY RECORDING NO 20190710001060 <input type="checkbox"/> Additional legal on Exhibit "A" of document.
<b>Assessor's Property Tax Parcel Account Number(s): 370590-0032</b>

***The Auditor/Recorder will rely on the information provided on the form.  
The Recorder's Office staff will not read the document.***



**MULTI-FAMILY HOUSING LIMITED PROPERTY TAX EXEMPTION CONTRACT**  
**PROJECT NAME: The Pinnacle One**

This MULTI-FAMILY HOUSING LIMITED PROPERTY TAX EXEMPTION CONTRACT is made this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, between the City of Shoreline (“City”), a Washington municipal corporation, and ASO Investments LLC, a Washington limited liability (“Owner”).

WHEREAS, the City has an interest in stimulating new construction or rehabilitation of multi-family housing in Residential Targeted Areas in order to reduce development pressure on single-family residential neighborhoods, increase and improve housing opportunities, provide affordable housing opportunities, and encourage development densities supportive of transit use; and

WHEREAS, the City has, pursuant to the authority granted to it by Revised Codes of Washington (RCW) Chapter 84.14, designated various areas of the City as Residential Targeted Areas for the provision of a limited property tax exemption for new or rehabilitation multi-family housing; and

WHEREAS, the City has, as set forth in Chapter 3.27 SMC, enacted a program whereby property owners may qualify for a Final Certificate of Tax Exemption which certifies to the King County Assessor that the owner is eligible to receive a limited property tax exemption; and

WHEREAS, the Owner is interested in receiving a limited property tax exemption for constructing (15) units of NEW multifamily housing (“Project”) within the 185<sup>th</sup> Street Station Subarea Residential Targeted Area pursuant to SMC 3.27.030; and

WHEREAS, the Owner submitted to the City a complete application for Property Tax Exemption outlining the proposed Project to be constructed on property located at 1719 N 185<sup>th</sup> Street in Shoreline, Washington (“Property”) and legally described in **Exhibit A** of this Contract; and

WHEREAS, in consideration of the City’s approval of MFTE Application No. PLN19-0244, the Owner accepts certain conditions affecting the use of the Property and the improvements authorized by Building Permit No. MFR17-0447. It is the purpose of this Contract to set forth those conditions and to impose enforceable restrictions on the use and occupancy of the residential portion of the Property; and

WHEREAS, on February 20, 2020, the City Manager for the City of Shoreline determined that the application met all the eligibility and procedural requirements to qualify for a Conditional Certificate of Acceptance of Property Tax Exemption as provided in Chapter 3.27 SMC, except for entering in to and recording this Contract; and

WHEREAS, on \_\_\_\_\_, the Shoreline City Council authorized the city manager to execute this contract; and

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption;

NOW, THEREFORE, for and in consideration of the mutual promises aforesaid and made and relied upon by the parties hereto, and for other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Owner and the City mutually agree as follows:

**SECTION 1 — DEFINITIONS**

Unless otherwise expressly provided herein, the following terms shall have the respective meanings set forth below. If a term is not defined herein, then it shall be defined as provided in Chapter 20.20 SMC or given its usual and customary meaning.

“Affordable Units” means the (3) units in the Project designated by the Owner and approved by the City, as set forth in **Exhibit B**, and reserved for occupancy by Eligible Households with maximum rents pursuant to Section 3.

“City’s Designee” mean that individual(s) authorized by the City to administer this Contract.

“Completion Date” means the date of the first certificate of occupancy, temporary or final, issued by the City for the Project.

“Compliance Period” means twelve (12) years from the date of initial occupancy of the Affordable Units.

“Dwelling Unit” means a residential living facility, used, intended, or designed to provide physically segregated complete independent living facilities for one or more persons, including living, sleeping, cooking and sanitation facilities.

“Eligible Household” means one or more adults and their dependents who meet the qualifications for eligibility set forth in Section 3.F. or Section 3.I.

“Household Income” means gross annual income from all household members over the age of 18 residing in the household. Gross annual income consists of all wages, benefits (e.g., military, unemployment, welfare), interest, and other such income. Income of dependents over the age of 18 who reside within a household for less than three (3) months of the year will not be counted toward Household Income.

“Household Size” means all of the persons, related or unrelated, occupying an Affordable Unit. For the purpose of calculating maximum Housing Expenses, the following assumptions apply:

Unit Type	Assumed Household Size
Studio	1 Person
Open 1-Bedroom	1.5 Persons
1 Bedroom	1.5 Persons
2 Bedroom	3 Persons
3 Bedroom	4.5 Persons

“Housing Expense” means a tenant’s costs for rent and Utilities or an equivalent Utility Allowance. Expenses that the Owner makes optional, such as pet rent, extra storage space, or parking, are not considered Housing Expenses for the purpose of this Contract.

“Median Income” means the median family income for the *Seattle-Bellevue, WA HUD Metro FMR Area* as most recently published by the Secretary of Housing and Urban Development (HUD), as amended. In the event that HUD no longer publishes median family income figures, the City may estimate the Median Income applicable to the City in such manner as the City shall determine in its sole discretion.

“Property” means the real property, together with improvements, legally described in **Exhibit A**.

“Project” means the Owner’s multi-family residential building containing (15) Dwelling Units located on N 185<sup>th</sup> Street, also known as “The Pinnacle One”.

“SMC” means the Shoreline Municipal Code, as it now exists or hereinafter amended.

“Utility” or “Utilities” means water, electricity, natural gas, sewer, and garbage collection but not including phone, internet service, or cable or satellite television.

“Utility Allowance” means that portion of Housing Expenses that the City determines, from time to time, is adequate for the reasonable Utility costs of Affordable Units in the event the Owner makes tenants responsible for payment for their own Utilities.

## SECTION 2 — THE PROJECT

A. General Description. The Owner will construct the Project for purposes of providing multi-family rental housing, and the Owner shall own, manage, and operate (or cause the management and operation of) the Project. The Owner agrees to construct the Project in compliance with all applicable land use regulations and as approved and permitted by the City. In no event shall such construction provide less than fifty percent (50%) of the space for permanent residential occupancy as required by SMC 3.27.040(A)(2).

B. Completion within 3 years. The Owner agrees to complete construction of the agreed upon improvements within three (3) years from the date the City issues the Conditional Certificate of Acceptance of Tax Exemption, or within any extension thereof granted by the City.

C. Conversion from Renter-Occupied to Owner-Occupied. In the event the Property is proposed for conversion to a condominium, owner-occupied, or non-rental residential use during the Compliance Period, the Owner must submit to the City for its review a plan for preserving the Affordable Units. The City may consider options which would convert the Affordable Units to owner-occupancy by Eligible Households and are consistent with the provisions of Chapter 3.27 SMC and SMC 20.40.235. The Owner must receive authorization from the City prior to conversion to condominium, owner-occupied, or non-rental residential use. This section does not waive the

Owner’s obligations to comply with any other law or regulations pertaining to conversion to ownership use.

**SECTION 3 — AFFORDABLE UNITS FOR ELIGIBLE HOUSEHOLDS**

A. Number of Affordable Units. The Project shall include the number and types of Affordable Units as set forth in the table below.

**Dwelling Units in the Project**

Unit Type (Bedrooms)	Affordable Units	Total Units
Studio	0	0
Open 1-bedroom	0	0
1-bedroom	3	15
2-bedroom	0	0
3-bedroom	0	0
Total	3	15

B. Location. The location of the affordable housing units shall be approved by the City, with the intent that the units are generally mixed with all other market rate housing in the development. Unless otherwise approved by the City, Affordable Units shall not exceed 40% of the dwelling units on any floor of a single building of the Project.

C. Similar Quality Construction. All of the Dwelling Units in the Project shall be constructed of similar quality. The Affordable Unit(s) shall have substantially the same net square footage, equipment, and amenities as other Dwelling Units in the Project with a comparable number of rooms.

D. Designation of Affordable Units. The Owner agrees to designate the Dwelling Units identified in **Exhibit B** as Affordable Units. The Owner, from time to time, may propose to change the specific Dwelling Units designated as Affordable Units herein, in which case the Owner shall notify the City of the proposed change in writing for the City’s approval. The City will review the proposed changes and shall approve or deny the proposed changes based upon the criteria that at all times at least twenty percent (20%) of all of the Dwelling Units in the Project are designated as Affordable Units, and provided that at all times the same unit mix and affordability mix is retained.

E. Maximum Rents for Affordable Units.

1. The Housing Expense of an Affordable Unit shall not exceed thirty percent (30%) of the Income Level relevant for the Unit Type shown in the following table, with adjustments for assumed Household Size.

**Maximum Affordable Rents**

Unit Type	Income Level - (Percent of Median Income)
Studio or 1 bedroom	70%

2 or more bedrooms	80%
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2. An Affordable Unit's contract rent shall not exceed the unit's maximum Housing Expense less a Utility Allowance, if applicable, and any other recurring expenses required by the Owner as a condition of rental.

3. No Affordable Unit's tenant shall have more than one rent increase for the same Unit in any twelve (12)-month period; provided, however, that in the event an Affordable Unit's lease expires and said tenant elects to continue leasing the Affordable Unit on a month-to-month tenancy, and the tenant remains an Eligible Household, the Owner may increase the rent for that Affordable Unit up to once every thirty (30) days but no higher than the maximum contract rent as set forth in this section.

F. Renting Affordable Units to Eligible Households. During the Compliance Period, the Owner shall lease or rent, or make available for lease or rental, to Eligible Households all of the Affordable Units in the Project. If at any time the Owner is unable to rent or lease an Affordable Unit, then the Affordable Unit shall remain vacant pending rental or lease to Eligible Households.

G. Income Qualifications for Eligible Households.

1. To qualify as an Eligible Household for initial occupancy of an Affordable Unit, a household's Household Income may not exceed the applicable Percent of Median Income set forth in the table below, adjusted for the household's Household Size.

**Maximum Income at Initial Occupancy Maximum**

Bedrooms	Percent of Median Income
Studio or 1 bedroom	70%
2 or more bedrooms	80%

2. At time of recertification, as provided in Section I below, a tenant will remain an Eligible Household as long as said tenant's Household Income does not exceed the Maximum Income for Recertification.

H. Occupancy Limits for Affordable Units. The Owner shall utilize the following occupancy standards for Affordable Units:

Unit Type	Minimum Occupants
Studio or 1 bedroom	1 person
2-bedroom	2 persons
3-bedroom	3 persons
4-bedroom	4 persons

I. Completion of Certificate of Household Eligibility. Prior to allowing any household to occupy any Affordable Unit, the Owner shall require the prospective tenant to complete a Certification of Household Eligibility (“COHE”) that shall be substantially in the form set forth in **Exhibit C**. The Owner shall also undertake a good faith effort to verify the prospective tenant’s Household Income, as reported on the completed COHE. The Owner’s obligation to verify the reported Household Income shall be limited to requesting copies of and reviewing the prospective tenant’s federal income tax returns, unless the Owner has actual knowledge, or reason to believe, that the information provided by the prospective tenant is materially inaccurate. In the event federal income tax returns are not available, the Owner shall verify Household Income using wage or salary statements, or other income records that the City may consider appropriate.

J. Household Eligibility Recertification. At each renewal of a lease for an Affordable Unit, the Owner shall require all tenants occupying Affordable Units to complete and return to the Owner an updated COHE. The Owner shall undertake a good faith effort to verify the reported Household Income as set forth in Section 3(H). If a tenant’s Household Income exceeds the Maximum Income for Recertification set forth below when the tenant’s lease expires, then within ninety (90) calendar days either (a) the Owner may charge said tenant the current, applicable market rent for the Dwelling Unit and the Owner must designate and rent the next available comparable market rate Dwelling Unit as an Affordable Unit, or (b) the tenant must vacate the Dwelling Unit, unless otherwise prohibited by law, so as to make it available for an Eligible Household.

**Maximum Household Income for Recertification**

Bedrooms	Percent of King County Median Income
Studio or 1 bedroom	90%
2 or more bedrooms	100%

K. Equal Access to Common Facilities. Tenants of the Affordable Units shall have equal access to all amenities and facilities of the Project, such as parking, fitness centers, community rooms, and swimming pools. If a fee is charged for the use of an amenity or facility, then all tenants in the Project must be charged equally for such use. If the City prohibits a fee for certain amenities or facilities included in the Project, such as parking, the Owner shall include such amenities or facilities in the rent price of an Affordable Unit. Parking is not guaranteed for all units and will be provided on a first-come, first-served basis.

**SECTION 4 – MULTI-FAMILY LIMITED PROPERTY TAX EXEMPTION**

A. The City agrees to issue the Owner a Conditional Certificate of Acceptance of Tax Exemption (“Conditional Certificate”) once this Contract is approved by the City Council, fully executed, and recorded with the King County Recorder’s Office. The Conditional Certificate shall expire three (3) years from the date the City Manager approved the Owner’s application for tax exemption, unless extended by the City Manager as provided in SMC 3.27.060(B).

B. The Owner shall, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, file with the City Manager an application for Final

Certificate of Tax Exemption (“Final Certificate”) with the information and fees required by SMC 3.27.070. Required information includes:

1. A statement of expenditures made with respect to each multi-family housing unit and the total expenditures made with respect to the entire Property;
2. A description of the completed work and a statement of qualification for the exemption;
3. A statement that the work was completed within the required three-year period or any authorized extension; and
4. A statement that the Project meets affordable housing requirements of Chapter 3.27 SMC.

C. The City agrees, conditioned on the Owner’s successful completion of the improvements in accordance with the terms of this Contract and on the Owner’s filing of the materials described in Section B above, to file a Final Certificate with the King County Assessor within forty (40) days of application.

D. The Owner agrees, by December 15 of the year in which the City issued a Final Certificate for the Project, to provide the City information sufficient to complete the City’s report to the Washington State Department of Commerce as set forth in SMC 3.27.090(D).

E. If the Owner converts any of the new or rehabilitated multi-family housing units constructed under this Contract into another use, the Owner shall notify the King County Assessor and the City Manager within sixty (60) days of such change in use.

F. Owner agrees that the Contract is subject to the Shoreline Multi-Family Housing Tax Exemption set forth in Chapter SMC 3.27.

**SECTION 5 — ENFORCEMENT**

A. Enforcement Provisions. The Owner shall exercise reasonable diligence to comply with the requirements of this Contract and shall correct any such noncompliance within sixty calendar days after such noncompliance is first discovered by the Owner, or would have been discovered by the exercise of reasonable diligence, or within 60 calendar days after the Owner receives notice of such noncompliance from the City, whichever is earliest; provided however, that such period for correction may be extended by the City if the Owner is exercising due diligence to correct the noncompliance. If such noncompliance remains uncured after such period, then the Owner shall be in default and the City on its own behalf may take any one or more of the following actions:

1. By any suit, action or proceeding at law or in equity, require the Owner to perform its obligations under this Contract, or enjoin any acts or things which may be unlawful or in violation of the rights of the City hereunder; it being recognized that the beneficiaries of the Owner’s



obligations hereunder cannot be adequately compensated by monetary damages in the event of the Owner's default;

2. Have access to, and inspect, examine and make copies of, all of the books and records of the Owner pertaining to the Project. Provided, however, the City shall not divulge such information to any third party unless required by law or unless the same is necessary to enforce the City's rights hereunder; and

3. Take such other action at law or in equity as may appear necessary or desirable to enforce the obligations, covenants, conditions and agreements of the Owner under this Contract.

## **SECTION 6 – CANCELLATION OF TAX EXEMPTION**

A. The City reserves the right to cancel the Final Certificate should the Owner, its successors and assigns, fail to comply with any of the terms and conditions of this Contract, Chapter 3.27 SMC, or for any reason that the Project or that portion of the Property on which the Project is constructed no longer qualifies for the tax exemption.

B. Upon determining that a tax exemption is to be canceled, the City Manager shall notify the Owner by certified mail, return receipt request. The Owner may appeal the determination in accordance with SMC 3.27.100.

C. The Owner acknowledges that, in the event the City cancels the tax exemption, state law requires that an additional real property tax is to be imposed in the amount of (1) the difference between the tax paid and the tax that would have been paid if it had included the value of the non-qualifying improvements, dated back to the date that the improvements became non-qualifying; (2) a penalty of 20% of the difference calculated under Section (1) of this Paragraph C; and (3) interest at the statutory rate on delinquent property taxes and penalties, calculated from the date the tax would have been due without penalty if the improvements had been assessed without regard to the exemptions provided by Chapter 84.14 RCW and Chapter 3.27 SMC. The Owner acknowledges that, pursuant to RCW 84.14.110, any additional tax owed, together with interest and penalty, become a lien on that portion of the Property on which the Project is constructed and attached at the time the portion of the Property is removed from multi-family use or the amenities no longer meet applicable requirements, and that the lien has priority to and must be fully paid and satisfied before a recognizance, mortgage, judgment, debt, obligation, or responsibility to or with which the Property may become charged or liable. The Owner further acknowledges that RCW 84.14.110 provides that any such lien may be foreclosed in the manner provided by law for foreclosure of liens for delinquent real property taxes.

## **SECTION 7 — REPORTING REQUIREMENTS**

A. Notice of Occupancy Permit. The Owner shall notify the City's Designee of receipt of the first occupancy permit for the Project within thirty (30) calendar days of the permit's issuance.

B. Initial Project Certification. After the Completion Date and until ninety percent (90%) of all rental units in the Project are occupied, the Owner shall file with the City a Project Certification report, substantially in the form of **Exhibit D**, attached with copies of the COHE required under Section 3 of this Contract.

C. Annual Project Certification. The Owner shall file with the City Manager, within thirty (30) days following the first anniversary of the City's filing of the Final Certificate and each year thereafter for the duration of the property tax exemption, a report substantially in the form of **Exhibit D**, attached with copies of the COHE and which includes information required by SMC 3.27.090, which includes:

1. A statement of occupancy and vacancy of the newly constructed or rehabilitated Project during the past twelve (12) months ending with the anniversary date;

2. A certification by the Owner that the Project has not changed use since the date the City approved the Final Certificate and that Project conforms with affordable housing requirements of Chapter 3.27 SMC; and

3. A description of any subsequent changes or improvements constructed after issuance of the Final Certificate.

D. Maintain Complete Records. The Owner shall maintain complete and accurate records pertaining to the Affordable Units and shall, during regular business hours, permit any duly authorized representative of the City, including, without limitation, the City's Designee, to inspect the books and records of the Owner pertaining to the Affordable Units, including the Initial and Annual Project Certifications, and if applicable, income documentation of households residing in Affordable Units in the Project. The Owner's failure to maintain such records or failure to allow inspection by the City or any duly authorized representative shall constitute a material default hereunder. The Owner shall retain all records pertaining to the Affordable Units for at least six (6) years.

E. Form of Certification. Notwithstanding anything in this Section to the contrary, the Owner shall submit all documentation required by this Section on the forms designated herein, which may be modified by the City from time to time. Changes to forms by the City shall not increase the Owner's obligations hereunder.

## **SECTION 8 — SUBSIDIZED TENANTS**

The Owner shall accept as tenants for Affordable Units, on the same basis as all other prospective households, households who receive state or federal rent subsidies, such as Housing Choice Vouchers under Section 8 of the United States Housing Act of 1937, or other rent subsidies. The Owner shall not apply, or permit the application of, management policies or lease provisions with respect to the Project which have the effect of precluding occupancy of any Dwelling Units by rent subsidy recipients.

## **SECTION 9 — LEASE PROVISIONS**

A. It is the Owner's responsibility to screen and select tenants for desirability and credit worthiness. Except as restricted in this Contract and under state and federal law, such selection is within the Owner's discretion. If written management policies exist, or exist in the future, with respect to the Project, the City may review such written policies and may require changes in such policies, if necessary, so that the policies comply with the requirements of this Contract.

B. All leases for Eligible Households shall contain clauses wherein each individual lessee: (1) certifies the accuracy of the statements made in the COHE, (2) agrees that the Household Income and other eligibility requirements shall be deemed substantial and material obligations of the tenancy, and (3) agrees that misrepresentation in the COHE is a material breach of the lease, entitling the Owner to immediately terminate tenant's lease for the Affordable Unit.

#### **SECTION 10 — SALE OR TRANSFER OF THE PROJECT**

The Owner hereby covenants and agrees not to sell, transfer or otherwise dispose of the Project or any portion thereof without first providing a written statement executed by the purchaser that the purchaser understands the Owner's duties and obligations under this Contract and will enter into a contract with the City for the continuation of those obligations. Such notice must be received by the City at least ten (10) working days prior to the close of escrow.

#### **SECTION 11 — TERM**

This Contract shall become effective upon its execution and shall continue in full force and effect throughout the Compliance Period, unless sooner modified or terminated by the City or property owner consistent with SMC 3.27.100, as adopted on the date of execution of this Contract.

#### **SECTION 12 — NO DISCRIMINATION**

The Owner shall not discriminate on the basis of race, creed, religion, color, sex, sexual orientation, age, national origin, marital status, citizenship or immigration status, honorably discharged veteran or military status, or presence of any sensory, mental, or physical handicap as set forth in RCW 49.60.030, as now existing and as may be amended, in the lease, use, or occupancy of the Project or in connection with the employment or application for employment of persons for the operation and management of the Project.

#### **SECTION 13 — COVENANTS RUN WITH LAND**

A. The City and Owner hereby declare their understanding and intent that the covenants, conditions and restrictions set forth herein directly benefit the land: (1) by enhancing and increasing the enjoyment and use of the Project by certain Eligible Households, and (2) by furthering the public purposes of providing housing for Eligible Households.

B. The City and the Owner hereby declare that the covenants and conditions contained herein shall bind the Owner and all subsequent owners of the Project or any interest therein, and the benefits shall inure to the City, all for the Compliance Period. Except as provided in Section 12 of

this Contract, each and every contract, deed or other instrument hereafter executed conveying the Project or any portion thereof or interest therein shall contain an express provision making such conveyance subject to the covenants and conditions of this Contract, provided however, that any such contract, deed or other instrument shall conclusively be held to have been executed, delivered and accepted subject to such covenants and conditions, regardless of whether or not such covenants and conditions are set forth or incorporated by reference in such contract, deed or other instrument.

C. Hold Harmless. The Owner shall defend, indemnify, and hold the City, its officers, officials, employees, volunteers and its Designee and any other party authorized hereunder to enforce the terms of this Contract, harmless from any and all claims, injuries, damages, losses, or suits, including attorney fees, arising out of or resulting from this Contract. This provision shall survive termination or expiration of this Contract.

D. No Third-Party Beneficiaries. The provisions of this Contract and of the documents to be executed and delivered in connection herewith are and will be for the benefit of the Owner and the City only and, are not for the benefit of any third party (including, without limitation, any tenants or tenant organizations), and accordingly, no third party shall have the right to enforce the provisions of this Contract or of the documents to be executed and delivered in connection herewith.

E. Binding Provisions. The provisions, covenants, and conditions contained in this Contract are binding upon the parties hereto and their legal heirs, representatives, successors, assigns, and subsidiaries and are intended to run with the land.

#### **SECTION 14 — FORECLOSURE**

In the case of any foreclosure, the immediate successor in interest in the Property pursuant to the foreclosure shall assume such interest subject to the lease(s) between the prior Owner and the tenant(s) and to this Contract for Affordable Units. This provision does not affect any state or local law that provides longer time periods or other additional protections for tenants.

#### **SECTION 15 — ESTOPPEL CERTIFICATE**

The City agrees, upon the request of the Owner or its successor in interest, to promptly execute and deliver to the Owner or its successor in interest or to any potential or actual purchaser, mortgagor, or encumbrancer of the Project, a written certificate stating, if such is true, that the City has no knowledge of any violation or default by the Owner of any of the covenants or conditions of this Contract, or if there are such violations or defaults, the nature of the same.

#### **SECTION 16 — AGREEMENT TO RECORD**

The Owner shall cause this Contract to be recorded in the real property records of King County, Washington. The Owner shall pay all fees and charges incurred in connection with such recording and shall provide the City with a copy of the recorded document.

#### **SECTION 17 — RELIANCE**

The City and the Owner hereby recognize and agree that the representations and covenants set forth herein may be relied upon by City and the Owner. In performing its duties and obligations hereunder, the City may rely upon statements and certificates of the Owner and Eligible Households, and upon audits of the books and records of the Owner pertaining to occupancy of the Project. In performing its duties hereunder, the Owner may rely on the Certificates of Household Eligibility unless the Owner has actual knowledge or reason to believe that such Certificates are inaccurate.

#### **SECTION 18 — GOVERNING LAW**

This Contract shall be governed by the laws of the State of Washington, except to the extent such laws conflict with the laws of the United States or the regulations of federally insured depository institutions or would restrict activities otherwise permitted in relation to the operation of federally insured depository institutions. Venue for any legal actions shall be in King County Superior Court or, if pertaining to federal laws, the U.S. District Court for Western Washington.

#### **SECTION 19 — NO CONFLICT WITH OTHER DOCUMENTS**

The Owner warrants that it has not executed and will not execute, any other agreement with provisions contradictory to, or in opposition to, the provisions hereof, and that in any event the requirements of this Contract are paramount and controlling as to the rights and obligations herein set forth and supersede any other requirements in conflict herewith.

#### **SECTION 20 — AMENDMENTS**

This Contract shall be amended only by a written instrument executed by the parties hereto or their respective successors in interest, and duly recorded in the real property records of King County, Washington. Amendments to **Exhibit B** shall be considered approved in writing when the **Revised Exhibit B** is signed by the Owner and the City without the need for a further written document attaching the revised exhibit and striking prior versions of the exhibit. In the event of conflict between versions of **Exhibits B**, the version maintained by the City as the then-current version, signed by Owner and City, shall prevail.

#### **SECTION 21 — NOTICE**

A. Any notice or communication hereunder, except legal service of process, shall be in writing and may be given by registered or certified mail. The notice or communication shall be deemed to have been given and received when deposited in the United States Mail, properly addressed with postage prepaid. If given otherwise, it shall be deemed to be given when delivered to and received by the party to whom addressed. Such notices and communications shall be given to the Parties' representatives hereto at their following addresses:

If to the City:	City of Shoreline 17500 Midvale Ave N Shoreline, WA 98133 Attn:
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City Manager

If to the Owner: ASO Investments LLC  
1400 112<sup>th</sup> Ave SE, suite 100  
Bellevue, WA 98004  
Attn: Trang Thi Thuy Pham

B. Any party may change its identified representative and address for notices upon ten (10) calendar days prior written notice to the other parties. Legal counsel for a party may deliver notices on behalf of the represented party and such notice shall be deemed delivered by such party.

**SECTION 22 — SEVERABILITY**

If any provision of this Contract shall be invalid, illegal, or unenforceable, the validity, legality and enforceability of the remaining provisions hereof shall not in any way be affected or impaired thereby.

**SECTION 23 — CONSTRUCTION**

Unless the context clearly requires otherwise, words of the singular number shall be construed to include the plural number, and vice versa, when appropriate. All the terms and provisions hereof shall be construed to effectuate the purposes set forth in this Contract and to sustain the validity hereof.

**SECTION 24 — TITLES AND HEADINGS**

The titles and headings of the sections of this Contract have been inserted for convenience of reference only, are not to be considered a part hereof and shall not in any way modify or restrict any of the terms or provisions hereof or be considered or given any effect in the construing this document or any provision hereof or in ascertaining intent, if any question of intent shall arise.

**SECTION 25 – COUNTERPART ORIGINALS**

This Contract may be executed in any number of counterpart originals, each of which shall be deemed to constitute an original contract, and all of which shall constitute one contract. The execution of one counterpart by a Party shall have the same force and effect as if that Party had signed all other counterparts.

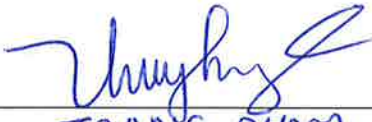
**SECTION 26 – AUTHORITY TO EXECUTE**

Each person executing this Contract on behalf of a Party represents and warrants that he or she is fully authorized to execute and deliver this Contract on behalf of the Party for which he or she is signing. The Parties hereby warrant to each other that each has full power and authority to enter into this Contract and to undertake the actions contemplated herein and that this Contract is enforceable in accordance with its terms.

IN WITNESS WHEREOF, the Owner and City have each executed the Multi-Family Housing Limited Property Tax Exemption Contract on the Date first above written.

**Owner:**

**City of Shoreline**

By:   
Name: TRANG PHAM  
Its: MEMBER  
Date: 08/18/2022

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: City Manager  
Date: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
Office of the City Attorney  
By:  
Title:

*NOTARIZATIONS ON FOLLOWING PAGE*

**OWNER:**

State of Washington )  
 ) ss  
County of King )

On this 18 day of August, 20 22, before me, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Trang Pham, known to me to be the signer of ASO Investments LLC who executed the foregoing document on behalf of said entity, and acknowledged the said document to be the free and voluntary act and deed of said entity, for the uses and purposes therein mentioned, and on oath stated that he or she was authorized to execute said document.

IN WITNESS WHEREOF I have given under my hand and official seal this 18 day of August, 20 22.



[Signature]  
Notary Public in and for the State of Washington.

Print Name Qimei Wu  
Residing at Washington  
My commission expires 10/20/2023.

**CITY OF SHORELINE:**

State of Washington )  
 ) ss  
County of King )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_, before me, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared \_\_\_\_\_, known to me to be the \_\_\_\_\_ of the CITY OF SHORELINE, who executed the foregoing document on behalf of said City, and acknowledged the said document to be the free and voluntary act and deed of said City, for the uses and purposes therein mentioned, and on oath stated that he or she was authorized to execute said document.

IN WITNESS WHEREOF I have given under my hand and official seal this \_\_\_ day of, 20\_\_\_.

\_\_\_\_\_  
Notary Public in and for the State of Washington.

Print Name \_\_\_\_\_  
Residing at \_\_\_\_\_  
My commission expires \_\_\_\_\_



**EXHIBIT A**

**LEGAL DESCRIPTION**

JERSEY SUMMER HOMES ADD N 121 FT OF TRACT 6; EXC E 64.5 FT THEREOF;  
EXC N 8.00 FT THEREOF CONVEYED TO CITY OF SHORELINE BY RECORDING  
NO 20190710001060





EXHIBIT C



**CERTIFICATION OF HOUSEHOLD ELIGIBILITY**  
**City of Shoreline Affordable Housing Program**

I/We \_\_\_\_\_, as applicants for rental of the following Affordable Unit, do hereby represent and warrant that my/our adjusted annual income is \$ \_\_\_\_\_.

Property: \_\_\_\_\_ Property Address: \_\_\_\_\_  
Unit # \_\_\_\_\_ No. of Bedrooms: \_\_\_\_\_ Household size:<sup>1</sup> \_\_\_\_\_ Disabled: Yes \_\_\_\_\_ No \_\_\_\_\_

The attached computation includes all income I/we received for the date I/we execute a rental agreement for an affordable unit, or the date on which I/we will initially occupy such unit, whichever is earlier.

This affidavit is made with the knowledge that it will be relied upon by the City to determine maximum income for eligibility. I/We warrant that all information set forth in this Certification of Household Eligibility is true, correct and complete based upon information I/We deem reliable, and that the estimate contained in the preceding paragraph is reasonable and based upon such investigation as the undersigned deemed necessary. I/we will assist the Owner in obtaining any information or documents required to verify the statements made in this Certification.

I/We acknowledge that I/we have been advised that the making of any misrepresentation or misstatement in this affidavit will constitute a material breach of my/our agreement with the Owner to lease the unit and will entitle the Owner to prevent or terminate my/our occupancy of this unit by institution of an action for eviction or other appropriate proceedings.

Name	Age	Name	Age
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

<sup>1</sup> The number of people who will reside with you at least four (4) months of the year.

EXHIBIT C



CERTIFICATION OF HOUSEHOLD ELIGIBILITY

INCOME COMPUTATION

"Household income" includes all items listed below, from all household members over the age of 18. Income of dependents over 18, who reside in the unit for less than four (4) months of the year will not be counted toward household income.

For the previous 12-month period, indicate income received from the following sources:

- a) The full amount, before any payroll deductions, of wages, salaries, overtime pay, commissions, fees, tips, bonuses and other compensation for personal services, and payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation and severance pay and any earned income tax credit to the extent that it exceeds tax liability. \$ \_\_\_\_\_
  - b) Net income from operations of a business or profession or net income of any kind from real or personal property. \$ \_\_\_\_\_
  - c) Interest and dividends; \$ \_\_\_\_\_
  - d) The full amount of periodic payments received from Social Security, pensions, retirement funds, annuities, insurance policies, disability or death benefits, alimony, child support, or any similar type of periodical payments, and any regular contributions or gifts from persons not residing in the unit. \$ \_\_\_\_\_
  - e) Public assistance payments. \$ \_\_\_\_\_
  - f) Regular and special allowances and pay of a member of the Armed Forces who is a spouse or head of the family. \$ \_\_\_\_\_
- TOTAL \$ \_\_\_\_\_

(NOTE: The following are not considered income: occasional, infrequent gifts of money; one-time payments from insurance policies or an inheritance settlement; scholarships or student loans for tuition, fees or books; foster child care payments; the value of Food Stamp coupons; hazardous duty pay to a member of the Armed Forces; relocation payments; assistance received under the Low-Income Home Energy Assistance Program or any similar program).

EXHIBIT D



ANNUAL PROJECT CERTIFICATION FORM  
City of Shoreline Affordable Housing Program

REPORTING PERIOD: \_\_\_\_\_ through \_\_\_\_\_.

Project: \_\_\_\_\_ # of Required Affordable Units \_\_\_\_\_

Address: \_\_\_\_\_

The undersigned hereby certifies that during the past 12 months the Affordable Units required in the Declaration of Affordable Housing Covenants were utilized in the following manner (please enter the number of each type utilized):

- \_\_\_\_\_ Affordable Units in the Project were rented to new tenants (eligible households).
- \_\_\_\_\_ Affordable Units in the Project were re-rented (leases renewed) to tenants whose income for remained qualified under the limit for initial occupancy.
- \_\_\_\_\_ Affordable Units in the Project were re-rented to tenants who exceeded the qualifying income for initial occupancy but remained qualified under the income limit for recertification.
- \_\_\_\_\_ Affordable Units in the Project were rented to tenants who, at time of recertification, exceeded the qualifying income and either moved to a market-rate unit in the Project or moved out of the Project.
- \_\_\_\_\_ Affordable Units in the Project were rented to tenants who, at time of recertification, exceeded the qualifying income and remained in the unit, causing the affordability to be re-designated to a different unit in the Project.

The above information and that on the attached sheet(s) has been verified as required by the Declaration of Affordable Housing Covenants between the City of Shoreline and:

Owner (Company) Name: \_\_\_\_\_

\_\_\_\_\_  
Name of Owner or Owner's Representative                      Print Name

Date: \_\_\_\_\_, 20\_\_\_\_

EXHIBIT D



ANNUAL PROJECT CERTIFICATION FORM

PROJECT NAME \_\_\_\_\_

REPORTING PERIOD: \_\_\_\_\_ through \_\_\_\_\_.

Contract rent included the following (please answer "yes" or "no"):

Electricity and/or Natural Gas	Yes	No
Water and/or Sewer	Yes	No
Garbage and/or Recycling	Yes	No

Other expenses tenants are required to pay in addition to contract rent: Renter's insurance? \_\_\_\_\_

King County Sewer Capacity Charge? \_\_\_\_\_

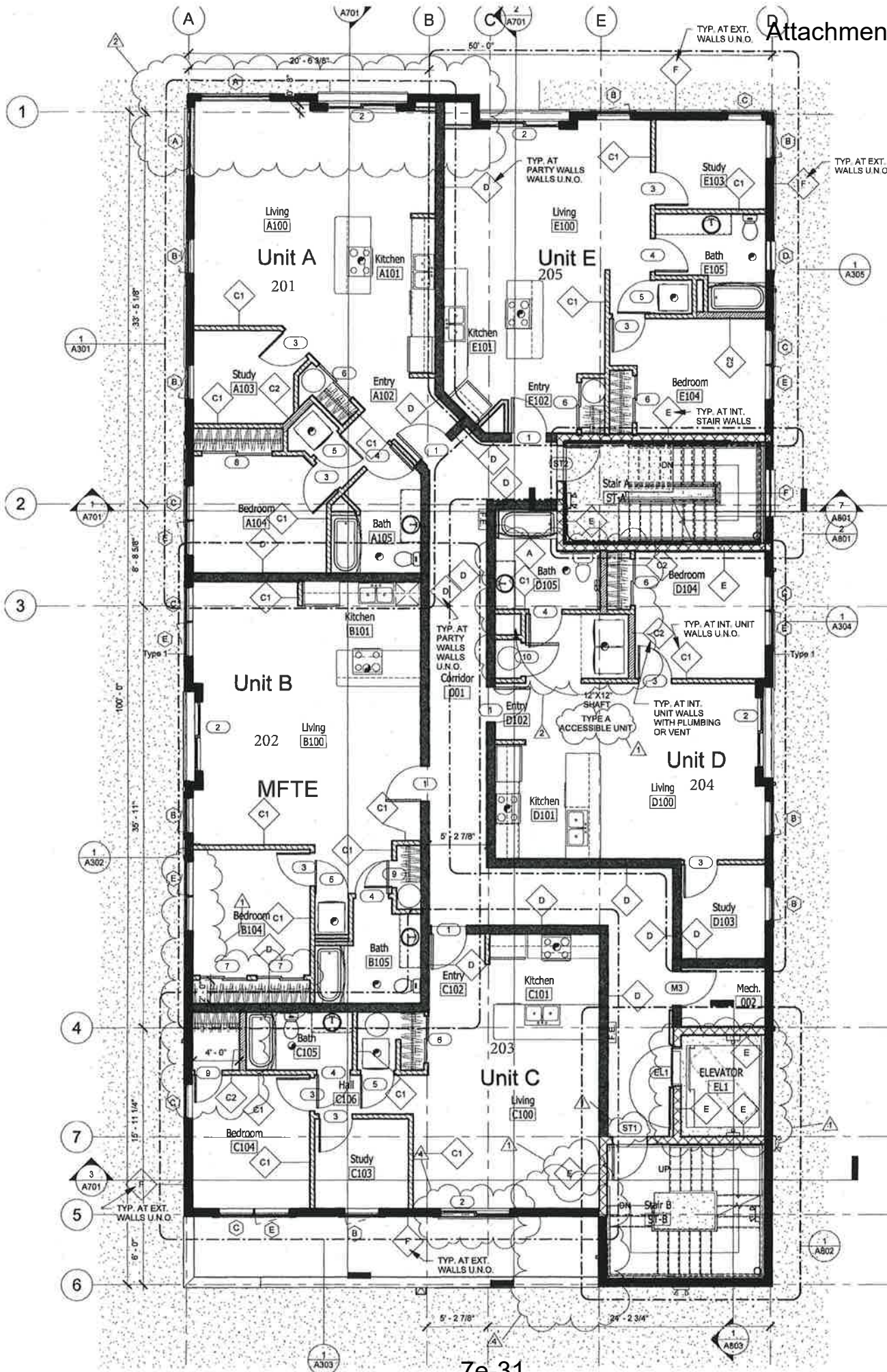
Other (specify)? \_\_\_\_\_

Other (specify)? \_\_\_\_\_

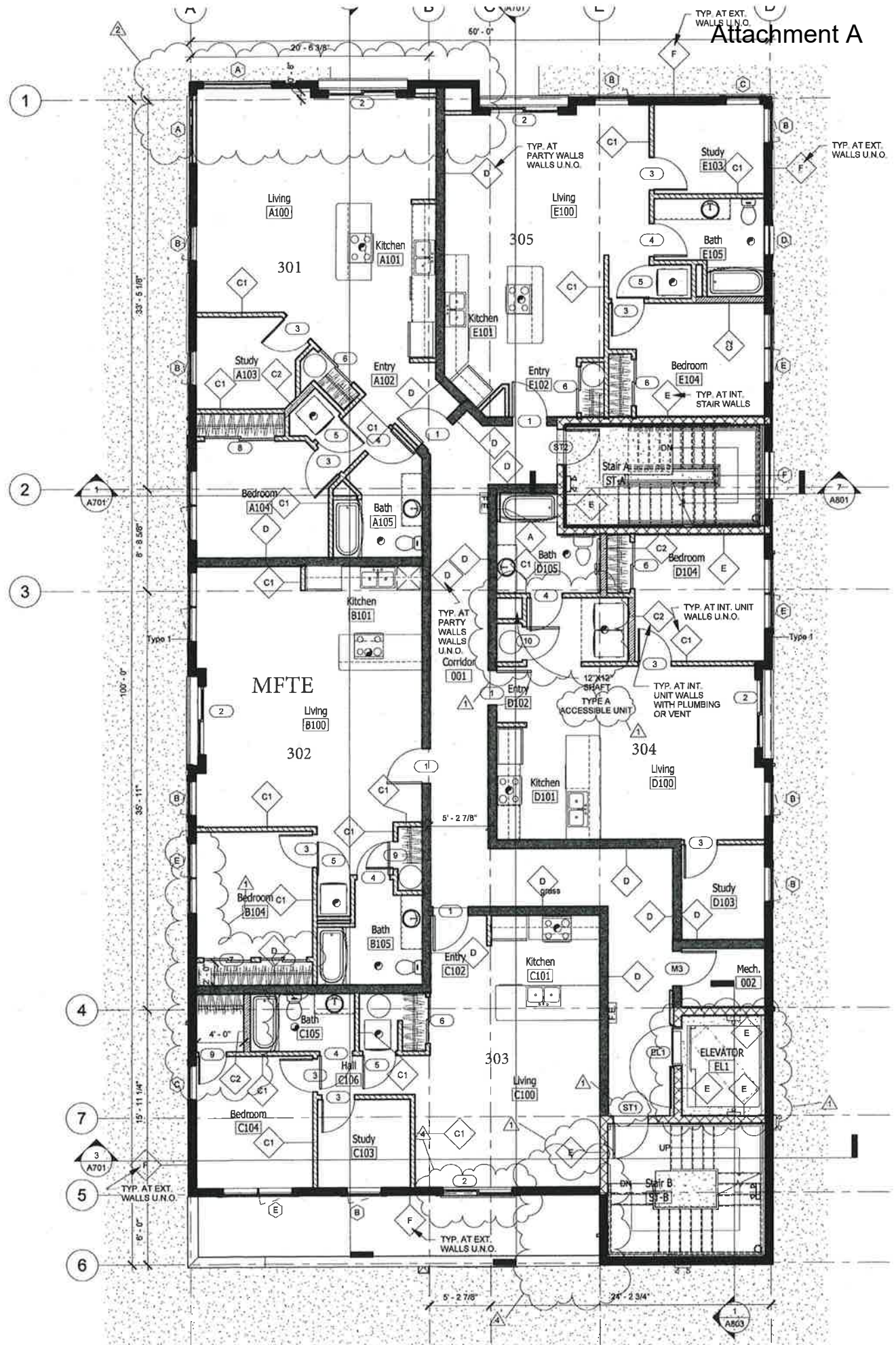
Please attach a copy of the property's standard residential lease agreement.

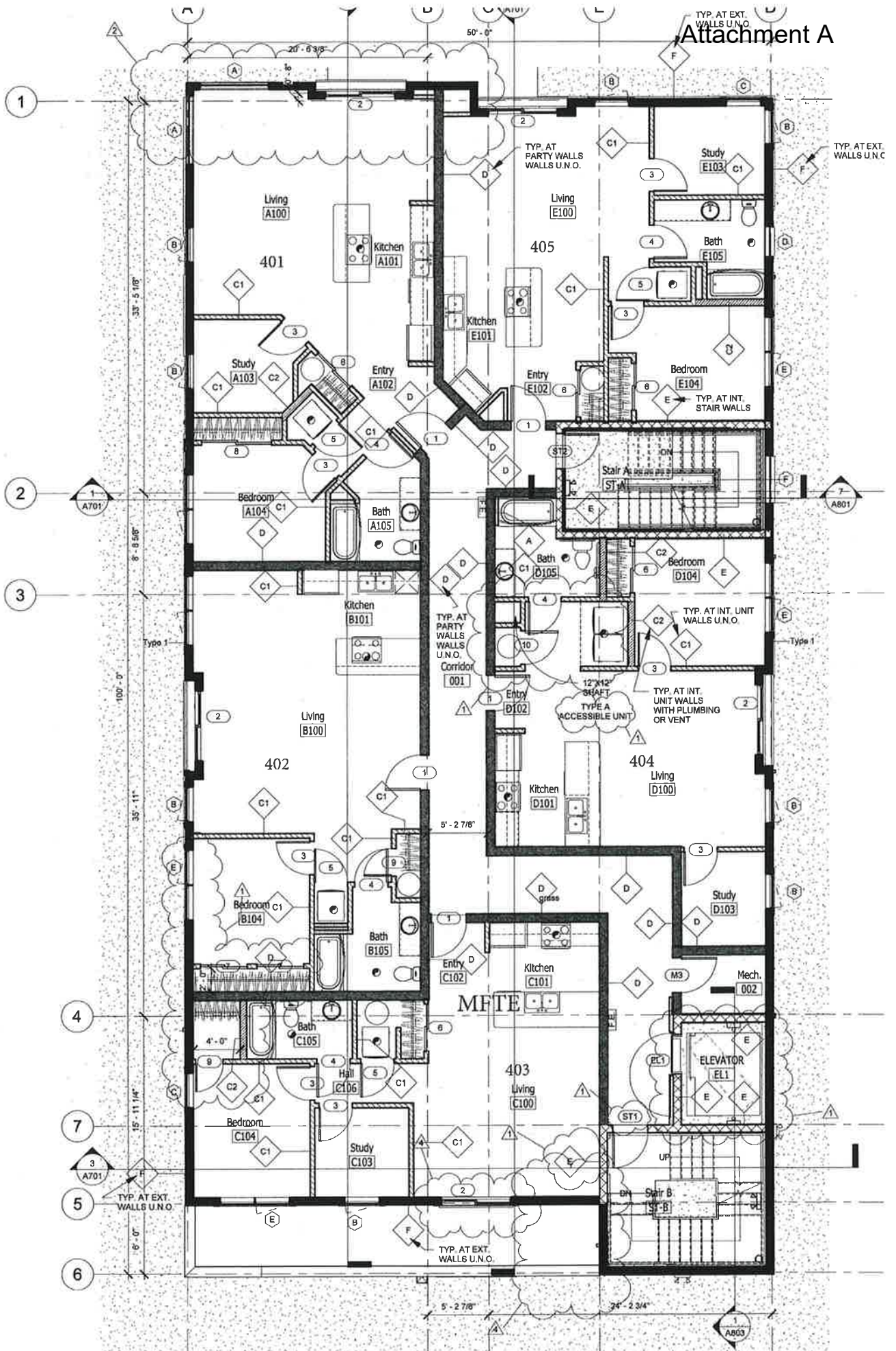






Level 1  
3/16" = 1'-0"





## 2022 Property Tax Exemption Program Report - City of Shoreline

Updated 3/14/2022

Currently in PTE Program								
Units	Project	Type	Affordable	Start	End	Improvements Valuation (2022)	City Tax Rate (2022)	City Property Tax Abatement
16	3108 Apartments	12-year affordable	4	1/1/2021	12/31/2032	\$ 3,490,000	\$ 1.13188	\$ 3,950
81	Arabella II	12-year affordable	17	1/1/2020	12/31/2031	\$ 21,928,100	\$ 1.13188	\$ 24,820
164	Geo Apartments	12-year affordable	34	1/1/2021	12/31/2032	\$ 47,042,300	\$ 1.13188	\$ 53,246
80	Interurban Lofts	12-year affordable	16	1/1/2018	12/31/2029	\$ 3,715,600	\$ 1.13188	\$ 4,206
129	Malmö	12-year affordable	26	1/1/2015	12/31/2026	\$ 35,485,000	\$ 1.13188	\$ 40,165
5	North City Development	12-year affordable	1	1/1/2015	12/31/2026	\$ 648,100	\$ 1.13188	\$ 734
221	Paceline	12-year affordable	44	1/1/2019	12/31/2030	\$ 61,617,600	\$ 1.13188	\$ 69,744
165	Polaris*	State program	165	1/1/2015	12/31/2026	see note		
60	Sunrise Eleven	12-year affordable	12	1/1/2018	12/31/2029	\$ 15,727,900	\$ 1.13188	\$ 17,802
72	The 205 Apartments	12-year affordable	14	1/1/2019	12/31/2030	\$ 17,849,000	\$ 1.13188	\$ 20,203
124	Trad Apartments	12-year affordable	25	1/1/2021	12/31/2032	\$ 30,247,700	\$ 1.13188	\$ 34,237
330	The Current	12-year affordable	66	1/1/2022	12/31/2033	\$ 30,528,100	\$ 1.13188	\$ 34,554
243	The Postmark	12-year affordable	49	1/1/2021	12/31/2032	\$ 60,788,500	\$ 1.13188	\$ 68,805
<b>1,690</b>			<b>473</b>			<b>\$ 329,067,900</b>		<b>\$ 372,465</b>
Graduates of PTE Program								
Units	Project	Type		Start	End	Improvements Valuation (2022)	City Tax Rate (2022)	2021 Revenue
88	Arabella	10-year market	n/a	1/1/2008	12/31/2017	\$ 21,928,100	\$ 1.13188	\$ 24,820
<b>88</b>						<b>\$ 21,928,100</b>		<b>\$ 24,820</b>
Conditional Certificates of PTE								
Units	Project	Type	Affordable	Cert. Date	Expiration	Status	Est. Completion	Final App
315	18815 Aurora Ave N	12-year affordable	63	11/7/2019	11/7/2022	Construction	22-Sep	no
227	Quinn by Vintage*	State program	226	11/9/2020	11/9/2023	Construction	Oct-22	no
241	Shoreline 192*	State program	241	Pending		Construction	2024	no
203	Geo II	12-year affordable	41	Pending		Construction	2023	no
22	2152 185th	12-year affordable	5	Pending		Construction	2022	no
15	1719 185th	12-year affordable	3	Pending		Construction	2022	no
235	The Line		47	Pending		Predevelopment		
252	Ion 149th	20-year affordable	51	Pending		Predevelopment	May-24	
547	Shea 145th and 1st NE	12-year affordable	110	Pending		Predevelopment	Jul-05	
299	Shoreline 147th	12-year affordable	60	Pending		Predevelopment	Jan-22	
35	Paramount	12-year affordable	7	Pending		Predevelopment	Jun-21	
210	Midvale by Vintage	12-year affordable	43	Pending		Predevelopment	Oct-23	
364	104 NE 147th		77	Pre-app		Predevelopment		
385	17802 Linden Ave N	12-year affordable	77	Pre-app		Predevelopment		
240	Kinect	12-year affordable	48	Pending		Predevelopment	Dec-22	
11	19232 5th Ave NE		3	Pending		Predevelopment	Jan-23	
161	18551 Aurora	12-year affordable	33	Pending		Predevelopment	Mar-22	
<b>3,762</b>			<b>1,135</b>			Predevelopment		

**5,540 Total homes****1,608 Affordable homes**

\*Participates in alternative state incentive program offering full property tax exemption; the City's MFTE program acts as backup.

**2022 Income and Rent Limits**

**City of Shoreline**

Based on the King County (Seattle-Bellevue HFMA) Median Income:  
 HUD Very Low-Income Limit:

**\$134,600** for a family of 4.  
**\$64,700** for a family of 4.

<b>Rent Limits</b>						<b>Household Income Limits</b>		
AMI	BEDROOMS	Maximum Monthly Housing Costs	Maximum Rent if No Other Expenses	Maximum Rent if Tenant Pays Own Utilities, and No Other Expenses	Maximum Rent if Tenant Pays Own Utilities, Renters Insurance, and No Other Expenses	AMI: Household Size	50% Initial Occupancy	70% Recertification
		<b>50%</b>	Studio	\$1,133	\$1,133	\$1,025	\$1,012	1
	"Open 1"	\$1,214	\$1,214	\$1,106	\$1,093	2	\$51,800	\$68,100
	One	\$1,214	\$1,214	\$1,106	\$1,093	3	\$58,250	\$76,650
						4	\$64,700	\$85,100
						5	\$69,900	\$91,950
AMI	BEDROOMS	Maximum Monthly Housing Costs	Maximum Rent if No Other Expenses	Maximum Rent if Tenant Pays Own Utilities, and No Other Expenses	Maximum Rent if Tenant Pays Own	AMI: Household Size	60% Initial Occupancy	80% Recertification
		<b>60%</b>	Studio	\$1,311	\$1,311	\$1,203	\$1,190	1
	"Open 1"	\$1,405	\$1,405	\$1,297	\$1,284	2	\$59,950	\$76,250
	One	\$1,405	\$1,405	\$1,297	\$1,284	3	\$67,450	\$85,800
	Two	\$1,686	\$1,686	\$1,552	\$1,539	4	\$74,900	\$95,300
	Three	\$1,948	\$1,948	\$1,778	\$1,765	5	\$80,950	\$102,950
	Four	\$2,098	\$2,098	\$1,887	\$1,874			
AMI	BEDROOMS	Maximum Monthly Housing Costs	Maximum Rent if No Other Expenses	Maximum Rent if Tenant Pays Own Utilities, and No Other Expenses	Maximum Rent if Tenant Pays Own	AMI: Household Size	70% Initial Occupancy	90% Recertification
		<b>70%</b>	Studio	\$1,490	\$1,490	\$1,382	\$1,369	1
	"Open 1"	\$1,596	\$1,596	\$1,488	\$1,475	2	\$68,100	\$85,800
	One	\$1,596	\$1,596	\$1,488	\$1,475	3	\$76,650	\$96,500
	Two	\$1,915	\$1,915	\$1,781	\$1,768	4	\$85,100	\$107,200
	Three	\$2,214	\$2,214	\$2,044	\$2,031	5	\$91,950	\$115,800
	Four	\$2,384	\$2,384	\$2,173	\$2,160			
AMI	BEDROOMS	Maximum Monthly Housing Costs	Maximum Rent if No Other Expenses	Maximum Rent if Tenant Pays Own Utilities, and No Other Expenses	Maximum Rent if Tenant Pays Own	AMI: Household Size	80% Initial Occupancy	100% Recertification
		<b>80%</b>	Two	\$2,145	\$2,145	\$2,011	\$1,998	2
	Three	\$2,479	\$2,479	\$2,309	\$2,296	3	\$85,800	\$107,250
	Four	\$2,669	\$2,669	\$2,458	\$2,445	4	\$95,300	\$119,150
						5	\$102,950	\$128,700

Maximum monthly housing costs are 30% of the maximum household income, and include basic utilities, and any costs required by the property owner (e.g., renter's insurance).

Income and housing cost limits are adjusted from the 4-person basis according to the table below, left.

Maximum contract rents are calculated by deducting charges borne by the tenant: basic utilities or utility allowance and monthly costs required for tenancy (e.g., renters insurance). Instead of deducting actual expenses, the owner may deduct allowances according to the table below.

<b>Other Expense Allowances</b>			
Bedrooms	Electricity & Gas	Water, Sewer, Garbage	Renter's Insurance
Studio	\$38	\$70	\$13
"Open 1"	\$38	\$70	\$13
One	\$38	\$70	\$13
Two	\$53	\$81	\$13
Three	\$70	\$100	\$13
Four	\$93	\$118	\$13

Example: The maximum rent of an 70% AMI studio with all utilities included, and no other required expenses, would be \$1,490  
 The maximum rent for the same studio with no utilities included and renters insurance required would be \$1,369  
 The maximum rent for the same studio with water, sewer, and garbage included (i.e., no W/S/G allowance) but not electricity and gas, and renter's insurance required would be \$1,439

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

<b>AGENDA TITLE:</b>	Approving the Multi-Family Tax Exemption Contract with Home for Life, LLC for the Pinnacle Two Project Located at 2152 N 185 <sup>th</sup> Street
<b>DEPARTMENT:</b>	Recreation, Cultural and Community Services
<b>PRESENTED BY:</b>	Kerry Feeman, Housing and Human Services Coordinator
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Discussion

**PROBLEM/ISSUE STATEMENT:**

The City Manager has approved an application by Home for Life, LLC for a Multi-Family Limited Property Tax Exemption (MFTE; also known as PTE for Property Tax Exemption) on a project known as Pinnacle Two. The applicant has agreed to a contract (Attachment A) with the City stating that the residential improvements of their projects will be exempt from property taxation for 12 years in exchange for providing affordable housing and other conditions. Shoreline Municipal Code (SMC) Section 3.27.060 specifies that City Manager approval is subject to approval by the City Council. Tonight, staff is seeking Council approval of this MFTE contract for the Pinnacle Two project located at 2152 N 185<sup>th</sup> Street.

**RESOURCE/FINANCIAL IMPACT:**

During the development of an MFTE project, the value of the improvements is taxable until the City certifies completion of the project and compliance with MFTE requirements. On the following January 1, the 12-year or 20-year tax exemption begins, but this does not reset tax revenues. Forgone taxes are only those levied on the difference between the value assessed during construction and full value upon completion. The balance will not be added to the assessed value until the 13<sup>th</sup> year. When the assessor last valued properties, construction had not begun so a precise estimate was not calculated.

For the purposes of this report, zero tax revenue to the City on the value of the improvements was assumed during the 12-year exemption period. However, due to the assumed increase in population, staff estimates tax revenues to the City from this project would, overall, increase despite the exemption on the improvements. Staff and consultant time is required to process applications, file annual reports to the state and King County, and to monitor compliance with affordable housing requirements. More detailed financial information about this project can be found in the Resource/Financial Impact Section later in this report.

**RECOMMENDATION**

Staff recommends that the City Council approve the MFTE contract with Home for Life, LLC for the Pinnacle Two Project located at 2152 N 185<sup>th</sup> Street.

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

## **BACKGROUND**

The Multi-Family Tax Exemption (MFTE; also known as PTE for Property Tax Exemption) program was instituted by the state legislature to provide incentives to construct multifamily housing and later amended to help create affordable housing. According to the conclusions of the Growth Management Act and the State legislature, multi-family housing and affordable housing are needed throughout the Puget Sound metropolitan area to help mitigate negative environmental impacts of population growth in the region.

The MFTE program provides the property owner an exemption from the *ad valorem* property taxes on new or rehabilitated housing improvements (including residential parking) for the duration of the exemption period. Shoreline has offered an MFTE program in nine (9) designated Residential Targeted Areas for many years. Shoreline Municipal Code (SMC) Chapter 3.27 was most recently updated in 2021 by the adoption of Ordinance No. 944. The current Shoreline MFTE program requires that at least 20% of the project be affordable and provides a qualified project 12 or 20 years of exemption from property taxation.

The 2022 Property Tax Exemption Program Report (Attachment B) provides a listing of the projects currently enrolled in the City's MFTE program, along with those that have received a Conditional MFTE Certificate.

## **DISCUSSION**

The City Manager has approved an application by Home for Life, LLC for the Pinnacle Two project (Attachment A). The Pinnacle Two project complies with all applicable requirements of RCW 84.14.060 and SMC 3.27.040. The next step in the MFTE process is for the City Council to approve or deny the contract that defines the terms under which the City will grant property tax exemptions, including binding the property to provide affordable housing for the period according to the RCW 84.14 and Chapter 3.27 SMC.

Project details for the Pinnacle Two project include:

Location:	2152 N 185 <sup>th</sup> Street
Residential Targeted Area:	185 <sup>th</sup> Street Station Sub-Area
Units provided:	22
Affordable units provided:	5
Duration of tax exemption:	12 years
Affordability levels:	1-bedroom units: 70% of the King County Area Median Income (AMI) 2-bedroom units: 80% of the King County AMI
Duration of affordability:	12 years
Expected completion:	August 2024
Permit number:	MFR19-0933



### **Next Steps**

If the City Council approves the proposed contract, the City Manager will issue Conditional Certificates of Property Tax Exemption to the applicant. The applicant has three years from the date the application was approved to complete the project and then may apply to the City for a Final Certificate. The City Manager may approve (or deny) the Final Certificate application without Council action. If approved, the City will file the Final Certificate with the County Assessor and the residential improvements will be exempt beginning the following January 1<sup>st</sup>.

### **RESOURCE/FINANCIAL IMPACT**

During the development of an MFTE project, the value of the residential improvements is taxable until the City certifies completion of the project and compliance with MFTE requirements. On the following January 1<sup>st</sup>, the 12 or 20-year tax exemption on residential improvements begins, but this does not reset tax revenues for the City or other districts. That taxation—typically less than 100% of the ultimate, finished-project value—is effectively shifted to other taxpayers. If, in the event an assessment of the property is filed at 100% completion, but before issuance of a final certificate of tax exemption, the total value of the project could be added to the City's total assessed value. As an MFTE project, the exempted taxes on the improvements would, in that case be collected from taxpayers across the City. This shift to the City's approximately 22,000 households would amount to approximately \$6,780 in City share of property taxes, or \$0.45 per household per year.

The tax foregone is only that amount levied on the difference between the assessed value when evaluated during construction and upon completion. The balance will not be added to the assessed value until the 13<sup>th</sup> year. When the assessor last valued properties, construction had not begun so a precise estimate was not calculated. For the purposes of this report, zero tax revenue to the City on the value of the improvements was assumed during the 12-year exemption period. However, due to the assumed increase in population, staff estimates tax revenues to the City overall would increase despite the exemption on the improvements.

Staff and consultant time is required to process applications, file annual reports to the state and King County, and to monitor compliance with affordable housing requirements.

### **Tax Exemption Savings**

While assessor's data won't be available until the project is constructed, rough estimates based on other Shoreline MFTE projects suggest that over the 12 years of exemption the owner will save somewhere between \$224,112 to \$236,859 in city taxes and \$2,112,000 to \$2,233,000 from all taxing districts (about \$434,500 per affordable unit).

### **Public Benefit Calculation**

Attachment C to this staff report provides the current income and rent limits for Shoreline. Using the applicant reported market rents, the City estimates the 12-year value of the affordable housing (the public benefit) to be approximately \$347,000 or

\$75,000 per affordable unit. (This “rent gap” could turn out to be higher or lower, depending on relative changes between market and affordable rents over time.)

**Limited Fiscal Analysis**

Although the valuation of the project may not be fully on the City’s tax rolls for 12 years, therefore lowering the amount of new property tax collected, there are other revenue streams that will be generated by the project and the occupants of the units to off-set the costs of providing services to the new residents. These include one-time revenues and on-going revenues, which are highlighted below.

**Estimated One-time City Revenues**

One-time revenues for this project include the following:

- **Real Estate Excise Tax (REET):** REET is collected when a property is sold. The REET collected by the City on the developer’s purchase of this property is estimated at approximately \$2,175.
- **Sales and Use Tax:** Sales and use tax is collected by the City on construction when a project is developed in Shoreline. The City’s share of sales taxes, which are collected on the total of a project’s hard and soft costs, are estimated at \$36,750 for this project.
- **Impact Fees:** The City currently collects park and transportation impact fees for all new residential units (single-family and multi-family). In total, \$157,000 in impact fees were collected for the 22 units of this Project. While impact fees are designed to ensure concurrency with a level of service as a result of the growth in population, they also contribute to prioritized projects of benefit to the whole community.

In total, it is anticipated that this project will pay the City an estimated \$2,061,900 in one-time taxes and fees, not including permit fees. This is outlined in Table 1 below:

**Table 1: Estimated One-time City Revenues (2152 N 185th St)**

REET on Land Sale	\$2,175
Sales Tax of 1.05% (Construction)	\$36,750
Impact Fees	\$157,000
<b>Total</b>	<b>\$195,926</b>

**On-Going Revenues**

On-going revenues for the project include the following:

- **Sales and Use Tax:** As new residents occupy the multi-family units, they buy goods in Shoreline that generate sales tax. On average, staff estimates that each resident of a multi-family unit generates approximately \$166.85 per year of sales taxes in Shoreline.
- **Utility Taxes:** All residents of multi-family housing use a variety of utilities which are subject to utility taxes and franchise fees. This includes water, wastewater, solid waste, electricity, natural gas, cable, telecommunications, and surface water. On average, staff estimates that each resident of a multi-family unit generates approximately \$114.77 per year of utility taxes.

- **State Shared Revenues:** Many of the state shared revenues distributed to the City are based on a per capita basis. Assuming that the average multi-family unit occupancy is two people per unit, each resident of a unit generates approximately \$36.15 per year of state shared revenues.

Table 2 below provides a comparison of estimated on-going annual city revenues from the property prior to the development, the annual revenues during the 12-year property tax exemption period, and the annual revenues following the expiration of the 12-year tax exemption period. This project is under construction on a former 1,090 square foot single family home. Due to confidentiality laws, tax data pertaining to an individual taxpayer was not available for staff's analysis of the preexisting use. For a rough estimate, staff determined an equivalent of three taxpayers residing on the property could be substituted. As such, the pre-redevelopment City revenues from the property are estimated to have been approximately \$1,400 per year. Despite the tax exemption on the improvements, this total would increase during the 12-year tax exemption period to approximately \$14,500 per year. By staff's analysis, 97% of those ongoing annual revenues could be attributed to the new residents, not the building developer or owner. Following the expiration of the tax exemption, the addition of the higher assessed value of the new improvements could bring this total to approximately \$24,300 in revenues to the City, 57% of which could be attributed to the new residents.

**Table 2: Estimated Annual Revenue – Pinnacle Two**

	<b>Pre-Development</b>	<b>Development and MFTE Program Duration</b>	<b>Post MFTE Program</b>
<b>Assumptions</b>		(Years 1-12)	(Years 13+)
<b>Total Units</b>	0	22	22
<b>MFTE Program-Enrolled Affordable Units</b>	0	5	5
<b>Population</b>	3	44	44
<b>Property Tax (Land)</b>	\$500	\$500	\$500
<b>Property Tax (Improvements)</b>	0	0	\$9,900
<b>Sales Tax</b>	\$500	\$7,300	\$7,300
<b>Utility Tax</b>	\$300	\$5,000	\$5,000
<b>State-Shared Revenue (restricted)</b>	\$100	\$1,600	\$1,600
<b>Total (Annual)</b>	\$1,400	\$14,500	\$24,300

**RECOMMENDATION**

Staff recommends that the City Council approve the MFTE contract with Home for Life, LLC for the Pinnacle Two Project located at 2152 N 185<sup>th</sup> Street.

**ATTACHMENTS**

Attachment A: Proposed Pinnacle Two MFTE Contract

Attachment B: 2022 Property Tax Exemption Program Report  
Attachment C: 2022 Income and Rent Limits

WHEN RECORDED, MAIL TO:

City of Shoreline  
ATTN: City Clerk  
17500 Midvale Ave N  
Shoreline, WA 98133

**WASHINGTON STATE COUNTY AUDITOR/RECORDER/S INDEXING FORM**

<b>Document Title(s) (or transactions contained therein):</b> MULTI-FAMILY HOUSING LIMITED PROPERTY TAX EXEMPTION CONTRACT
<b>Reference Number(s) of Documents assigned or released:</b>  <input type="checkbox"/> Additional reference numbers on page _____ of document.
<b>Grantor(s) (Last name first, then first name and initials):</b> 1. HOME FOR LIFE LLC _____ <input type="checkbox"/> Additional names on page _____ of document.
<b>Grantee(s) (Last name first, then first name and initials):</b> 1. CITY OF SHORELINE, WASHINGTON <input type="checkbox"/> Additional names on page _____ of document.
<b>Legal Description (abbreviated form; i.e., lot, block, plat name, section-township-range):</b> ECHO LAKE GARDEN TRS 5TH DIV W 60 FT OF E 120 FT LESS N 138 FT THOF <input type="checkbox"/> Additional legal on Exhibit "A" of document.
<b>Assessor's Property Tax Parcel Account Number(s):</b> 222530-0123

***The Auditor/Recorder will rely on the information provided on the form.  
The Recorder's Office staff will not read the document.***



**MULTI-FAMILY HOUSING LIMITED PROPERTY TAX EXEMPTION CONTRACT**  
**PROJECT NAME: N 185<sup>th</sup> Street Apartments – MFR19-0933**

This MULTI-FAMILY HOUSING LIMITED PROPERTY TAX EXEMPTION CONTRACT is made this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, between the City of Shoreline (“City”), a Washington municipal corporation, and Home for Life LLC, a Washington limited liability company (“Owner”).

WHEREAS, the City has an interest in stimulating new construction or rehabilitation of multi-family housing in Residential Targeted Areas in order to reduce development pressure on single-family residential neighborhoods, increase and improve housing opportunities, provide affordable housing opportunities, and encourage development densities supportive of transit use; and

WHEREAS, the City has, pursuant to the authority granted to it by Revised Codes of Washington (RCW) Chapter 84.14, designated various areas of the City as Residential Targeted Areas for the provision of a limited property tax exemption for new or rehabilitation multi-family housing; and

WHEREAS, the City has, as set forth in Chapter 3.27 SMC, enacted a program whereby property owners may qualify for a Final Certificate of Tax Exemption which certifies to the King County Assessor that the owner is eligible to receive a limited property tax exemption; and

WHEREAS, the Owner is interested in receiving a limited property tax exemption for constructing (22) units of NEW multifamily housing (“Project”) within the 185<sup>th</sup> Street Station Subarea Residential Targeted Area pursuant to SMC 3.27.030; and

WHEREAS, the Owner submitted to the City a complete application for Property Tax Exemption outlining the proposed Project to be constructed on property located at 2152 N 18<sup>th</sup> Street in Shoreline, Washington (“Property”) and legally described in **Exhibit A** of this Contract; and

WHEREAS, in consideration of the City’s approval of MFTE Application No. PLN20-0005, the Owner accepts certain conditions affecting the use of the Property and the improvements authorized by Building Permit No. MFR19-0933. It is the purpose of this Contract to set forth those conditions and to impose enforceable restrictions on the use and occupancy of the residential portion of the Property; and

WHEREAS, on February 10, 2020, the City Manager for the City of Shoreline determined that the application met all the eligibility and procedural requirements to qualify for a Conditional Certificate of Acceptance of Property Tax Exemption as provided in Chapter 3.27 SMC, except for entering in to and recording this Contract; and

WHEREAS, on \_\_\_\_\_, the Shoreline City Council authorized the city manager to execute this contract; and

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption;

NOW, THEREFORE, for and in consideration of the mutual promises aforesaid and made and relied upon by the parties hereto, and for other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Owner and the City mutually agree as follows:

### SECTION 1 — DEFINITIONS

Unless otherwise expressly provided herein, the following terms shall have the respective meanings set forth below. If a term is not defined herein, then it shall be defined as provided in Chapter 20.20 SMC or given its usual and customary meaning.

“Affordable Units” means the (5) units in the Project designated by the Owner and approved by the City, as set forth in **Exhibit B**, and reserved for occupancy by Eligible Households with maximum rents pursuant to Section 3.

“City’s Designee” mean that individual(s) authorized by the City to administer this Contract.

“Completion Date” means the date of the first certificate of occupancy, temporary or final, issued by the City for the Project.

“Compliance Period” means twelve (12) years from the date of initial occupancy of the Affordable Units.

“Dwelling Unit” means a residential living facility, used, intended, or designed to provide physically segregated complete independent living facilities for one or more persons, including living, sleeping, cooking and sanitation facilities.

“Eligible Household” means one or more adults and their dependents who meet the qualifications for eligibility set forth in Section 3.F. or Section 3.I.

“Household Income” means gross annual income from all household members over the age of 18 residing in the household. Gross annual income consists of all wages, benefits (e.g., military, unemployment, welfare), interest, and other such income. Income of dependents over the age of 18 who reside within a household for less than three (3) months of the year will not be counted toward Household Income.

“Household Size” means all of the persons, related or unrelated, occupying an Affordable Unit. For the purpose of calculating maximum Housing Expenses, the following assumptions apply:

Unit Type	Assumed Household Size
Studio	1 Person
Open 1-Bedroom	1.5 Persons
1 Bedroom	1.5 Persons
2 Bedroom	3 Persons
3 Bedroom	4.5 Persons

“Housing Expense” means a tenant’s costs for rent and Utilities or an equivalent Utility Allowance. Expenses that the Owner makes optional, such as pet rent, extra storage space, or parking, are not considered Housing Expenses for the purpose of this Contract.

“Median Income” means the median family income for the *Seattle-Bellevue, WA HUD Metro FMR Area* as most recently published by the Secretary of Housing and Urban Development (HUD), as amended. In the event that HUD no longer publishes median family income figures, the City may estimate the Median Income applicable to the City in such manner as the City shall determine in its sole discretion.

“Property” means the real property, together with improvements, legally described in **Exhibit A**.

“Project” means the Owner’s multi-family residential development with (22) Dwelling Units located on N 185<sup>th</sup> St, also known as “The Pinnacle Two”

“SMC” means the Shoreline Municipal Code, as it now exists or hereinafter amended.

“Utility” or “Utilities” means water, electricity, natural gas, sewer, and garbage collection but not including phone, internet service, or cable or satellite television.

“Utility Allowance” means that portion of Housing Expenses that the City determines, from time to time, is adequate for the reasonable Utility costs of Affordable Units in the event the Owner makes tenants responsible for payment for their own Utilities.

## SECTION 2 — THE PROJECT

A. General Description. The Owner will construct the Project for purposes of providing multi-family rental housing, and the Owner shall own, manage, and operate (or cause the management and operation of) the Project. The Owner agrees to construct the Project in compliance with all applicable land use regulations and as approved and permitted by the City. In no event shall such construction provide less than fifty percent (50%) of the space for permanent residential occupancy as required by SMC 3.27.040(A)(2).

B. Completion within 3 years. The Owner agrees to complete construction of the agreed upon improvements within three (3) years from the date the City issues the Conditional Certificate of Acceptance of Tax Exemption, or within any extension thereof granted by the City.

C. Conversion from Renter-Occupied to Owner-Occupied. In the event the Property is proposed for conversion to a condominium, owner-occupied, or non-rental residential use during the Compliance Period, the Owner must submit to the City for its review a plan for preserving the Affordable Units. The City may consider options which would convert the Affordable Units to owner-occupancy by Eligible Households and are consistent with the provisions of Chapter 3.27 SMC and SMC 20.40.235. The Owner must receive authorization from the City prior to conversion to condominium, owner-occupied, or non-rental residential use. This section does not waive the



Owner’s obligations to comply with any other law or regulations pertaining to conversion to ownership use.

**SECTION 3 — AFFORDABLE UNITS FOR ELIGIBLE HOUSEHOLDS**

A. Number of Affordable Units. The Project shall include the number and types of Affordable Units as set forth in the table below.

**Dwelling Units in the Project**

Unit Type (Bedrooms)	Affordable Units	Total Units
Studio	0	0
Open 1-bedroom	0	0
1-bedroom	4	19
2-bedroom	1	3
3-bedroom	0	0
Total	5	22

B. Location. The location of the affordable housing units shall be approved by the City, with the intent that the units are generally mixed with all other market rate housing in the development. Unless otherwise approved by the City, Affordable Units shall not exceed 40% of the dwelling units on any floor of a single building of the Project.

C. Similar Quality Construction. All of the Dwelling Units in the Project shall be constructed of similar quality. The Affordable Unit(s) shall have substantially the same net square footage, equipment, and amenities as other Dwelling Units in the Project with a comparable number of rooms.

D. Designation of Affordable Units. The Owner agrees to designate the Dwelling Units identified in **Exhibit B** as Affordable Units. The Owner, from time to time, may propose to change the specific Dwelling Units designated as Affordable Units herein, in which case the Owner shall notify the City of the proposed change in writing for the City’s approval. The City will review the proposed changes and shall approve or deny the proposed changes based upon the criteria that at all times at least twenty percent (20%) of all of the Dwelling Units in the Project are designated as Affordable Units, and provided that at all times the same unit mix and affordability mix is retained.

E. Maximum Rents for Affordable Units.

1. The Housing Expense of an Affordable Unit shall not exceed thirty percent (30%) of the Income Level relevant for the Unit Type shown in the following table, with adjustments for assumed Household Size.

**Maximum Affordable Rents**

Unit Type	Income Level - (Percent of Median Income)
Studio or 1 bedroom	70%

2 or more bedrooms	80%
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2. An Affordable Unit's contract rent shall not exceed the unit's maximum Housing Expense less a Utility Allowance, if applicable, and any other recurring expenses required by the Owner as a condition of rental.

3. No Affordable Unit's tenant shall have more than one rent increase for the same Unit in any twelve (12)-month period; provided, however, that in the event an Affordable Unit's lease expires and said tenant elects to continue leasing the Affordable Unit on a month-to-month tenancy, and the tenant remains an Eligible Household, the Owner may increase the rent for that Affordable Unit up to once every thirty (30) days but no higher than the maximum contract rent as set forth in this section.

F. Renting Affordable Units to Eligible Households. During the Compliance Period, the Owner shall lease or rent, or make available for lease or rental, to Eligible Households all of the Affordable Units in the Project. If at any time the Owner is unable to rent or lease an Affordable Unit, then the Affordable Unit shall remain vacant pending rental or lease to Eligible Households.

G. Income Qualifications for Eligible Households.

1. To qualify as an Eligible Household for initial occupancy of an Affordable Unit, a household's Household Income may not exceed the applicable Percent of Median Income set forth in the table below, adjusted for the household's Household Size.

**Maximum Income at Initial Occupancy Maximum**

Bedrooms	Percent of Median Income
Studio or 1 bedroom	70%
2 or more bedrooms	80%

2. At time of recertification, as provided in Section I below, a tenant will remain an Eligible Household as long as said tenant's Household Income does not exceed the Maximum Income for Recertification.

H. Occupancy Limits for Affordable Units. The Owner shall utilize the following occupancy standards for Affordable Units:

Unit Type	Minimum Occupants
Studio or 1 bedroom	1 person
2-bedroom	2 persons
3-bedroom	3 persons
4-bedroom	4 persons

I. Completion of Certificate of Household Eligibility. Prior to allowing any household to occupy any Affordable Unit, the Owner shall require the prospective tenant to complete a Certification of Household Eligibility (“COHE”) that shall be substantially in the form set forth in **Exhibit C**. The Owner shall also undertake a good faith effort to verify the prospective tenant’s Household Income, as reported on the completed COHE. The Owner’s obligation to verify the reported Household Income shall be limited to requesting copies of and reviewing the prospective tenant’s federal income tax returns, unless the Owner has actual knowledge, or reason to believe, that the information provided by the prospective tenant is materially inaccurate. In the event federal income tax returns are not available, the Owner shall verify Household Income using wage or salary statements, or other income records that the City may consider appropriate.

J. Household Eligibility Recertification. At each renewal of a lease for an Affordable Unit, the Owner shall require all tenants occupying Affordable Units to complete and return to the Owner an updated COHE. The Owner shall undertake a good faith effort to verify the reported Household Income as set forth in Section 3(H). If a tenant’s Household Income exceeds the Maximum Income for Recertification set forth below when the tenant’s lease expires, then within ninety (90) calendar days either (a) the Owner may charge said tenant the current, applicable market rent for the Dwelling Unit and the Owner must designate and rent the next available comparable market rate Dwelling Unit as an Affordable Unit, or (b) the tenant must vacate the Dwelling Unit, unless otherwise prohibited by law, so as to make it available for an Eligible Household.

**Maximum Household Income for Recertification**

Bedrooms	Percent of King County Median Income
Studio or 1 bedroom	90%
2 or more bedrooms	100%

K. Equal Access to Common Facilities. Tenants of the Affordable Units shall have equal access to all amenities and facilities of the Project, such as parking, fitness centers, community rooms, and swimming pools. If a fee is charged for the use of an amenity or facility, then all tenants in the Project must be charged equally for such use. If the City prohibits a fee for certain amenities or facilities included in the Project, such as parking, the Owner shall include such amenities or facilities in the rent price of an Affordable Unit. Parking is not guaranteed for all units and will be provided on a first-come, first-served basis.

**SECTION 4 – MULTI-FAMILY LIMITED PROPERTY TAX EXEMPTION**

A. The City agrees to issue the Owner a Conditional Certificate of Acceptance of Tax Exemption (“Conditional Certificate”) once this Contract is approved by the City Council, fully executed, and recorded with the King County Recorder’s Office. The Conditional Certificate shall expire three (3) years from the date the City Manager approved the Owner’s application for tax exemption, unless extended by the City Manager as provided in SMC 3.27.060(B).

B. The Owner shall, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, file with the City Manager an application for Final

Certificate of Tax Exemption (“Final Certificate”) with the information and fees required by SMC 3.27.070. Required information includes:

1. A statement of expenditures made with respect to each multi-family housing unit and the total expenditures made with respect to the entire Property;
2. A description of the completed work and a statement of qualification for the exemption;
3. A statement that the work was completed within the required three-year period or any authorized extension; and
4. A statement that the Project meets affordable housing requirements of Chapter 3.27 SMC.

C. The City agrees, conditioned on the Owner’s successful completion of the improvements in accordance with the terms of this Contract and on the Owner’s filing of the materials described in Section B above, to file a Final Certificate with the King County Assessor within forty (40) days of application.

D. The Owner agrees, by December 15 of the year in which the City issued a Final Certificate for the Project, to provide the City information sufficient to complete the City’s report to the Washington State Department of Commerce as set forth in SMC 3.27.090(D).

E. If the Owner converts any of the new or rehabilitated multi-family housing units constructed under this Contract into another use, the Owner shall notify the King County Assessor and the City Manager within sixty (60) days of such change in use.

F. Owner agrees that the Contract is subject to the Shoreline Multi-Family Housing Tax Exemption set forth in Chapter SMC 3.27.

## **SECTION 5 — ENFORCEMENT**

A. Enforcement Provisions. The Owner shall exercise reasonable diligence to comply with the requirements of this Contract and shall correct any such noncompliance within sixty calendar days after such noncompliance is first discovered by the Owner, or would have been discovered by the exercise of reasonable diligence, or within 60 calendar days after the Owner receives notice of such noncompliance from the City, whichever is earliest; provided however, that such period for correction may be extended by the City if the Owner is exercising due diligence to correct the noncompliance. If such noncompliance remains uncured after such period, then the Owner shall be in default and the City on its own behalf may take any one or more of the following actions:

1. By any suit, action or proceeding at law or in equity, require the Owner to perform its obligations under this Contract, or enjoin any acts or things which may be unlawful or in violation of the rights of the City hereunder; it being recognized that the beneficiaries of the Owner’s

obligations hereunder cannot be adequately compensated by monetary damages in the event of the Owner's default;

2. Have access to, and inspect, examine and make copies of, all of the books and records of the Owner pertaining to the Project. Provided, however, the City shall not divulge such information to any third party unless required by law or unless the same is necessary to enforce the City's rights hereunder; and

3. Take such other action at law or in equity as may appear necessary or desirable to enforce the obligations, covenants, conditions and agreements of the Owner under this Contract.

## **SECTION 6 – CANCELLATION OF TAX EXEMPTION**

A. The City reserves the right to cancel the Final Certificate should the Owner, its successors and assigns, fail to comply with any of the terms and conditions of this Contract, Chapter 3.27 SMC, or for any reason that the Project or that portion of the Property on which the Project is constructed no longer qualifies for the tax exemption.

B. Upon determining that a tax exemption is to be canceled, the City Manager shall notify the Owner by certified mail, return receipt request. The Owner may appeal the determination in accordance with SMC 3.27.100.

C. The Owner acknowledges that, in the event the City cancels the tax exemption, state law requires that an additional real property tax is to be imposed in the amount of (1) the difference between the tax paid and the tax that would have been paid if it had included the value of the non-qualifying improvements, dated back to the date that the improvements became non-qualifying; (2) a penalty of 20% of the difference calculated under Section (1) of this Paragraph C; and (3) interest at the statutory rate on delinquent property taxes and penalties, calculated from the date the tax would have been due without penalty if the improvements had been assessed without regard to the exemptions provided by Chapter 84.14 RCW and Chapter 3.27 SMC. The Owner acknowledges that, pursuant to RCW 84.14.110, any additional tax owed, together with interest and penalty, become a lien on that portion of the Property on which the Project is constructed and attached at the time the portion of the Property is removed from multi-family use or the amenities no longer meet applicable requirements, and that the lien has priority to and must be fully paid and satisfied before a recognizance, mortgage, judgment, debt, obligation, or responsibility to or with which the Property may become charged or liable. The Owner further acknowledges that RCW 84.14.110 provides that any such lien may be foreclosed in the manner provided by law for foreclosure of liens for delinquent real property taxes.

## **SECTION 7 — REPORTING REQUIREMENTS**

A. Notice of Occupancy Permit. The Owner shall notify the City's Designee of receipt of the first occupancy permit for the Project within thirty (30) calendar days of the permit's issuance.

B. Initial Project Certification. After the Completion Date and until ninety percent (90%) of all rental units in the Project are occupied, the Owner shall file with the City a Project Certification report, substantially in the form of **Exhibit D**, attached with copies of the COHE required under Section 3 of this Contract.

C. Annual Project Certification. The Owner shall file with the City Manager, within thirty (30) days following the first anniversary of the City's filing of the Final Certificate and each year thereafter for the duration of the property tax exemption, a report substantially in the form of **Exhibit D**, attached with copies of the COHE and which includes information required by SMC 3.27.090, which includes:

1. A statement of occupancy and vacancy of the newly constructed or rehabilitated Project during the past twelve (12) months ending with the anniversary date;
2. A certification by the Owner that the Project has not changed use since the date the City approved the Final Certificate and that Project conforms with affordable housing requirements of Chapter 3.27 SMC; and
3. A description of any subsequent changes or improvements constructed after issuance of the Final Certificate.

D. Maintain Complete Records. The Owner shall maintain complete and accurate records pertaining to the Affordable Units and shall, during regular business hours, permit any duly authorized representative of the City, including, without limitation, the City's Designee, to inspect the books and records of the Owner pertaining to the Affordable Units, including the Initial and Annual Project Certifications, and if applicable, income documentation of households residing in Affordable Units in the Project. The Owner's failure to maintain such records or failure to allow inspection by the City or any duly authorized representative shall constitute a material default hereunder. The Owner shall retain all records pertaining to the Affordable Units for at least six (6) years.

E. Form of Certification. Notwithstanding anything in this Section to the contrary, the Owner shall submit all documentation required by this Section on the forms designated herein, which may be modified by the City from time to time. Changes to forms by the City shall not increase the Owner's obligations hereunder.

## **SECTION 8 — SUBSIDIZED TENANTS**

The Owner shall accept as tenants for Affordable Units, on the same basis as all other prospective households, households who receive state or federal rent subsidies, such as Housing Choice Vouchers under Section 8 of the United States Housing Act of 1937, or other rent subsidies. The Owner shall not apply, or permit the application of, management policies or lease provisions with respect to the Project which have the effect of precluding occupancy of any Dwelling Units by rent subsidy recipients.

## **SECTION 9 — LEASE PROVISIONS**

A. It is the Owner's responsibility to screen and select tenants for desirability and credit worthiness. Except as restricted in this Contract and under state and federal law, such selection is within the Owner's discretion. If written management policies exist, or exist in the future, with respect to the Project, the City may review such written policies and may require changes in such policies, if necessary, so that the policies comply with the requirements of this Contract.

B. All leases for Eligible Households shall contain clauses wherein each individual lessee: (1) certifies the accuracy of the statements made in the COHE, (2) agrees that the Household Income and other eligibility requirements shall be deemed substantial and material obligations of the tenancy, and (3) agrees that misrepresentation in the COHE is a material breach of the lease, entitling the Owner to immediately terminate tenant's lease for the Affordable Unit.

#### **SECTION 10 — SALE OR TRANSFER OF THE PROJECT**

The Owner hereby covenants and agrees not to sell, transfer or otherwise dispose of the Project or any portion thereof without first providing a written statement executed by the purchaser that the purchaser understands the Owner's duties and obligations under this Contract and will enter into a contract with the City for the continuation of those obligations. Such notice must be received by the City at least ten (10) working days prior to the close of escrow.

#### **SECTION 11 — TERM**

This Contract shall become effective upon its execution and shall continue in full force and effect throughout the Compliance Period, unless sooner modified or terminated by the City or property owner consistent with SMC 3.27.100, as adopted on the date of execution of this Contract.

#### **SECTION 12 — NO DISCRIMINATION**

The Owner shall not discriminate on the basis of race, creed, religion, color, sex, sexual orientation, age, national origin, marital status, citizenship or immigration status, honorably discharged veteran or military status, or presence of any sensory, mental, or physical handicap as set forth in RCW 49.60.030, as now existing and as may be amended, in the lease, use, or occupancy of the Project or in connection with the employment or application for employment of persons for the operation and management of the Project.

#### **SECTION 13 — COVENANTS RUN WITH LAND**

A. The City and Owner hereby declare their understanding and intent that the covenants, conditions and restrictions set forth herein directly benefit the land: (1) by enhancing and increasing the enjoyment and use of the Project by certain Eligible Households, and (2) by furthering the public purposes of providing housing for Eligible Households.

B. The City and the Owner hereby declare that the covenants and conditions contained herein shall bind the Owner and all subsequent owners of the Project or any interest therein, and the benefits shall inure to the City, all for the Compliance Period. Except as provided in Section 12 of

this Contract, each and every contract, deed or other instrument hereafter executed conveying the Project or any portion thereof or interest therein shall contain an express provision making such conveyance subject to the covenants and conditions of this Contract, provided however, that any such contract, deed or other instrument shall conclusively be held to have been executed, delivered and accepted subject to such covenants and conditions, regardless of whether or not such covenants and conditions are set forth or incorporated by reference in such contract, deed or other instrument.

C. Hold Harmless. The Owner shall defend, indemnify, and hold the City, its officers, officials, employees, volunteers and its Designee and any other party authorized hereunder to enforce the terms of this Contract, harmless from any and all claims, injuries, damages, losses, or suits, including attorney fees, arising out of or resulting from this Contract. This provision shall survive termination or expiration of this Contract.

D. No Third-Party Beneficiaries. The provisions of this Contract and of the documents to be executed and delivered in connection herewith are and will be for the benefit of the Owner and the City only and, are not for the benefit of any third party (including, without limitation, any tenants or tenant organizations), and accordingly, no third party shall have the right to enforce the provisions of this Contract or of the documents to be executed and delivered in connection herewith.

E. Binding Provisions. The provisions, covenants, and conditions contained in this Contract are binding upon the parties hereto and their legal heirs, representatives, successors, assigns, and subsidiaries and are intended to run with the land.

#### **SECTION 14 — FORECLOSURE**

In the case of any foreclosure, the immediate successor in interest in the Property pursuant to the foreclosure shall assume such interest subject to the lease(s) between the prior Owner and the tenant(s) and to this Contract for Affordable Units. This provision does not affect any state or local law that provides longer time periods or other additional protections for tenants.

#### **SECTION 15 — ESTOPPEL CERTIFICATE**

The City agrees, upon the request of the Owner or its successor in interest, to promptly execute and deliver to the Owner or its successor in interest or to any potential or actual purchaser, mortgagor, or encumbrancer of the Project, a written certificate stating, if such is true, that the City has no knowledge of any violation or default by the Owner of any of the covenants or conditions of this Contract, or if there are such violations or defaults, the nature of the same.

#### **SECTION 16 — AGREEMENT TO RECORD**

The Owner shall cause this Contract to be recorded in the real property records of King County, Washington. The Owner shall pay all fees and charges incurred in connection with such recording and shall provide the City with a copy of the recorded document.

#### **SECTION 17 — RELIANCE**



The City and the Owner hereby recognize and agree that the representations and covenants set forth herein may be relied upon by City and the Owner. In performing its duties and obligations hereunder, the City may rely upon statements and certificates of the Owner and Eligible Households, and upon audits of the books and records of the Owner pertaining to occupancy of the Project. In performing its duties hereunder, the Owner may rely on the Certificates of Household Eligibility unless the Owner has actual knowledge or reason to believe that such Certificates are inaccurate.

#### **SECTION 18 — GOVERNING LAW**

This Contract shall be governed by the laws of the State of Washington, except to the extent such laws conflict with the laws of the United States or the regulations of federally insured depository institutions or would restrict activities otherwise permitted in relation to the operation of federally insured depository institutions. Venue for any legal actions shall be in King County Superior Court or, if pertaining to federal laws, the U.S. District Court for Western Washington.

#### **SECTION 19 — NO CONFLICT WITH OTHER DOCUMENTS**

The Owner warrants that it has not executed and will not execute, any other agreement with provisions contradictory to, or in opposition to, the provisions hereof, and that in any event the requirements of this Contract are paramount and controlling as to the rights and obligations herein set forth and supersede any other requirements in conflict herewith.

#### **SECTION 20 — AMENDMENTS**

This Contract shall be amended only by a written instrument executed by the parties hereto or their respective successors in interest, and duly recorded in the real property records of King County, Washington. Amendments to **Exhibit B** shall be considered approved in writing when the **Revised Exhibit B** is signed by the Owner and the City without the need for a further written document attaching the revised exhibit and striking prior versions of the exhibit. In the event of conflict between versions of **Exhibits B**, the version maintained by the City as the then-current version, signed by Owner and City, shall prevail.

#### **SECTION 21 — NOTICE**

A. Any notice or communication hereunder, except legal service of process, shall be in writing and may be given by registered or certified mail. The notice or communication shall be deemed to have been given and received when deposited in the United States Mail, properly addressed with postage prepaid. If given otherwise, it shall be deemed to be given when delivered to and received by the party to whom addressed. Such notices and communications shall be given to the Parties' representatives hereto at their following addresses:

If to the City:	City of Shoreline 17500 Midvale Ave N Shoreline, WA 98133 Attn:
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City Manager

If to the Owner: Home for Life, LLC  
1400 112<sup>th</sup> Ave SE, suite 100  
Bellevue, WA 98004  
Attn: Trang Thi Thuy Pham

B. Any party may change its identified representative and address for notices upon ten (10) calendar days prior written notice to the other parties. Legal counsel for a party may deliver notices on behalf of the represented party and such notice shall be deemed delivered by such party.

**SECTION 22 — SEVERABILITY**

If any provision of this Contract shall be invalid, illegal, or unenforceable, the validity, legality and enforceability of the remaining provisions hereof shall not in any way be affected or impaired thereby.

**SECTION 23 — CONSTRUCTION**

Unless the context clearly requires otherwise, words of the singular number shall be construed to include the plural number, and vice versa, when appropriate. All the terms and provisions hereof shall be construed to effectuate the purposes set forth in this Contract and to sustain the validity hereof.

**SECTION 24 — TITLES AND HEADINGS**

The titles and headings of the sections of this Contract have been inserted for convenience of reference only, are not to be considered a part hereof and shall not in any way modify or restrict any of the terms or provisions hereof or be considered or given any effect in the construing this document or any provision hereof or in ascertaining intent, if any question of intent shall arise.

**SECTION 25 – COUNTERPART ORIGINALS**

This Contract may be executed in any number of counterpart originals, each of which shall be deemed to constitute an original contract, and all of which shall constitute one contract. The execution of one counterpart by a Party shall have the same force and effect as if that Party had signed all other counterparts.

**SECTION 26 – AUTHORITY TO EXECUTE**


Each person executing this Contract on behalf of a Party represents and warrants that he or she is fully authorized to execute and deliver this Contract on behalf of the Party for which he or she is signing. The Parties hereby warrant to each other that each has full power and authority to enter into this Contract and to undertake the actions contemplated herein and that this Contract is enforceable in accordance with its terms.

*SIGNATURES ON FOLLOWING PAGE*

IN WITNESS WHEREOF, the Owner and City have each executed the Multi-Family Housing Limited Property Tax Exemption Contract on the Date first above written.

**Owner:**

**City of Shoreline**

By:   
Name: TRANG PHAM  
Its: Owner  
Date: 08/08/2022

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: City Manager  
Date: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
Office of the City Attorney  
By:  
Title:

*NOTARIZATIONS ON FOLLOWING PAGE*

**OWNER:**

State of Washington )  
 ) ss  
County of King )

On this 8<sup>th</sup> day of August, 20 22, before me, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Trang Pham known to me to be the owner of Home For Life LLC, who executed the foregoing document on behalf of said entity, and acknowledged the said document to be the free and voluntary act and deed of said entity, for the uses and purposes therein mentioned, and on oath stated that he or she was authorized to execute said document.

IN WITNESS WHEREOF I have given under my hand and official seal this 8<sup>th</sup> day of Aug, 20 22.



Randi Halela  
Notary Public in and for the State of Washington.

Print Name Randi Halela  
Residing at Belleme WA  
My commission expires 6/9/26

**CITY OF SHORELINE:**

State of Washington )  
 ) ss  
County of King )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared \_\_\_\_\_, known to me to be the \_\_\_\_\_ of the CITY OF SHORELINE, who executed the foregoing document on behalf of said City, and acknowledged the said document to be the free and voluntary act and deed of said City, for the uses and purposes therein mentioned, and on oath stated that he or she was authorized to execute said document.

IN WITNESS WHEREOF I have given under my hand and official seal this \_day of, 20\_\_.

\_\_\_\_\_  
Notary Public in and for the State of Washington.

Print Name \_\_\_\_\_  
Residing at \_\_\_\_\_  
My commission expires \_\_\_\_\_

**EXHIBIT A**  
**LEGAL DESCRIPTION**

ECHO LAKE GARDEN TRS 5TH DIV W 60 FT OF E 120 FT LESS N 138 FT THOF





EXHIBIT C



**CERTIFICATION OF HOUSEHOLD ELIGIBILITY**  
**City of Shoreline Affordable Housing Program**

I/We \_\_\_\_\_, as applicants for rental of the following Affordable Unit, do hereby represent and warrant that my/our adjusted annual income is \$ \_\_\_\_\_.

Property: \_\_\_\_\_ Property Address: \_\_\_\_\_  
Unit # \_\_\_\_\_ No. of Bedrooms: \_\_\_\_\_ Household size:<sup>1</sup> \_\_\_\_\_ Disabled: Yes \_\_\_\_\_ No \_\_\_\_\_

The attached computation includes all income I/we received for the date I/we execute a rental agreement for an affordable unit, or the date on which I/we will initially occupy such unit, whichever is earlier.

This affidavit is made with the knowledge that it will be relied upon by the City to determine maximum income for eligibility. I/We warrant that all information set forth in this Certification of Household Eligibility is true, correct and complete based upon information I/We deem reliable, and that the estimate contained in the preceding paragraph is reasonable and based upon such investigation as the undersigned deemed necessary. I/we will assist the Owner in obtaining any information or documents required to verify the statements made in this Certification.

I/We acknowledge that I/we have been advised that the making of any misrepresentation or misstatement in this affidavit will constitute a material breach of my/our agreement with the Owner to lease the unit and will entitle the Owner to prevent or terminate my/our occupancy of this unit by institution of an action for eviction or other appropriate proceedings.

Name	Age	Name	Age
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

<sup>1</sup> The number of people who will reside with you at least four (4) months of the year.



**EXHIBIT C**



**CERTIFICATION OF HOUSEHOLD ELIGIBILITY**

**INCOME COMPUTATION**

"Household income" includes all items listed below, from all household members over the age of 18. Income of dependents over 18, who reside in the unit for less than four (4) months of the year will not be counted toward household income.

For the previous 12-month period, indicate income received from the following sources:

- a) The full amount, before any payroll deductions, of wages, salaries, overtime pay, commissions, fees, tips, bonuses and other compensation for personal services, and payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation and severance pay and any earned income tax credit to the extent that it exceeds tax liability. \$ \_\_\_\_\_
- b) Net income from operations of a business or profession or net income of any kind from real or personal property. \$ \_\_\_\_\_
- c) Interest and dividends; \$ \_\_\_\_\_
- d) The full amount of periodic payments received from Social Security, pensions, retirement funds, annuities, insurance policies, disability or death benefits, alimony, child support, or any similar type of periodical payments, and any regular contributions or gifts from persons not residing in the unit. \$ \_\_\_\_\_
- e) Public assistance payments. \$ \_\_\_\_\_
- f) Regular and special allowances and pay of a member of the Armed Forces who is a spouse or head of the family. \$ \_\_\_\_\_
- TOTAL \$ \_\_\_\_\_

(NOTE: The following are not considered income: occasional, infrequent gifts of money; one-time payments from insurance policies or an inheritance settlement; scholarships or student loans for tuition, fees or books; foster child care payments; the value of Food Stamp coupons; hazardous duty pay to a member of the Armed Forces; relocation payments; assistance received under the Low-Income Home Energy Assistance Program or any similar program).

EXHIBIT D



ANNUAL PROJECT CERTIFICATION FORM  
City of Shoreline Affordable Housing Program

REPORTING PERIOD: \_\_\_\_\_ through \_\_\_\_\_.

Project: \_\_\_\_\_ # of Required Affordable Units \_\_\_\_\_

Address: \_\_\_\_\_

The undersigned hereby certifies that during the past 12 months the Affordable Units required in the Declaration of Affordable Housing Covenants were utilized in the following manner (please enter the number of each type utilized):

- \_\_\_\_\_ Affordable Units in the Project were rented to new tenants (eligible households).
- \_\_\_\_\_ Affordable Units in the Project were re-rented (leases renewed) to tenants whose income for remained qualified under the limit for initial occupancy.
- \_\_\_\_\_ Affordable Units in the Project were re-rented to tenants who exceeded the qualifying income for initial occupancy but remained qualified under the income limit for recertification.
- \_\_\_\_\_ Affordable Units in the Project were rented to tenants who, at time of recertification, exceeded the qualifying income and either moved to a market-rate unit in the Project or moved out of the Project.
- \_\_\_\_\_ Affordable Units in the Project were rented to tenants who, at time of recertification, exceeded the qualifying income and remained in the unit, causing the affordability to be re-designated to a different unit in the Project.

The above information and that on the attached sheet(s) has been verified as required by the Declaration of Affordable Housing Covenants between the City of Shoreline and:

Owner (Company) Name: \_\_\_\_\_

\_\_\_\_\_  
Name of Owner or Owner's Representative                      Print Name

Date: \_\_\_\_\_, 20\_\_\_\_

EXHIBIT D



ANNUAL PROJECT CERTIFICATION FORM

PROJECT NAME \_\_\_\_\_

REPORTING PERIOD: \_\_\_\_\_ through \_\_\_\_\_.

Contract rent included the following (please answer "yes" or "no"):

Electricity and/or Natural Gas	Yes	No
Water and/or Sewer	Yes	No
Garbage and/or Recycling	Yes	No

Other expenses tenants are required to pay in addition to contract rent: Renter's insurance? \_\_\_\_\_

King County Sewer Capacity Charge? \_\_\_\_\_

Other (specify)? \_\_\_\_\_

Other (specify)? \_\_\_\_\_

Please attach a copy of the property's standard residential lease agreement.

**EXHIBIT D**



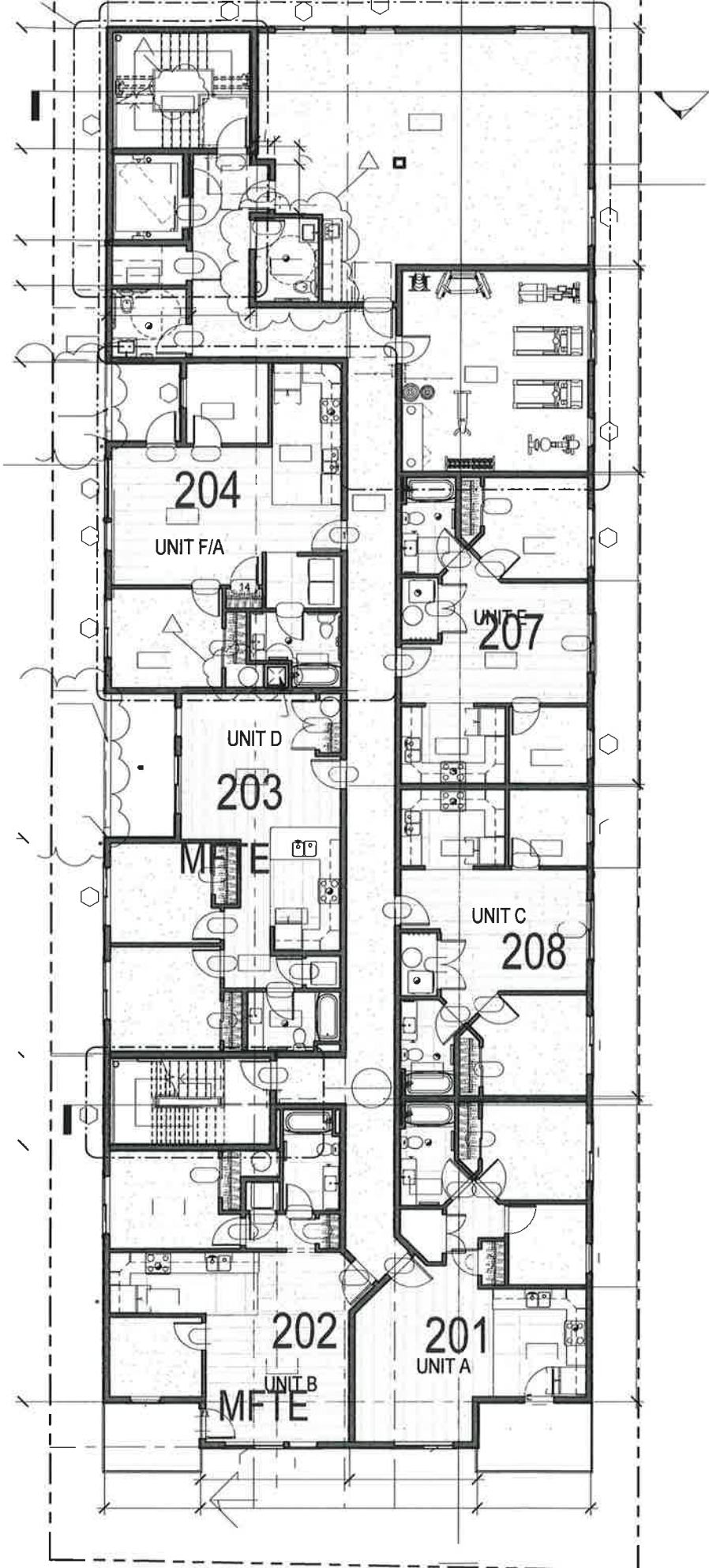
**ANNUAL PROJECT CERTIFICATION FORM**

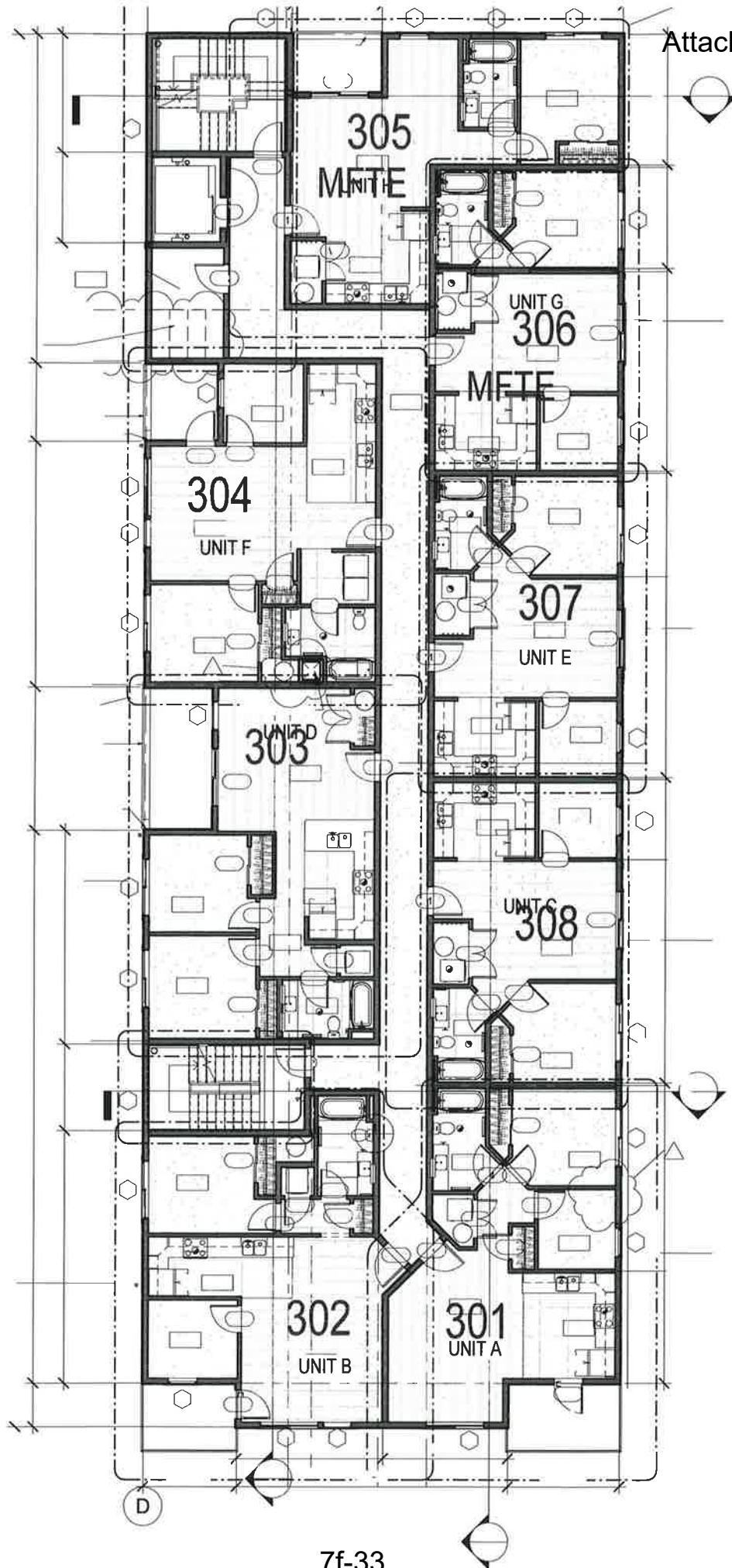
PROJECT NAME \_\_\_\_\_ REPORTING PERIOD \_\_\_\_\_ to \_\_\_\_\_.

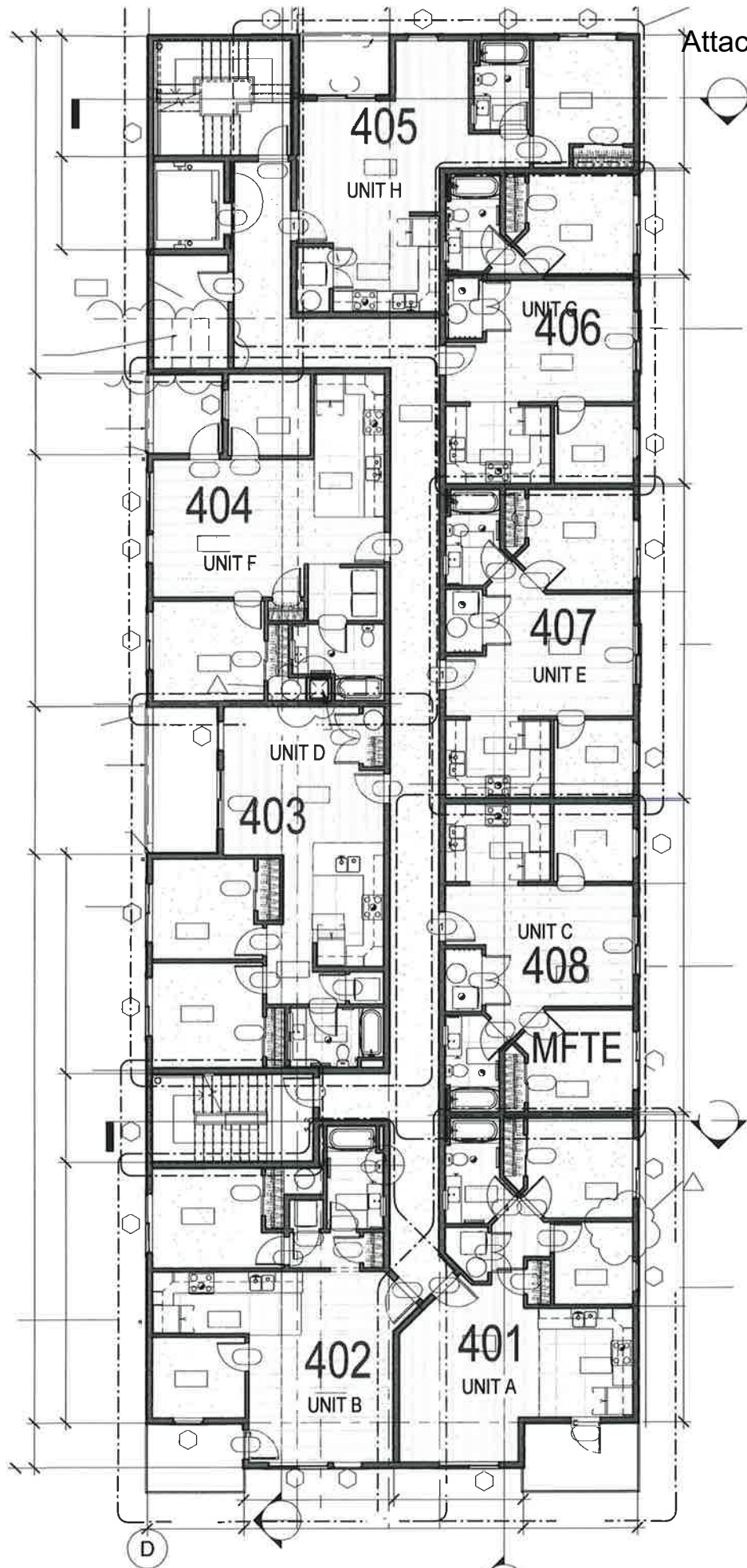
Complete the following table for all households occupying Affordable Units in the Project

Unit #	Tenant's Family Name	Household Size	Move-in Date	Current Lease Begin Date	Current Household Income	Unit Type (BRs)	Affordability Level	Contract Rent

Be sure to include all affordable units. Enter "vacant" under Tenant's Family Name for unoccupied units. Please attach copies of the current Certificate of Household Eligibility for each Affordable Housing tenant.







## 2022 Property Tax Exemption Program Report - City of Shoreline

Updated 3/14/2022

Currently in PTE Program								
Units	Project	Type	Affordable	Start	End	Improvements Valuation (2022)	City Tax Rate (2022)	City Property Tax Abatement
16	3108 Apartments	12-year affordable	4	1/1/2021	12/31/2032	\$ 3,490,000	\$ 1.13188	\$ 3,950
81	Arabella II	12-year affordable	17	1/1/2020	12/31/2031	\$ 21,928,100	\$ 1.13188	\$ 24,820
164	Geo Apartments	12-year affordable	34	1/1/2021	12/31/2032	\$ 47,042,300	\$ 1.13188	\$ 53,246
80	Interurban Lofts	12-year affordable	16	1/1/2018	12/31/2029	\$ 3,715,600	\$ 1.13188	\$ 4,206
129	Malmö	12-year affordable	26	1/1/2015	12/31/2026	\$ 35,485,000	\$ 1.13188	\$ 40,165
5	North City Development	12-year affordable	1	1/1/2015	12/31/2026	\$ 648,100	\$ 1.13188	\$ 734
221	Paceline	12-year affordable	44	1/1/2019	12/31/2030	\$ 61,617,600	\$ 1.13188	\$ 69,744
165	Polaris*	State program	165	1/1/2015	12/31/2026	see note		
60	Sunrise Eleven	12-year affordable	12	1/1/2018	12/31/2029	\$ 15,727,900	\$ 1.13188	\$ 17,802
72	The 205 Apartments	12-year affordable	14	1/1/2019	12/31/2030	\$ 17,849,000	\$ 1.13188	\$ 20,203
124	Trad Apartments	12-year affordable	25	1/1/2021	12/31/2032	\$ 30,247,700	\$ 1.13188	\$ 34,237
330	The Current	12-year affordable	66	1/1/2022	12/31/2033	\$ 30,528,100	\$ 1.13188	\$ 34,554
243	The Postmark	12-year affordable	49	1/1/2021	12/31/2032	\$ 60,788,500	\$ 1.13188	\$ 68,805
<b>1,690</b>			<b>473</b>			<b>\$ 329,067,900</b>		<b>\$ 372,465</b>
Graduates of PTE Program								
Units	Project	Type		Start	End	Improvements Valuation (2022)	City Tax Rate (2022)	2021 Revenue
88	Arabella	10-year market	n/a	1/1/2008	12/31/2017	\$ 21,928,100	\$ 1.13188	\$ 24,820
<b>88</b>						<b>\$ 21,928,100</b>		<b>\$ 24,820</b>
Conditional Certificates of PTE								
Units	Project	Type	Affordable	Cert. Date	Expiration	Status	Est. Completion	Final App
315	18815 Aurora Ave N	12-year affordable	63	11/7/2019	11/7/2022	Construction	22-Sep	no
227	Quinn by Vintage*	State program	226	11/9/2020	11/9/2023	Construction	Oct-22	no
241	Shoreline 192*	State program	241	Pending		Construction	2024	no
203	Geo II	12-year affordable	41	Pending		Construction	2023	no
22	2152 185th	12-year affordable	5	Pending		Construction	2022	no
15	1719 185th	12-year affordable	3	Pending		Construction	2022	no
235	The Line		47	Pending		Predevelopment		
252	Ion 149th	20-year affordable	51	Pending		Predevelopment	May-24	
547	Shea 145th and 1st NE	12-year affordable	110	Pending		Predevelopment	Jul-05	
299	Shoreline 147th	12-year affordable	60	Pending		Predevelopment	Jan-22	
35	Paramount	12-year affordable	7	Pending		Predevelopment	Jun-21	
210	Midvale by Vintage	12-year affordable	43	Pending		Predevelopment	Oct-23	
364	104 NE 147th		77	Pre-app		Predevelopment		
385	17802 Linden Ave N	12-year affordable	77	Pre-app		Predevelopment		
240	Kinect	12-year affordable	48	Pending		Predevelopment	Dec-22	
11	19232 5th Ave NE		3	Pending		Predevelopment	Jan-23	
161	18551 Aurora	12-year affordable	33	Pending		Predevelopment	Mar-22	
<b>3,762</b>			<b>1,135</b>			Predevelopment		

**5,540 Total homes****1,608 Affordable homes**

\*Participates in alternative state incentive program offering full property tax exemption; the City's MFTE program acts as backup.



**2022 Income and Rent Limits**

**City of Shoreline**

Based on the King County (Seattle-Bellevue HFMA) Median Income:  
 HUD Very Low-Income Limit:

**\$134,600** for a family of 4.  
**\$64,700** for a family of 4.

Rent Limits						Household Income Limits			
AMI	BEDROOMS	Maximum Monthly Housing Costs	Maximum Rent if No Other Expenses	Maximum Rent if Tenant Pays Own Utilities, and No Other Expenses	Maximum Rent if Tenant Pays Own Utilities, Renters Insurance, and No Other Expenses	AMI: Household Size	50% Initial Occupancy	70% Recertification	
		50%	Studio	\$1,133	\$1,133	\$1,025	\$1,012	1	\$45,300
"Open 1"	\$1,214		\$1,214	\$1,106	\$1,093	2	\$51,800	\$68,100	
One			\$1,214	\$1,214	\$1,106	\$1,093	3	\$58,250	\$76,650
							4	\$64,700	\$85,100
						5	\$69,900	\$91,950	
AMI	BEDROOMS	Maximum Monthly Housing Costs	Maximum Rent if No Other Expenses	Maximum Rent if Tenant Pays Own Utilities, and No Other Expenses	Maximum Rent if Tenant Pays Own	AMI: Household Size	60% Initial Occupancy	80% Recertification	
		60%	Studio	\$1,311	\$1,311	\$1,203	\$1,190	1	\$52,450
"Open 1"	\$1,405		\$1,405	\$1,297	\$1,284	2	\$59,950	\$76,250	
One	\$1,405		\$1,405	\$1,297	\$1,284	3	\$67,450	\$85,800	
Two	\$1,686		\$1,686	\$1,552	\$1,539	4	\$74,900	\$95,300	
Three	\$1,948		\$1,948	\$1,778	\$1,765	5	\$80,950	\$102,950	
Four	\$2,098		\$2,098	\$1,887	\$1,874				
AMI	BEDROOMS	Maximum Monthly Housing Costs	Maximum Rent if No Other Expenses	Maximum Rent if Tenant Pays Own Utilities, and No Other Expenses	Maximum Rent if Tenant Pays Own	AMI: Household Size	70% Initial Occupancy	90% Recertification	
		70%	Studio	\$1,490	\$1,490	\$1,382	\$1,369	1	\$59,600
"Open 1"	\$1,596		\$1,596	\$1,488	\$1,475	2	\$68,100	\$85,800	
One	\$1,596		\$1,596	\$1,488	\$1,475	3	\$76,650	\$96,500	
Two	\$1,915		\$1,915	\$1,781	\$1,768	4	\$85,100	\$107,200	
Three	\$2,214		\$2,214	\$2,044	\$2,031	5	\$91,950	\$115,800	
Four	\$2,384		\$2,384	\$2,173	\$2,160				
AMI	BEDROOMS	Maximum Monthly Housing Costs	Maximum Rent if No Other Expenses	Maximum Rent if Tenant Pays Own Utilities, and No Other Expenses	Maximum Rent if Tenant Pays Own	AMI: Household Size	80% Initial Occupancy	100% Recertification	
		80%	Two	\$2,145	\$2,145	\$2,011	\$1,998	2	\$76,250
Three	\$2,479		\$2,479	\$2,309	\$2,296	3	\$85,800	\$107,250	
Four			\$2,669	\$2,669	\$2,458	\$2,445	4	\$95,300	\$119,150
							5	\$102,950	\$128,700

Maximum monthly housing costs are 30% of the maximum household income, and include basic utilities, and any costs required by the property owner (e.g., renter's insurance).

Income and housing cost limits are adjusted from the 4-person basis according to the table below, left.

Maximum contract rents are calculated by deducting charges borne by the tenant: basic utilities or utility allowance and monthly costs required for tenancy (e.g., renters insurance). Instead of deducting actual expenses, the owner may deduct allowances according to the table below.

Other Expense Allowances			
Bedrooms	Electricity & Gas	Water, Sewer, Garbage	Renter's Insurance
Studio	\$38	\$70	\$13
"Open 1"	\$38	\$70	\$13
One	\$38	\$70	\$13
Two	\$53	\$81	\$13
Three	\$70	\$100	\$13
Four	\$93	\$118	\$13

Example: The maximum rent of an 70% AMI studio with all utilities included, and no other required expenses, would be \$1,490  
 The maximum rent for the same studio with no utilities included and renters insurance required would be \$1,369  
 The maximum rent for the same studio with water, sewer, and garbage included (i.e., no W/S/G allowance) but not electricity and gas, and renter's insurance required would be \$1,439

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

<b>AGENDA TITLE:</b>	Action on Ordinance No. 968 – Amending Chapters 20.30, 20.40, and 20.50 of the Shoreline Municipal Code to Modify Regulations for Development Within the MUR-70’ Zoning District
<b>DEPARTMENT:</b>	Planning and Community Development
<b>PRESENTED BY:</b>	Andrew Bauer, Planning Manager
<b>ACTION:</b>	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

At their June 27, 2022 meeting, the City Council discussed several Council-proposed amendments to the Planning Commission’s recommendation to amend Development Code provisions in the Mixed-Use Residential 70’ (MUR-70’) zone. The Commission’s recommendation is the culmination of ongoing efforts to streamline and remove barriers to development in the MUR-70’ zone to advance the implementation of the City’s light rail station subarea plans.

At the June 27<sup>th</sup> meeting, Council decided to continue the discussion to provide opportunity for more analysis on the Council-proposed amendments presented at the meeting. One additional Council amendment related to tree preservation has been added since the June 27<sup>th</sup> meeting and the Council amendments have been re-numbered accordingly.

Tonight, Council is scheduled to take action on the Planning Commission’s recommended Development Code amendments. The amendments are in proposed Ordinance No. 968 (Attachment A). The Council-proposed amendments are included for consideration in this staff report.

**RESOURCE/FINANCIAL IMPACT:**

The proposed Development Code amendments in proposed Ordinance No. 968 will not have a direct immediate financial impact to the City. Additional staff resources would be needed to review traffic demand management (TDM) plans associated with new developments and periodically check-in on the performance in future years.

Depending on which Council-proposed amendments are approved and adopted into proposed Ordinance No. 968 there could be additional resource and/or financial impacts. Those impacts are summarized in the discussion section of the Council-proposed amendments.

## **RECOMMENDATION**

The Planning Commission has recommended adoption of the proposed amendments in Attachment A, Exhibit A of proposed Ordinance No. 968. The City Council made amendments to the Planning Commission recommendation during the June 27, 2022, Council Meeting. Staff recommends adoption of Ordinance No. 968.

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

## **BACKGROUND**

The purpose of the Planning Commission's recommended MUR-70' amendments is to refine standards and streamline processes for some of the requirements that could have the greatest impacts on a development as they relate to cost and time. The Planning Commission's recommended amendments are intended to encourage the type of compact transit-oriented development envisioned in the light rail station subarea plans. The vision adopted by the City Council in the light rail station subarea plans were to create the highest density mixed-use development in the City around the regional transit investment.

By encouraging and streamlining development, other City goals can be advanced such as providing more housing affordable to a range of income levels that are near light rail – leveraging the region's once-in-a-generation transit investments. Planning for more people close to transit also creates more reliance on transit, and less reliance on personal vehicles, advancing the City's climate and transportation goals.

The broad goals surrounding housing, climate and sustainability, and supporting development near the light rail stations were discussed at the [October 25, 2021](#) joint meeting between the Council and Planning Commission. Several topics for potential amendments were discussed at that meeting. However, there was agreement from the Council at that time that any amendments should not sacrifice broader citywide goals.

With the direction from Council, the Planning Commission at their [December 2, 2021](#) meeting directed staff to prepare amendments that would allow more parking flexibility and streamline the requirements for developments seeking the maximum building height of 140 feet.

The Planning Commission's recommended Development Code amendments included in proposed Ordinance No. 968 were presented to the City Council at their June 6, 2022 meeting. This included a memorandum from the Planning Commission to the Council regarding their recommendation. The staff report for this June 6<sup>th</sup> Council discussion can be viewed at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport060622-9b.pdf>.

### **Development Code Amendments**

As currently written, the maximum parking reduction is 25 percent for developments within a ¼ mile of the light rail stations. The Planning Commission's recommendation (Attachment A, Exhibit A) would allow for up to a 50 percent reduction for all MUR-70' zones with approval of a Transportation Demand Management (TDM) Plan.

Developments seeking to achieve up to the maximum building height of 140 feet are currently subject to a Development Agreement requiring a review by Planning Commission, public hearing, and decision by Council. In addition to this lengthy process are a series of additional requirements put on the development. The Planning Commission reduced the list down from seven to four additional requirements on these types of developments – keeping those that offered the most direct meaningful value to the community.

The Commission's recommendation also eliminates the need for a Development Agreement and instead would require a neighborhood meeting and administrative review process, similar to how other large commercial or multifamily developments are reviewed. This amendment would also provide a more timely and predictable review process.

A summary of the current regulations, Planning Commission recommendation, and Planning Commission recommendation with the Council-proposed amendments is included in Attachment C.

### **Developer Stakeholder Feedback**

Staff engaged the City's Developer Stakeholder Group on MUR-70' development challenges in June 2021 as potential topics were being scoped for consideration, and again in March 2022 to share the draft amendments being considered by Planning Commission. The key comments and themes gathered during both these meetings included:

- Parking requirements should offer more opportunity for reductions
- The draft framework to offer parking reductions of up to 50 percent was well received in March 2022
- The current market does not support high rise development (8+ stories), but it is important to be positioned for when the market responds
- 140 foot maximum height is attractive, but there are more requirements as the height increases – there should be less requirements for taller buildings, not more
- Predictability is paramount for developers
- A clear and fast process can be one of the biggest benefits offered by the City

### **DISCUSSION**

The Cities of Mountlake Terrace, Lynnwood, Seattle (Roosevelt and Northgate), and Bellevue (Spring District) have been used as comparisons on topics such as parking, building height and review process. These nearby cities have implemented transit-supportive zoning and development regulations similar to Shoreline and have existing or planned light rail stations.

Of the cities reviewed, the maximum height nearest the light rail stations ranged from 140-150 feet, while the block nearest the Northgate Station allows up to 240 feet (145 feet otherwise) and areas of Lynnwood could allow up to 350 feet (140 feet otherwise).

Staff reviewed these cities to understand whether additional requirements are triggered to achieve the maximum height. Generally, the development requirements are written so as to scale proportionally with a development. For example, open space requirements are based on the number of units or size of the building, similar to Shoreline's.

Both Bellevue and Seattle contain incentives by which a development must provide an amenity such as additional open space or plazas to achieve additional floor area or height.

In many ways, the City's MUR-70' zone height is structured similarly in that in order to achieve the maximum height additional development requirements must be met. However, it is essential to balance the "incentive" (i.e. additional height) with the requirements to achieve the incentive. If the requirements outweigh the benefit of added height, then the provisions are likely to go unused.

### **Council Amendments**

There are several Council-proposed amendments to the Planning Commission recommendation. At the June 27<sup>th</sup> meeting, Council worked through amendments #1-4. The discussion below has been updated to reflect the Council amendments that were passed and additional discussion and analysis added where necessary. An updated summary of the Council amendments is also in Attachment B and includes the most recent Council-proposed amendments and the status of the amendments Council discussed at the June 27<sup>th</sup> meeting.

Two additional Council-proposed amendments are now included, and the amendments have been re-numbered accordingly.

Below are all the Councilmember proposed amendments (provided in ***italics and highlighted*** in the various Code sections), staff's recommendation, the status of each, and a brief discussion.

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#### **Council Amendment #1 – SMC 20.30.297(C)(3)**

**Staff Recommendation – *Neutral***

**Status – *Passed***

Council considered this amendment on June 27, 2022. During the June 27<sup>th</sup> Council discussion, the amendment was revised to expand the notification requirement within the MUR-70 for developments above the base height of 70' from 500 feet to 1,000 feet and to include additional notification requirements. This amendment added additional requirements for noticing of the neighborhood meeting and opportunity for public comment.

#### **Planning Commission Recommendation – SMC 20.30.297(C)**

- A. Administrative design review approval of departures from the design standards in SMC 20.50.160 through 20.50.190, 20.50.220 through 20.50.250, 20.50.450 through 20.50.510 and SMC 20.50.530 through 20.50.620 shall be granted by the Director upon their finding that the departure is:
1. Consistent with the purposes or intent of the applicable subsections; or
  2. Justified due to unusual site constraints so that meeting the design standards represents a hardship to achieving full development potential.

- B. Projects applying for the Deep Green Incentive Program by certifying through the Living Building or Community Challenge, Petal Recognition, Emerald Star, LEED-Platinum, 5-Star, 4-Star, PHIUS+, PHIUS+ Source Zero/Salmon Safe, or Zero Energy/Salmon Safe programs may receive departures from development standards under Chapters 20.40, 20.50, 20.60, and/or 20.70 SMC upon the Director's finding that the departures meet subsections (A)(1) and/or (2) of this section, and as further described under SMC 20.50.630. Submittal documents shall include proof of enrollment in the programs listed above.
- C. Developments in the MUR-70' zone exceeding the base height and which are not utilizing the significant tree retention height incentive in Table 20.50.020(2), footnote 12, or the height incentive within the Deep Green Incentive Program in SMC 20.50.630, shall be subject to Administrative Design Review approval. The Director shall grant approval of developments up to 140 feet in height upon their finding that the development:
1. Is consistent with the goals and policies of the Comprehensive Plan; and
  2. Will be supported by adequate infrastructure, facilities, and public services to serve the development; and
  3. Conducts a neighborhood meeting, in accordance with SMC 20.30.090, prior to application.

**Council Amendment – SMC 20.30.090(B)(2)**

- B. The neighborhood meeting shall meet the following requirements:
1. Notice of the neighborhood meeting shall be provided by the applicant and shall include the date, time and location of the neighborhood meeting and a description of the project, zoning of the property, site and vicinity maps and the land use applications that would be required.
  2. The notice shall be provided at a minimum to property owners located within 500 feet (1,000 feet for master development plan permits, *and* special use permits for essential public facilities, *and development in the MUR-70' zone seeking additional height pursuant to SMC 20.30.297(C)*) of the proposal, the neighborhood chair as identified by the Shoreline Office of Neighborhoods (note: if a proposed development is within 500 feet of adjacent neighborhoods, those chairs shall also be notified), and to the Department.

**Council Amendment – SMC 20.30.120(C)(1)**

- C. The notice of complete application shall be made available to the public by the Department, through any or all of the following methods (as specified in Tables 20.30.050 and 20.30.060):

1. **Mail.** Mailing to owners of real property located within 500 feet of the subject property. Notice of application for SCTF, or essential public facilities special use permits, and master development plan permits, or development in the MUR-70' zone seeking additional height pursuant to SMC 20.30.297(C) shall be mailed to residents and property owners within 1,000 feet of the proposed site;

**Council Amendment – SMC 20.30.297(C)(3)**

3. Conducts a neighborhood meeting, in accordance with SMC 20.30.090, and the additional requirements below, prior to application.

i. Notice Signs for the neighborhood meeting shall be designed and purchased by the developer and, at a minimum, be four feet by four feet in dimension. The signs shall be posted on all sides of the parcel(s) that front on a street. The signs must be posted at a minimum 14 days prior to the neighborhood meeting and remain on site a minimum of 14 days following the neighborhood meeting. The signs must include the date, time and location of the in-person neighborhood meeting and a description of the project, zoning of the property, a basic site plan, and contact information for the developer for questions or more information.

ii. The developer shall host an online open house/website in addition to the in-person neighborhood meeting where people can read a description of the project, see plans and elevations of the project, and submit comments. The online open house/website must be viewable to the public a minimum 14 days prior to the in-person neighborhood meeting and 14 days after the in-person neighborhood meeting.

iii. The neighborhood meeting summary from the in-person neighborhood meeting and online open house/website shall be posted on the City's website.

Amendatory motion #1, as amended to include language to expand the notification radius, passed 7-0.

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**Council Amendment #2 – SMC 20.50.020(A)(11)(b)(2) & SMC 20.50.250(C)**

**Staff Recommendation – Approve**

**Status – Passed**

Council considered this amendment on June 27, 2022. The Council amendment increased the requirement of ground floor commercial from 30 percent (Planning Commission recommendation) to 75 percent, as already required in parts of North City and Ridgecrest in SMC 20.50.250(C). The current version of the City's development regulations require applicants to choose two of several options when proposing to develop to the maximum 140' height. A set amount of commercial space (40,000 sq. ft) or neighborhood amenity space (30% of ground floor) were two of those options that could be selected by an applicant. Based on the amendment adopted by the City



Council on June 27, 2022, and assuming passage of Ordinance No. 968, it will now be a requirement that an applicant provide either commercial space (10,000 square feet) or commercial space on ground floors abutting the right-of-way.

**Planning Commission Recommendation – SMC 20.50.020(A)(11)(b)**

(11) Developments that exceed the base height and do not qualify for a height bonus within the Deep Green Incentive Program in SMC 20.50.630, or the significant tree retention bonus in footnotes 12 below, or the allowable exceptions to height in SMC 20.50.050, may develop to the maximum allowable height of 140 feet, subject Administrative Design Review approval and to the following: The maximum allowable height in the MUR-70' zone is 140 feet with an approved development agreement.

a. The affordable housing requirements for MUR-70'+ in SMC 20.40.235 are satisfied;

b. One of the following are provided:

1. The development provides commercial space of at least 10,000 square feet; or

2. Thirty percent of the ground floor area within the development is devoted to neighborhood amenities that include areas open and accessible for the community, office space for nonprofit organizations, an eating or drinking establishment, or other space that may be used for community functions. The neighborhood amenity area should be at grade and adjacent to sidewalks or pedestrian paths.

**Council Amendment – SMC 20.50.020(A)(11)(b)(2)**

(11) Developments that exceed the base height and do not qualify for a height bonus within the Deep Green Incentive Program in SMC 20.50.630, or the significant tree retention bonus in footnote 12 below, or the allowable exceptions to height in SMC 20.50.050, may develop to the maximum allowable height of 140 feet, subject Administrative Design Review approval and to the following: The maximum allowable height in the MUR-70' zone is 140 feet with an approved development agreement.

a. The affordable housing requirements for MUR-70'+ in SMC 20.40.235 are satisfied;

b. One of the following are provided:

1. The development provides commercial space of at least 10,000 square feet; or

2. Commercial space is constructed on the portion of the building's ground floor abutting a public right-of-way. Commercial space may be used for any allowed use in the MUR-70' zone in Table 20.40.160 – Station Area Uses, except the following general retail/trade/services: check-cashing services and payday lending. Residential dwellings are not allowed in commercial spaces. Ground floor commercial is subject to the standards in SMC 20.50.250(C).

**Council Amendment – SMC 20.50.250(C)**

C. Ground Floor Commercial.

1. New buildings subject to SMC 20.40.465 and 20.50.020(A)(11)(b)(2) shall comply with these provisions.
2. These requirements apply to the portion of the building's ground floor abutting a public right-of-way (ROW).
3. A minimum of 75 percent of the lineal frontage shall consist of commercial space. Up to 25 percent of the lineal frontage may consist of facilities associated with the multifamily use, such as lobbies, leasing offices, fitness centers and community rooms. Amenities, such as fitness centers that offer memberships to the general public, shall not be included in the maximum 25 percent lineal frontage limitation.
4. All ground floor commercial spaces abutting a ROW shall be constructed at a minimum average depth of 30 feet, with no depth less than 20 feet, measured from the wall abutting the ROW frontage to the rear wall of the commercial space.
5. All ground floor commercial spaces shall be constructed with a minimum floor-to-ceiling height of 18 feet, and a minimum clear height of 15 feet.

Amendatory motion #2 passed by motion 7-0 during the June 27<sup>th</sup> meeting.

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**Council Amendment #3 – SMC 20.50.020(A)(11)(c)**

**Staff Recommendation – Approve**

**Status – Passed**

Council considered this amendment on June 27, 2022. This amendment requires that the development to have at least 20% of the public spaces and multifamily open space, required in SMC 20.50.240 subsections (F) and (G), to be open and accessible to the public. The current version of the City's development regulations require applicants to provide for park space dedication. Based on the amendment adopted by the City Council on June 27, 2022, and assuming passage of Ordinance No. 968, it will now be a requirement that an applicant provide public access to a portion of the public/open space.

### **Planning Commission Recommendation – SMC 20.50.020(A)(11)(c)**

c. The development shall provide park, recreation, open space, or plaza area open and accessible to the public. The area shall be in addition to the requirements for Public Places and Multifamily Open Space in SMC 20.50.240 subsection (F) and (G);

### **Council Amendment – SMC 20.50.020(A)(11)(c)**

c. At least 20 percent of the Public Places and Multifamily Open Space required in SMC 20.50.240 subsections (F) and (G) shall be open and accessible to the public. This requirement does not include any area required for a public access easement as described in SMC 20.70.340(E).

Amendment #3 passed by motion 7-0 during the June 27<sup>th</sup> meeting.

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### **Council Amendments #4a & #4b – SMC 20.50.020(A)(11)(d)**

**Staff Recommendation – #4a - Not Approve; #4b – Approve**

**Status – #4a Passed; #4b Did not pass**

Council considered these amendments on June 27, 2022.

Amendment #4a requires that an applicant pay two percent of building construction valuation to fund park, open space or other qualifying recreational opportunities. The current version of the City's development regulations require applicants to select two items from a list of options. Payment of 2% of building valuation towards parks, open space, art or recreation is one of the options. Based on the amendment adopted by the City Council on June 27, 2022, and assuming passage of Ordinance No. 968, it will now be a requirement that an applicant pay 2% of building valuation for parks, open space, art or other recreational opportunities.

A 12-story building with 460 dwelling units could be valued at \$75.6M (change in construction type is not accounted for). In this example, a 2% contribution for parks/art/placemaking would be \$1.51M. In addition, Park Impact Fees in the amount of \$1.42M would be required to be paid (460 units x \$3,077 per unit). Thus, for this hypothetical 460-unit residential building, based on the approved Council amendment, an applicant will be required to pay \$2.93M towards park/open space/recreation opportunities.

### **Planning Commission Recommendation – SMC 20.50.020(A)(11)(d)**

d. The development shall provide one percent of the building construction valuation to be paid by the applicant for contribution toward art or placemaking amenities that are open and accessible to the public; and

### **Council Amendment #4a - SMC 20.50.020(A)(11)(d)**

Following the Council discussion on June 6<sup>th</sup>, Councilmember Ramsdell requested that staff develop a proposed amendment to Section 20.50.020(A)(11)(d) that would keep the requirement that two (2) percent of the building valuation shall be paid by the

property owner/developer to the City to fund parks, open space, art, or other recreational opportunities that are open and accessible to the public:

d. The development shall provide two percent of the building construction valuation to be paid by the applicant for contribution to fund public parks, open space, art, or other recreational opportunities open and accessible to the public within the station subarea as defined in the City's Parks, Recreation, and Open Space Plan. The applicant's contribution shall be paid to the City; and

**Proposed Council Amendment #4b - SMC 20.50.020(A)(11)(d)**

Additionally, Councilmember Roberts requested a proposed amendment to Section 20.50.020(A)(11)(d) that left in place the one percent contribution, but added more clarity to this section:

d. The development shall provide one percent of the building construction valuation to be paid by the applicant for contribution toward art or placemaking amenities that are open and accessible to the public. The contribution shall take the form of either on-site installation of exterior artwork or placemaking amenities, reviewed by the City, or an equivalent cash donation to the City's one percent for Arts program. All on-site works must include a plan for future maintenance and cleaning schedule where appropriate; and

Amendatory motion #4a passed 4-3 at the June 27<sup>th</sup> meeting. Amendment #4b did not pass.

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**Council Amendment #5a & #5b – SMC 20.50.020(A)(11)(e)**

**Staff Recommendation – #5a – Not approve; #5b - Approve.**

**Status – Pending**

Amendment #5a clarifies the value of subarea improvements that would be required (0.25% of the building construction value or 1% if off-street parking is eliminated), as the Planning Commission recommendation did not quantify the value. The amendment also takes into consideration a high contribution in an instance where all off-street parking is eliminated.

Alternatively, Council amendment #5b would delete this subsection in its entirety. Both amendments were submitted by Councilmember Roberts. Submission of Amendment #5b was made in response to the Council's action on previous amendments that added to the list of required actions that an applicant must do to build to the maximum height of 140 feet.

**Planning Commission Recommendation – SMC 20.50.020(A)(11)(e)**

e. The development shall provide subarea improvements such as utility infrastructure system improvements, off-site frontage improvements (consistent with the Engineering Development Manual), or installation of amenities such as transit stop shelters, lighting, or wayfinding signage.

## Proposed Council Amendment #5a – SMC 20.50.020(A)(11)(e)

*e. The development shall provide 0.25 percent of the building construction valuation to be paid by the applicant for subarea improvements such as off-site frontage improvements (consistent with the Engineering Development Manual), bicycle, pedestrian, or transit projects identified in the Transportation Master Plan, or installation of amenities such as transit stop shelters, lighting, or wayfinding signage. If the required off street parking is eliminated in accordance with SMC 20.50.400(C), the development contribution shall be 1 percent of the building construction valuation.*

## Proposed Council Amendment #5b – SMC 20.50.020(A)(11)(e)

*e. The development shall provide subarea improvements such as utility infrastructure system improvements, off-site frontage improvements (consistent with the Engineering Development Manual), or installation of amenities such as transit stop shelters, lighting, or wayfinding signage.*

### Discussion

Proposed Council Amendment #5a provides more certainty with regard to the extent, or value, of which an improvement would need to be. The amendment also takes into consideration a high contribution in an instance where all off-street parking is eliminated whereby some of the value for elimination of the parking is reinvested for subarea improvements. Table 2 below provides a cost comparison using building valuations for recent developments of similar scale that could be developed in the MUR-70' zone. It is important to note, the valuations do not take into account a change in the construction type as would be the case for buildings 8+ stories in height.

Table 2 – Subarea Improvements, 0.25-1% Comparison

Project	Geo	Geo 2	Canopy 1	Canopy 2	The Line	Burl	Ion
Constr. Value	\$27,546,658	\$32,045,983	\$48,509,040	\$27,179,366	\$38,449,285	\$30,416,668	\$44,342,863
0.25%	\$68,867	\$80,115	\$121,273	\$67,948	\$96,123	\$76,042	\$110,857
1%	\$275,467	\$320,460	\$485,090	\$271,794	\$384,493	\$304,167	\$443,429

Using the construction values above, a hypothetical building could be valued at \$6.3M per floor. A 12-story building could be valued at \$75.6M (change in construction type is not accounted for). In this example, a 0.25% contribution would be \$189,000, while a 1% contribution would be \$756,000.

Proposed Council Amendment #5b was introduced at the June 27<sup>th</sup> meeting and proposes to remove entirely the requirement for additional subarea improvements. If this requirement is removed, a development would still be subject to typical improvements along the development's frontage (e.g. sidewalks, lighting, landscaping).

Staff recommends that Council not adopt #5a. Staff further recommends that Council adopt Amendment #5b. This position has changed since the June 27<sup>th</sup> meeting when staff was supportive of Amendment #5a. The sum of all the requirements placed on developments seeking the maximum building height should be balanced so as to not unintentionally become overly burdensome to the point that these developments are discouraged. If Amendment #5a is approved, staff recommends the reference to

elimination of parking be removed. Staff does not recommend off street parking requirements be removed (see amendment #9b below).

If a Councilmember is interested in making proposed Amendment #5a, Council should use the following amendatory language:

**Amendatory Motion #5a -**

***“I move to modify the Planning Commission’s recommendation for SMC 20.50.020(A)(11)(e) by deleting it in its entirety and replacing it with a new SMC 20.50.020(A)(11)(e) as shown on Page 12 of tonight’s Staff Report.”***

If a Councilmember is interested in making proposed Amendment #5b, Council should use the following amendatory language:

**Amendatory Motion #5b -**

***“I move to modify the Planning Commission’s recommendation for SMC 20.50.020(A)(11)(e) by deleting it in its entirety.”***

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**Council Amendment #6 – SMC 20.50.020(A)(11)(f)**

**Staff Recommendation – Approve**

**Status – Pending**

This proposed Council amendment would require buildings above the base allowable height in the MUR-70’ zone to achieve green certification, matching Tier 3 of the City’s Deep Green Incentive Program (DGIP).

**PLEASE NOTE** that if proposed Council amendment #5 is not adopted, then this amendment would need to be modified to ensure correct number sequencing.

**Planning Commission Recommendation:**

The requirement that the entire development be built to LEED Gold standards set forth in SMC 20.30.355(D)(2) is proposed to be removed. This standard is duplicative because development in the MUR-70’ zone must meet the Built Green 4-Star certification, which is a roughly equivalent (if not slightly higher) green certification (SMC 20.40.046.D).

**Proposed Council Amendment – SMC 20.50.020(A)(11)(f)**

**f. The development shall meet the requirements to achieve certification under one of the following sustainable development programs:**

- 1. LEED Platinum; or**
- 2. 5-Star Built Green; or**
- 3. Passive House Institute US (PHIUS)+ combined with Salmon Safe; or**
- 4. Zero Energy combined with Salmon Safe**

**Since certification under one of the above programs is required in order to build over the base height of 70’ in the MUR zone, the Deep Green Incentive Program incentives listed in SMC 20.50.630 (D)(1) and (4) do not apply.**

## Discussion

This proposed Council amendment would require buildings above the base allowable height in the MUR-70' zone to achieve green certification, matching Tier 3 of the City's Deep Green Incentive Program (DGIP). Of the MUR-70' development applications which have filed application, many are opting to build to LEED Platinum and are eligible for the DGIP incentives. The proposed amendments would not allow waivers of City application fees or expedited permit review. The requirement for green building certification would also add to the development costs for the applicant.

Staff recommends approval of proposed Council amendment #6. This proposed amendment supports citywide climate and sustainability goals by mandating new buildings seeking added height in the MUR-70' zone meet Tier 3 of the DGIP.

If a Councilmember is interested in making proposed Amendment #6, Council should use the following amendatory language:

### **Amendatory Motion #6 -**

***"I move to modify the Planning Commission's recommendation for SMC 20.50.020(A)(11) by adding a new subsection, subsection (f), related to the City's Deep Green Incentive Program as set forth on Page 13 of tonight's Staff Report."***

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### **Council Amendment #7 – SMC 20.50.020(A)(11)(g)**

**Staff Recommendation – Not Approve**

**Status – Pending**

This proposed Council amendment would retain the existing requirement to purchase transfer of development rights (TDR) credits as a condition of obtaining maximum height.

**PLEASE NOTE** that if proposed Council amendments #5 or #6 are not adopted, then this amendment would need to be modified to ensure correct number sequencing.

### **Planning Commission Recommendation – SMC 20.30.355(D)(4)**

~~4.—An agreement to purchase transfer of development rights (TDR) credits at a rate of \$5,000 per unit up to a maximum of 50 TDRs per development agreement as authorized by the City Council and not to exceed Shoreline's allocation of TDR credits.~~

### **Proposed Council Amendment – SMC 20.50.020(A)(11)(g)**

***g. The development shall agree to purchase Transfer of Development Rights (TDR) credits as outlined in the City's TDR program.***

## Discussion

The Planning Commission recommendation is to remove the requirement to purchase Transfer of Development Rights (TDR) credits. Future proposed amendments will

consider a TDR program with incentives and at that time it is possible TDR requirements could be included once again as a requirement.

The Planning Commission recommendation would remove the requirement that a development purchase TDR credits as a condition of achieving the maximum height. Staff is currently finalizing a consultant contract and work plan to prepare amendments that would establish a TDR program as part of the Development Code. The contract will also establish an interlocal agreement with King County to manage TDR transactions within the City. Draft amendments are anticipated to go to the Planning Commission for review in late 2022 and will extend into 2023.

The Council proposed amendment has been revised to generally refer to the City's TDR program to reflect anticipated amendments for consideration later this year.

Staff recommends against potential Council Amendment #7. As noted above, future Development Code amendments will incorporate a program for TDR. Currently, the City is not positioned to manage a TDR transaction.

If a Councilmember is interested in making proposed Amendment #7, Council should use the following amendatory language:

**Amendatory Motion #7 -**

***“I move to modify the Planning Commission’s recommendation for SMC 20.50.020(A)(11) by adding a new subsection, subsection (g), requiring the purchase of Transfer of Development Rights as a condition of achieving maximum height as set forth on Page 14 of tonight’s Staff Report.”***

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**Council Amendment #8 – SMC 20.50.020(A)(11) and (12); 20.50.310; 20.50.350; 20.50.360**

**Staff Recommendation – Not Approve**

**Status – Pending**

This amendment is new since the June 27<sup>th</sup> meeting and would require that all development in the MUR-70' zone to retain at least 10 percent of significant trees on site. Significant trees are generally defined as any healthy tree six inches or greater in diameter at breast height (dbh). Development in the MUR-70' zone is not currently subject to any tree retention requirements.

The Planning Commission does not recommend any changes to the existing height bonuses for retaining significant trees, nor do they recommend amendments that would require retention of significant trees on any development in the MUR-70' zone.

Staff has included additions to the Council proposed amendment that would create some flexibility in administering the provision, should Council choose to include it. The staff suggested additions are shown in italics and highlighted in blue.

**PLEASE NOTE** that if proposed Council amendments #5, #6, or #7 are not adopted, then this amendment would need to be modified to ensure correct number sequencing.



**Existing Code Language (no proposed changes by Planning Commission) – SMC 20.50.020(A)(12)**

(12) Base height in the MUR-70' zone may be increased up to 80 feet when at least 10 percent of the significant trees on site are retained and up to 90 feet when at least 20 percent of the significant trees on site are retained.

**Proposed Council Amendment #8 – SMC 20.50.020(A)(11) and (12)**

*h. The development shall retain at least 10 percent of the significant trees on site.*

(12) *Development in the MUR-70' zone shall retain at least 10 percent of significant trees on site, unless exception SMC 20.50.350(B)(6) is granted. The Bbase height in the MUR-70' zone* may be increased up to 80 feet when at least ~~10~~<sup>15</sup> percent of the significant trees on site are retained and up to 90 feet when at least 20 percent of the significant trees on site are retained.

**Proposed Council Amendment #8 – SMC 20.50.310(A)(5)**

A. **Complete Exemptions.** The following activities are exempt from the provisions of this subchapter and do not require a permit:

1. Emergency situation on private property involving danger to life or property or substantial fire hazards.

a. **Statement of Purpose.** Retention of significant trees and vegetation is necessary in order to utilize natural systems to control surface water runoff, reduce erosion and associated water quality impacts, reduce the risk of floods and landslides, maintain fish and wildlife habitat and preserve the City's natural, wooded character. Nevertheless, when certain trees become unstable or damaged, they may constitute a hazard requiring cutting in whole or part. Therefore, it is the purpose of this section to provide a reasonable and effective mechanism to minimize the risk to human health and property while preventing needless loss of healthy, significant trees and vegetation, especially in critical areas and their buffers.

b. For purposes of this section, "Director" means the Director of the Department and their designee.

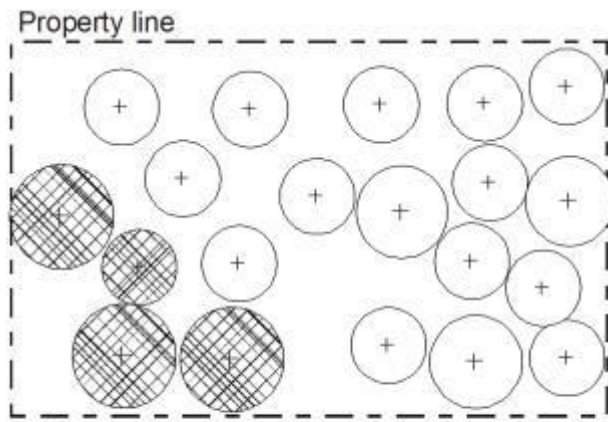
c. In addition to other exemptions of SMC 20.50.290 through 20.50.370, a request for the cutting of any tree that is an active and imminent hazard such as tree limbs or trunks that are demonstrably cracked, leaning toward overhead utility lines or structures, or are uprooted by flooding, heavy winds or storm events. After the tree removal, the City will need photographic proof or other documentation and the appropriate application approval, if any. The City retains the right to dispute the emergency and require that the party obtain a clearing permit and/or require that replacement trees be replanted as mitigation.

2. Removal of trees and/or ground cover by the City and/or utility provider in situations involving immediate danger to life or property, substantial fire hazards, or interruption of services provided by a utility. The City retains the right to dispute the emergency and require that the party obtain a clearing permit and/or require that replacement trees be replanted as mitigation.
3. Installation and regular maintenance of public utilities, under direction of the Director, except substation construction and installation or construction of utilities in parks or environmentally critical areas.
4. Cemetery graves involving less than 50 cubic yards of excavation, and related fill per each cemetery plot.
5. Removal of trees from property zoned NB, CB, MB and TC-1, 2 and 3, and ~~MUR-70~~ unless within a critical area or critical area buffer.

#### **Proposed Council Amendment #8 – SMC 20.50.350(B)**

B. Minimum Retention Requirements. All proposed development activities that are not exempt from the provisions of this subchapter shall meet the following:

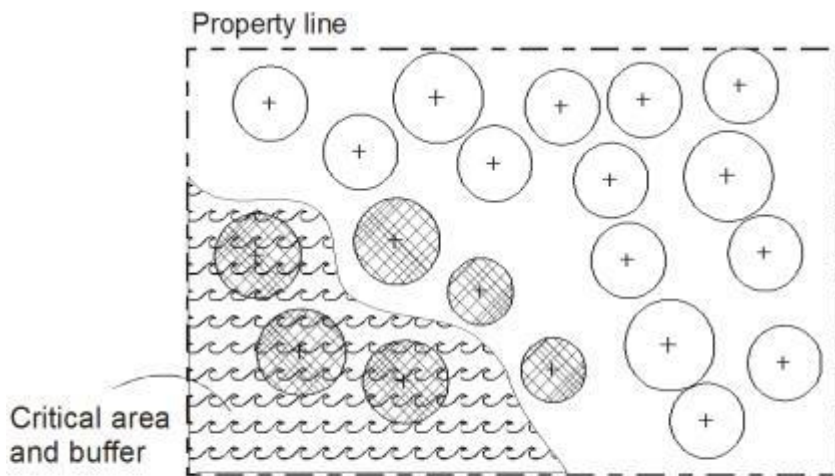
1. At least 10 percent of the significant trees shall be retained on sites zoned MUR-70 and at least 25 percent of the significant trees on all other given sites shall be retained, excluding critical areas, and critical area buffers; or
2. At least 30 percent of the significant trees on a given site (which may include critical areas and critical area buffers) shall be retained.
3. Tree protection measures ensuring the preservation of all trees identified for retention on approved site plans shall be guaranteed during development through the posting of a performance bond equal to the value of the installation and maintenance of those protection measures.
4. The minimum amount of trees to be retained cannot be removed for a period of 36 months and shall be guaranteed through an approved maintenance agreement.
5. The Director may require the retention of additional trees to meet the stated purpose and intent of this title, as required by the critical areas regulations, Chapter 20.80 SMC, or Shoreline Master Program, SMC Title 20, Division II, or as site-specific conditions demand using SEPA substantive authority.



**LEGEND**

⊗ Indicates trees to be retained

**Figure 20.50.350(B)(1): Demonstration of the retention of 20 percent of the significant trees on a site containing no critical areas.**



**LEGEND**

⊗ Indicates significant trees to be retained

**Figure 20.50.350(B)(2): Demonstration of the retention of 30 percent of the significant trees on a site containing a critical area.**

Exception 20.50.350(B):

1. The Director may allow a reduction in the minimum significant tree retention percentage to facilitate preservation of a greater number of smaller trees, a cluster or grove of trees, contiguous perimeter buffers, distinctive skyline features, or based on

the City's concurrence with a written recommendation of an arborist certified by the International Society of Arboriculture or by the American Society of Consulting Arborists as a registered consulting arborist that retention of the minimum percentage of trees is not advisable on an individual site; or

2. In addition, the Director may allow a reduction in the minimum significant tree retention percentage if all of the following criteria are satisfied: The exception is necessary because:

- *There are special circumstances related to the size, shape, topography, location or surroundings of the subject property.*
- *Strict compliance with the provisions of this Code may jeopardize reasonable use of property.*
- *Proposed vegetation removal, replacement, and any mitigation measures are consistent with the purpose and intent of the regulations.*
- *The granting of the exception or standard reduction will not be detrimental to the public welfare or injurious to other property in the vicinity.*

3. If an exception is granted to this standard, the applicant shall still be required to meet the basic tree replacement standards identified in SMC 20.50.360 for all significant trees removed beyond the minimum allowed per parcel without replacement and up to the maximum that would ordinarily be allowed under SMC 20.50.350(B).

4. In addition, the applicant shall be required to plant four trees for each significant tree removed that would otherwise count towards the minimum retention percentage. Trees replaced under this provision shall be at least 12 feet high for conifers and three inches in caliper if otherwise. This provision may be waived by the Director for restoration enhancement projects conducted under an approved vegetation management plan.

5. The Director may not require the retention of a significant tree that must be removed to accommodate the installation of a frontage improvement required as a condition of permit approval pursuant to SMC 20.70.320 when the applicant and the City demonstrate that a reasonable effort has been made to retain the significant tree. If approved for removal, this tree shall not be included in calculation of the minimum retention percentage for the site.

6. The Director may allow a reduction, or waiver, of the minimum significant tree percentage in the MUR-70' zone provided the development shall agree to purchase Transfer of Development Rights (TDR) credits as outlined in the City's TDR program. A minimum of one TDR credit shall be purchased for each significant tree removed that would have otherwise been required to be retained.

## Proposed Council Amendment #8 – SMC 20.50.360(C)

C. Replacement Required. Trees removed under the partial exemption in SMC 20.50.310(B)(1), *and trees removed in the MUR-70' zone,* may be removed *per parcel* with no replacement of trees required. Any significant tree proposed for removal beyond this limit should be replaced as follows:

1. One existing significant tree of *eight-six* inches in diameter at breast height *for conifers or 12 inches in diameter at breast height for all others* equals one new tree.
2. Each additional three inches in diameter at breast height equals one additional new tree, up to three trees per significant tree removed.
3. Minimum size requirements for replacement trees under this provision: Deciduous trees shall be at least 1.5 inches in caliper and evergreens six feet in height.

### Discussion

Staff does not support proposed Council Amendment #8. The requirement to retain 10 percent of significant trees on all development in the MUR-70' zone is incompatible with the scale and intensity of development allowed in the zone. Furthermore, it competes against other City goals and policies which speak to focusing compact development such as housing affordable to a range of income levels near the light rail stations where there can be less reliance on personal vehicles.

One size fits all regulations with little to no flexibility can be difficult to administer and could significantly impact the ability to allow the type of development envisioned in the light rail station subarea plans. Although staff does not support this amendment, staff is proposing additional language to offer more flexibility in instances where tree retention is not an option. Instead, a development would be required to purchase TDR credits at a rate of one credit for each significant tree that would have been required to be retained. For example, if five trees would have been required to be retained and a development can only feasibly retain two trees, then three TDR credits would be required to be purchased for the trees to be removed (see Table 3 below).

Even with the staff proposed amendments (shown in *blue* above), there would be added process and cost on development and potentially reduced development potential on some sites.

### Background of Tree Retention in MUR-70' Zone

The light rail station subarea plans and MUR Development Code regulations were adopted in 2015 and 2016. The MUR-70' zone was exempt from tree retention and replacement requirements at that time.

On February 26, 2018, the Council adopted [Ordinance No. 789](#) which included a privately-initiated Development Code amendment that sought to delete the MUR-70' zoning tree retention and replacement exemptions found in SMC 20.50.310.A.5. The amendment passed and the MUR-70' zone was no longer completely exempt from SMC Subchapter 5, Tree Conservation, Land Clearing and Site Grading Standards. The

same standards for tree replacement in low density residential zones applied in the MUR-70' zone. Therefore, in the MUR-70' zone 20 percent of the significant trees on site or 30 percent of significant trees if critical areas or their buffers are present were to be retained and any significant trees removed over the allowed partial exemption were to be replaced. The Council also requested that staff investigate ways to encourage tree retention in the MUR-70' zoning district.

As requested by Council, staff worked with the Planning Commission on incentives to retain trees in the MUR-70' zone and returned to Council on July 30, 2018, with the Planning Commission's recommended Development Code amendments. On August 13, 2018, Council adopted [Ordinance No. 833](#). This ordinance reinstated SMC 20.50.010.A.5 which again exempted the removal of trees in MUR-70' from SMC Subchapter 5 and added incentives to encourage tree retention including increases in height when retaining 10 percent and 20 percent of the trees on site, reduced setbacks for significant tree retention, and reduced parking for tree retention or tree replacement.

To date, no developments have utilized the significant tree incentives adopted with Ordinance No. 833.

To get the complete rationale for Council's adoption of Ordinance 789 and 833, the Council meetings associated with the study and adoption of these Ordinances should be consulted. Generally speaking, the Council discussions at that time highlighted that tree retention and replacement is important *and* development in MUR-70' is important. The MUR-70' zone has been created with a plan for transit-oriented development to allow for more people to live near transit in a variety of housing options that are required to be built green with affordability requirements as well.

By eliminating the complete exemption for tree removal and replacement in the MUR-70' with the adoption of Ordinance No. 789, development in the MUR-70' was made more difficult. Council also acknowledged that retaining trees and protecting trees during construction on development sites in the MUR-70' zone would be very difficult as construction on these sites often involves excavation to the property line for underground parking and stormwater vaults. Council also articulated the environmental benefits, including benefits for trees, by encouraging development from a single-family land use pattern to transit oriented development adjacent to light rail stations. Benefits cited during Council discussion included reducing transportation related emissions, reducing urban sprawl and alleviating pressure to develop housing on large undeveloped natural areas in other parts of the region.

#### Analysis of Council Proposed Amendment

Amendments which have a significant impact on development could impact assumptions on future growth and development activity. These assumptions are also used for purposes of informing the City's budget as it relates to projections for permit and development related revenue.

Staff assessed three recently permitted developments in the MUR-70' zone and the number of trees on site. None of the developments retained any significant trees. Each development had a small number of trees that were outside of the area for required frontage improvements and near the perimeter of the site and could have been

assessed more thoroughly as candidates for retention. However, the health and viability of these trees were not assessed as it is not a requirement. Regardless, retaining, protecting, and ensuring the survival of trees throughout a development on the size and scale as what is allowed in the MUR-70' zone is difficult due to the significant amount of excavation, grading, and construction activities that are likely to impact the trees.

Table 3 below illustrates the tree removal of recent developments, how many trees would equate to 10 percent, and an approximate value of TDR credits should they be required to be purchased in lieu of retaining the trees (as included in the staff suggested addition to the Council proposed amendment).

*Table 3 – Tree retention*

Development Name	Significant Trees	Trees Retained	Trees Outside of Frontage and Near Perimeter*	10% of Significant Trees	TDR Credits (Approx. \$22,000 ea)
Ion	31	0	4	3	3 credits = \$66,000
The Line	22	0	2	2	2 credits = \$44,000
Burl	19	0	1	2	2 credits = \$44,000

*\*The health and viability of retaining these trees was not assessed*

Staff recommends Council-proposed amendment #8 not be approved. This amendment would significantly impact the ability for MUR-70' zoned properties to be developed at the scale and intensity as intended in the light rail station subarea plans and would hamper the advancement of other competing goals related to housing and transportation.

Should Council-proposed amendment #8 be approved, staff recommends it become effective no earlier than January 1, 2023, to acknowledge the significant time and investment being made by some developments already under design and working in good faith toward filing a development application that is consistent with the tree regulations which have been in effect.

If a Councilmember is interested in making proposed Amendment #8, Council should use the following amendatory language (optional language for delayed implementation highlighted in blue):

**Amendatory Motion #8 -**

***“I move to modify the Planning Commission’s recommendation for SMC 20.50.020(A)(11) by adding a new subsection, subsection (h), and by amending SMC 20.50.020(A)(12), 20.50.310, 20.50.350, and 20.50.360, requiring on MUR-70’ zoned properties the retention of 10 percent of significant trees or purchase of Transfer of Development Rights in lieu of retaining significant trees that otherwise would have been required to be retained as set forth on Pages 16 through 20 of tonight’s Staff Report and that these amendments become effective on January 1, 2023 [optional language for delayed implementation].”***

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**Council Amendments #9a & #9b - SMC 20.50.400.C**

**Staff Recommendation – #9a – Neutral; #9b – Not Approve**  
**Status – Pending**

These proposed Council amendments would change incentives for reductions in parking.

**PLEASE NOTE** that if proposed Council amendment #9a is adopted, then proposed amendment #9b would be impacted as #9b does not seek to delete the language #9a does seek to delete.

**Planning Commission Recommendation – SMC 20.50.400.C**

C. Parking reductions of up to 50 percent may be approved for new residential, mixed-use, and commercial development in the MUR-70' zone containing 100 dwelling units or more, or 10,000 gross square feet of commercial floor area or more, provided the following criteria are satisfied:

1. A Transportation Demand Management Plan is prepared by a qualified professional and shall:
  - a. Assess actual parking demand based on proposed land uses and the existing and future neighborhood land use context;
  - b. Identify project-specific strategies, which may include strategies on a list established and maintained by the Director, that will be implemented to reduce the development's parking demand; and
  - c. Establish clear performance objectives and a mechanism for ongoing monitoring and adjustment of the TDM strategies to adapt to changing conditions throughout the life of the development.
  
2. Upon request by the City, the owner shall provide parking utilization data for the development and an assessment of the TDM Plan's performance and whether it is meeting objectives. If deficiencies in meeting objectives are found, the owner shall revise the plan and it shall be reviewed pursuant to subsection (C) of this section.

**Proposed Council Amendment #9a – SMC 20.50.400.C**

C. Parking reductions of up to 50 percent may be approved for new residential, mixed-use, and commercial development in the MUR-70' zone ~~containing 100 dwelling units or more, or 10,000 gross square feet of commercial floor area or more,~~ provided the following criteria are satisfied:

1. A Transportation Demand Management Plan is prepared by a qualified professional and shall:
  - a. Assess actual parking demand based on proposed land uses and the existing and future neighborhood land use context;
  - b. Identify project-specific strategies, which may include strategies on a list established and maintained by the Director, that will be implemented to reduce the development's parking demand; and



- c. Establish clear performance objectives and a mechanism for ongoing monitoring and adjustment of the TDM strategies to adapt to changing conditions throughout the life of the development.
2. Upon request by the City, the owner shall provide parking utilization data for the development and an assessment of the TDM Plan's performance and whether it is meeting objectives. If deficiencies in meeting objectives are found, the owner shall revise the plan and it shall be reviewed pursuant to subsection (C) of this section.

### **Proposed Council Amendment #9b – SMC 20.50.400.C**

C. Parking reductions of up to 50/100 percent may be approved for new residential, mixed-use, and commercial development in the MUR-70' zone containing 100 dwelling units or more, or 10,000 gross square feet of commercial floor area or more, provided the following criteria are satisfied:

1. A Transportation Demand Management Plan is prepared by a qualified professional and shall:
  - a. Assess actual parking demand based on proposed land uses and the existing and future neighborhood land use context;
  - b. Identify project-specific strategies, which may include strategies on a list established and maintained by the Director, that will be implemented to reduce the development's parking demand; and
  - c. Establish clear performance objectives and a mechanism for ongoing monitoring and adjustment of the TDM strategies to adapt to changing conditions throughout the life of the development.
2. Upon request by the City, the owner shall provide parking utilization data for the development and an assessment of the TDM Plan's performance and whether it is meeting objectives. If deficiencies in meeting objectives are found, the owner shall revise the plan and it shall be reviewed pursuant to subsection (C) of this section.

### **Discussion**

The Planning Commission recommended Development Code amendments for parking reductions would establish provisions to reduce off-street parking requirements up to 50%, with approval of a Transportation Demand Management (TDM) Plan.

#### Parking Reductions

The Planning Commission recommendation for parking reductions includes dwelling unit and square foot size threshold to encourage larger scale developments in the MUR-70' zone and to minimize potential parking impacts associated with smaller developments.

There are examples of cities which have lifted off street parking requirements entirely and allow the development to determine a suitable amount of parking (if any). The City of Seattle is one local example which does not require off street parking in some station

area overlays, such as Roosevelt and Northgate. Other nearby cities continue to allow a parking reduction.

The comparison in Table 4 below highlights the City’s parking requirements without a reduction, with the current maximum 25% reduction, and with the Planning Commission recommended 50% reduction. The comparison is based on a residential development scenario of 200 units.

*Table 4 – Parking Comparison for 200 Residential Units*

<b>Unit Type</b>	<b>Units</b>	<b>Shoreline</b>	<b>Mountlake Terrace</b>	<b>Lynnwood</b>	<b>Bellevue (Spring District)</b>	<b>Seattle (Northgate &amp; Roosevelt Station Overlays)</b>
Studio	50	37.5	25	25	37.5	0
1 BR	100	75	75	50	75	0
2 BR	50	75	50	25	37.5	0
<b>Total</b>	<b>200</b>	<b>188 w/o reduction</b> <b>139 w/25% reduction*</b> <b>94 w/50% reduction**</b>	<b>150</b>	<b>100</b>	<b>150</b>	<b>0</b>
<b>Ratio - Stalls per unit</b>	<b>--</b>	<b>1.06 w/o reduction</b> <b>0.70 w/25% reduction*</b> <b>0.47 w/50% reduction**</b>	<b>0.75</b>	<b>0.5</b>	<b>0.75</b>	<b>0</b> <b>No minimum in overlay areas</b>

*\*25% reduction applies to properties within ¼ mile of light rail station*

*\*\*up to 50% reduction with approved TDM*

*Transportation Demand Management*

TDM is a broad concept which has evolved over time. The US Department of Transportation notes that TDM is defined as a set of strategies aimed at maximizing travel choices. Traditionally, these strategies have been narrowly focused on commuter trips, but has evolved to encapsulate numerous strategies aimed to complement transportation infrastructure, including parking. TDM strategies have rapidly grown in recent years with the rise in new technologies. A list of example TDM strategies include:

- Bikeshare/carshare
- Free or reduced cost transit passes
- Enhanced bike facilities (e.g. storage, maintenance area, etc.)
- Wayfinding for non-vehicle trips

- Marketing and communications on alternative transportation options

TDM examples in the City include a recent multifamily development on Aurora which has committed to implementing bikeshare and is anticipating carshare options will be available to its residents in the future.

As noted above, the draft amendments would allow parking reductions up to 50%, provided the applicant prepares a TDM and it is approved by the City. In addition to project-specific strategies that could be included in a TDM, the amendments reference a list of strategies that will be maintained by the Director. Maintaining a list of TDM strategies as a companion to the Development Code (rather than adopted directly into the Code) allows for flexibility to respond to rapidly changing transportation technologies as well as a way to prioritize strategies that advance City goals. The proposed amendments also would require ongoing monitoring of the performance of the TDM strategies and allow for adjustments to be made throughout the life of the development.

At the request of the City, the owner would be required to provide parking utilization data and an assessment of the plan's performance. Changes would need to be made in instances where the plan is found to be underperforming. Understanding the off-street parking utilization trends and having a mechanism in place to adapt will be particularly important components of managing the overall parking system in the years to come as the light rail station subareas are built out and demands for parking evolve.

Generally speaking, the City should begin scoping and considering parking management strategies when a ¼ mile radius area reaches an average on street parking utilization of 60 percent or higher.

The funding allocation for parking utilization surveys ended in 2021 (some carryover from 2021 was used to conduct utilization surveys this year). Currently there is no resource to continue parking demand surveys that would track parking utilization. A supplemental budget request will be submitted for the 2023-24 biennium to continue the utilization surveys, which will help staff anticipate the need for parking management strategies.

Sound Transit is committed to studying parking around the light rail stations but this scope will likely cover a smaller geographic area that may not capture the full extent of redevelopment related parking demand increases as their focus will be specific to light rail station related parking mitigation. New staff allocated to Traffic Services in 2022 is anticipated to manage some initial elements of expanding parking demand management needs, and a 2024 budget request is planned for a dedicated parking enforcement resource.

By 2025, it is likely that additional Streets Maintenance staff and materials budget will be needed to keep pace with signage and markings associated with active parking demand management. It should be noted that tools to manage specifically residential parking demand are somewhat limited.

While staff is neutral on proposed Council Amendment #9a, staff recommends against proposed Council Amendment #9b, which could allow elimination of all required off-street parking. Eliminating all off-street parking has the highest likelihood of impacts onto local streets and increased demand on City resources to actively manage and enforce on street parking.

If a Councilmember is interested in making proposed Amendment #9a, Council should use the following amendatory language:

**Amendatory Motion #9a -**

***“I move to modify the Planning Commission’s recommendation for SMC 20.50.400(C) by deleting the following language: “containing 100 dwelling units or more, or 10,000 gross square feet of commercial floor area or more” as shown on Page 23 of tonight’s Staff Report.”***

If a Councilmember is interested in making proposed Amendment #9b, Council should use the following amendatory language:

**Amendatory Motion #9b -**

***“I move to modify the Planning Commission’s recommendation for SMC 20.50.400(C) by increasing the percentage of parking reduction from 50% to 100% as shown on Page 24 of tonight’s Staff Report.”***

### **RESOURCE/FINANCIAL IMPACT**

The proposed Development Code amendments in proposed Ordinance No. 968 will not have a direct immediate financial impact to the City. Additional staff resources would be needed to review traffic demand management (TDM) plans associated with new developments and periodically check-in on the performance in future years.

Depending on which Council-proposed amendments are approved and adopted into proposed Ordinance No. 968 there could be additional resource and/or financial impacts. Those impacts are summarized in the discussion section of the Council-proposed amendments.

### **RECOMMENDATION**

The Planning Commission has recommended adoption of the proposed amendments in Attachment A, Exhibit A of proposed Ordinance No. 968. The City Council made amendments to the Planning Commission recommendation during the June 27, 2022, Council Meeting. Staff recommends adoption of Ordinance No. 968.

### **ATTACHMENTS**

Attachment A – Proposed Ordinance No. 968

Attachment A, Exhibit A – Planning Commission Recommended Draft Development Code Amendments to Chapters 20.30, 20.40, and 20.50 SMC

Attachment B – Summary of Council Proposed Amendments to Exhibit A of proposed Ordinance No. 968

Attachment C – Comparison of existing, recommended, and amendments to Exhibit A  
of proposed Ordinance No. 968

**ORDINANCE NO. 968**

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING CHAPTERS 20.30, 20.40, AND 20.50 OF THE SHORELINE MUNICIPAL CODE TITLE 20, THE UNIFIED DEVELOPMENT CODE, TO MODIFY REGULATIONS FOR DEVELOPMENT WITHIN THE MUR-70' ZONING DISTRICT AND INCLUDE A 20-YEAR MULTI-FAMILY TAX EXEMPTION PERIOD.**

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

WHEREAS, Shoreline Municipal Code (SMC) Title 20, sets forth the City's Unified Development Code; and

WHEREAS, in 2014 and 2016, the City established the Mixed Use Residential (MUR)-70' zoning district within the 145<sup>th</sup> Street and 185<sup>th</sup> Street Station Subareas and adopted regulations specific to that zoning district; and

WHEREAS, an October 25, 2021, joint meeting of the City Council and the Shoreline Planning Commission was held to discuss better development outcomes in the MUR-70' zoning district as envisioned in the light rail station subarea plans; and

WHEREAS, in 2021, the City Council adopted Ordinance No. 944, amending Chapter 3.27 SMC, Property Tax Exemption, to reflect new state legislation expanding the multi-family tax exemption (MFTE) program to allow for a 20-year MFTE program that, in return for the tax exemption, would require units be affordable for 99 years; SMC 20.40.235 requires amendment to reflect this change and its use within the MUR-70' zoning district; and

WHEREAS, on December 2, 2021, January 20, 2022, and April 7, 2022, the Planning Commission discussed potential amendments related to parking reductions and repealing the requirement for a development agreement for achieving building heights over the base height of 70 feet; and on May 19, 2022, the Planning Commission held a public hearing on the proposed amendments so as to receive public testimony; and

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

WHEREAS, on June 6, 2022 and June 27, 2022, the City Council held study sessions on the proposed amendments; and

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

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

WHEREAS, the environmental impacts of the amendments to the MUR-70 zoning district resulted in the issuance of an addendum to the 145<sup>th</sup> Street Station Planned Action Final Environmental Impact Statement and an addendum to the 185<sup>th</sup> Street Station Planned Action Final Environmental Impact Statement, both were issued on May 5, 2022; and

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

WHEREAS, the City Council has considered the entire public record, public comments, written and oral, and the Planning Commission's recommendation and has determined that the amendments to Title 20 are consistent with and implement the Shoreline Comprehensive Plan and serves the purpose of the Unified Development Code as set forth in SMC 20.10.020;

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

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

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

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

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

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

**PASSED BY THE CITY COUNCIL ON SEPTEMBER 12, 2022.**

\_\_\_\_\_  
Keith Scully, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

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

Date of Publication: , 2022  
Effective Date: , 2022



**Ordinance No. 968  
Exhibit A**

**SMC 20.30.297 Administrative Design Review (Type A).**

A. Administrative design review approval of departures from the design standards in SMC 20.50.160 through 20.50.190, 20.50.220 through 20.50.250, 20.50.450 through 20.50.510 and SMC 20.50.530 through 20.50.620 shall be granted by the Director upon their finding that the departure is:

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

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

C. Developments in the MUR-70' zone exceeding the base height and which are not utilizing the significant tree retention height incentive in Table 20.50.020(2), footnote 12, or the height incentive within the Deep Green Incentive Program in SMC 20.50.630, shall be subject to Administrative Design Review approval. The Director shall grant approval of developments up to 140 feet in height upon their finding that the development:

1. Is consistent with the goals and policies of the Comprehensive Plan; and
2. Will be supported by adequate infrastructure, facilities, and public services to serve the development; and
3. Conducts a neighborhood meeting, in accordance with SMC 20.30.090, prior to application.

**SMC 20.30.355 Development agreement (Type L).**

A. **Purpose.** To define the development of property in order to implement framework goals to achieve the City's adopted vision as stated in the Comprehensive Plan. A development agreement is permitted in all zones and may modify development standards contained in Chapter 20.50 SMC. ~~A development agreement in the MUR-70' zone may be approved to allow increased development potential above the zoning requirements in Chapter 20.50 SMC.~~

B. **Development Agreement Contents (General).** A development agreement shall set forth the development standards and other provisions that shall apply to govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement (RCW 36.70B.170). Each development agreement approved by the City Council shall contain the development standards applicable to the subject real property. For the purposes of this section, "development standards" includes, but is not limited to:

**Ordinance No. 968**  
**Exhibit A**

1. Project elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;
2. The amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of State law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications;
3. Mitigation measures, development conditions, and other requirements under Chapter 43.21C RCW;
4. Design standards such as maximum heights, setbacks, drainage and water quality requirements, landscaping, and other development features;
5. Affordable housing units;
6. Parks and open space preservation;
7. Phasing of development;
8. Review procedures and standards for implementing decisions;
9. A build-out or vesting period for applicable standards;
10. Any other appropriate development requirement or procedure;
11. Preservation of significant trees; and
12. Connecting, establishing, and improving nonmotorized access.

C. **Decision Criteria.** A development agreement (~~general development agreement and development agreements in order to increase height above 70 feet~~) may be granted by the City only if the applicant demonstrates that:

1. The project is consistent with goals and policies of the Comprehensive Plan. If the project is located within a subarea plan, then the project shall be consistent with the goals and policies of the subarea plan.
2. The proposed development uses innovative, aesthetic, energy-efficient and environmentally sustainable architecture and site design.
3. There is either sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) that meet the City's adopted level of service standards (as confirmed by the performance of a transportation impact analysis) in the transportation system (motorized and nonmotorized) to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity or infrastructure must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.

**Ordinance No. 968**  
**Exhibit A**

4. There is either sufficient capacity within public services such as water, sewer and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed development agreement, then the applicant must identify a plan for funding their proportionate share of the improvements.

5. The development agreement proposal contains architectural design (including but not limited to building setbacks, insets, facade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic management and multimodal transportation improvements and other features that minimize conflicts and create transitions between the proposal site and property zoned R-4, R-6, R-8 or MUR-35'.

6. The project is consistent with the standards of the critical areas regulations, Chapter 20.80 SMC, Critical Areas, or Shoreline Master Program, SMC Title 20, Division II, and applicable permits/approvals are obtained.

~~D. **Development Agreement Contents for Property Zoned MUR-70' in Order to Increase Height Above 70 Feet.** Each development agreement approved by the City Council for property zoned MUR-70' for increased development potential above the provision of the MUR-70' zone shall contain the following:~~

~~1.—Twenty percent of the housing units constructed on site shall be affordable to those earning less than 60 percent of the median income for King County adjusted for household size. The units shall remain affordable for a period of no less than 99 years. The number of affordable housing units may be decreased to 10 percent if the level of affordability is increased to 50 percent of the median income for King County adjusted for household size. A fee in lieu of constructing any fractional portion of mandatory units is based on the adopted fee schedule (Chapter 3.01 SMC). Full units are not eligible for the fee in lieu option and must be built on site. The fee will be specified in SMC Title 3.~~

~~2.—Entire development is built to LEED Gold standards.~~

~~3.—Structured parking for at least 90 percent of the required parking spaces for a development. Structured parking includes underground parking, under-building parking and aboveground parking garage. Unstructured parking shall be located interior to the site.~~

~~4.—An agreement to purchase transfer of development rights (TDR) credits at a rate of \$5,000 per unit up to a maximum of 50 TDRs per development agreement as authorized by the City Council and not to exceed Shoreline's allocation of TDR credits.~~

~~5.—Applicant shall dedicate park space sufficient to accommodate each projected resident of the development, to be determined by a formula to be established by rule in consultation with the Parks Board. Dedicated space must be open and accessible to the public from a public street.~~

~~6.—Development agreements in MUR-70' shall include at least two of the following components and may not be combined:~~

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**Exhibit A**

- ~~a. Entire site uses combined heat and power infrastructure or district energy.~~
- ~~b. Commercial space of at least 40,000 square feet.~~
- ~~c. Thirty percent of the ground floor area for neighborhood amenities that may include areas open and accessible for the community, office space for nonprofit organizations, an eating or drinking establishment, or other space that may be used for community functions.~~
- ~~d. Two percent of the building construction valuation shall be paid by the property owner/developer to the City to fund public parks, open space, art, or other recreational opportunities open and accessible to the public within the station subarea as defined in the City's Parks, Recreation, and Open Space Plan.~~
- ~~e. Provide additional off-site frontage improvements (as required by the Engineering Development Manual) that connect a proposed development to amenities near the subject project. Amenities may include transit stops, light rail station, commercial uses, etc.~~
- ~~f. Providing street-to-street dedicated public access. Examples include an alley, pedestrian/bicycle path, or other nonmotorized vehicle trail.~~

**ED. Development Agreement Approval Procedures.** The City Council may approve development agreements through the following procedure:

1. A development agreement application incorporating the elements stated in subsection B of this section may be submitted by a property owner with any additional related information as determined by the Director. After staff review and SEPA compliance, the Planning Commission shall conduct a public hearing on the application. The Planning Commission shall then make a recommendation to the City Council pursuant to the criteria set forth in subsection C of this section and the applicable goals and policies of the Comprehensive Plan. The City Council shall approve, approve with additional conditions, or deny the development agreement. The City Council shall approve the development agreement by ordinance or resolution;
2. **Recorded Development Agreement.** Upon City Council approval of a development agreement under the procedure set forth in this subsection E, the property owner shall execute and record the development agreement with the King County Recorder's Office to run with the land and bind and govern development of the property.

**SMC 20.40.046 Mixed-use residential (MUR) zones.**

- A. The purpose of the mixed-use residential (MUR) zones (MUR-35', MUR-45', and MUR-70') is to provide for a mix of predominantly multifamily development ranging in height from 35 feet to 70 feet in appropriate locations with other nonresidential uses that are compatible and complementary.
- B. Specific mixed-use residential zones have been established to provide for attached single-family residential, low-rise, mid-rise and high-rise multifamily residential. The mixed-use

**Ordinance No. 968  
Exhibit A**

residential zones also provide for commercial uses, retail, and other compatible uses within the light rail station subareas.

C. Affordable housing is required in the MUR-45' and MUR-70' zone and voluntary in the MUR-35' Zone. Refer to SMC 20.40.235 for affordable housing light rail station subarea requirements.

D. Construction in MUR zones must achieve green building certification through one of the following protocols: Built Green 4-Star or PHIUS+. If an affordable housing or school project is required to certify through the Evergreen Sustainable Development Standard, this protocol shall fulfill the requirement. If a project utilizes a more stringent certification protocol through the Deep Green Incentive Program, this shall fulfill the requirement.

~~E. All development within the MUR-70' zone that seeks additional height and alternative development standards shall be governed by a development agreement as provided in SMC 20.30.355.~~

**SMC 20.40.235 Affordable housing, light rail station subareas.**

A. The purpose of this index criterion is to implement the goals and policies adopted in the Comprehensive Plan to provide housing opportunities for all economic groups in the City's light rail station subareas. It is also the purpose of this criterion to:

1. Ensure a portion of the housing provided in the City is affordable housing;
2. Create an affordable housing program that may be used with other local housing incentives authorized by the City Council, such as a multifamily tax exemption program, and other public and private resources to promote affordable housing;
3. Use increased development capacity created by the mixed-use residential zones to develop voluntary and mandatory programs for affordable housing.

B. Affordable housing is voluntary in MUR-35' and mandatory in the MUR-45' and MUR-70' zones. The following provisions shall apply to all affordable housing units required by, or allowed through, any provisions of the Shoreline Municipal Code:

1. The City provides various incentives and other public resources to promote affordable housing. Specific regulations providing for affordable housing are described below:

	<b>MUR-70'+</b>	<b>MUR-70'</b>	<b>MUR-45'</b>	<b>MUR-35'</b>
<b>Mandatory Participation</b>	Yes	Yes	Yes	No
<b>Incentives (3) (4)</b>	Height may be increased above 70 ft.; no density limits; and may be eligible for 12-year, <u>or 20-year</u> property tax	Entitlement of 70 ft. height; no density limits; and may be eligible for 12-year, <u>or 20-year</u> property tax exemption	Entitlement of 45 ft. height; no density limits; and may be eligible for 12-year, <u>or 20-year</u> property tax exemption	No density limits; and may be eligible for 12-year, <u>or 20-year</u> property tax exemption (PTE) pursuant to

**Ordinance No. 968  
Exhibit A**

	<b>MUR-70'+</b>	<b>MUR-70'</b>	<b>MUR-45'</b>	<b>MUR-35'</b>
	exemption (PTE) pursuant to Chapter 3.27 SMC; permit fee reduction pursuant to SMC 20.40.235(F); and impact fee reduction pursuant to SMC Title 3.	(PTE) pursuant to Chapter 3.27 SMC; permit fee reduction pursuant to SMC 20.40.235(F); and impact fee reduction pursuant to SMC Title 3.	(PTE) pursuant to Chapter 3.27 SMC; permit fee reduction pursuant to SMC 20.40.235(F); and impact fee reduction pursuant to SMC Title 3.	Chapter 3.27 SMC; permit fee reduction pursuant to SMC 20.40.235(F); and impact fee reduction pursuant to SMC Title 3.
<b>Studio, 1 bedroom (3) (4)</b>	20% of rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size; or 10% of rental units shall be affordable to households making 50% or less of the median income for King County adjusted for household size.	20% of rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size; or 10% of rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size.		
<b>2+ bedrooms (3) (4)</b>	20% of the rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size; or 10% of the rental units shall be affordable to households making 60% or less of the median income for King County adjusted for household size.	20% of the rental units shall be affordable to households making 80% or less of the median income for King County adjusted for household size; or 10% of the rental units shall be affordable to households making 70% or less of the median income for King County adjusted for household size.		

2. Payment in lieu of constructing any fractional portion of mandatory units is available upon City Council’s establishment of a fee in lieu formula. See subsection (E)(1) of this section. Full units are not eligible for fee in lieu option and must be built on site.

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3. In order to be eligible for a property tax exemption pursuant to Chapter 3.27 SMC, 20 percent of units must be built to affordability standards.

4. In order to be eligible for permit or impact fee reductions or waivers, units must be affordable to households making 60 percent or less of the King County area median income.

...

**SMC 20.50.020 Dimensional requirements.**

A. Table 20.50.020(1) – Densities and Dimensions in Residential Zones.

Note: Exceptions to the numerical standards in this table are noted in parentheses and described below.

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

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

Table 20.50.020(2) – Densities and Dimensions in Mixed Use Residential Zones.

Note: Exceptions to the numerical standards in this table are noted in parentheses and described below.

<b>STANDARDS</b>	<b>MUR-35'</b>	<b>MUR-45'</b>	<b>MUR-70' (40)</b>
Base Density: Dwelling Units/Acre	N/A	N/A	N/A
Min. Density	12 du/ac (17)	18 du/ac	48 du/ac
Min. Lot Width (2)	N/A	N/A	N/A
Min. Lot Area (2)	N/A	N/A	N/A
Min. Front Yard Setback (2) (3)	0 ft if located on an arterial street 10 ft on nonarterial street 22 ft if located on 145th Street (15)	15 ft if located on 185th Street (15) 0 ft if located on an arterial street 10 ft on nonarterial street 22 ft if located on 145th Street (15)	15 ft if located on 185th Street (15) 22 ft if located on 145th Street (15) 0 ft if located on all other streets
Min. Rear Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft (20)
Min. Side Yard Setback (2) (4) (5)	5 ft	5 ft	5 ft (20)
Base Height (9) (16)	35 ft	45 ft	70 ft (11) (12) (13)
Max. Building Coverage (2) (6)	N/A	N/A	N/A
Max. Hardscape (2) (6)	85%	90%	90%

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

(1) Repealed by Ord. 462.

(2) These standards may be modified to allow unit lot developments, mixed single-family attached developments and zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and hardscape limitations; limitations for individual lots may be modified.



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- (3) For single-family detached development exceptions to front yard setback requirements, please see SMC 20.50.070.
- (4) For single-family detached development exceptions to rear and side yard setbacks, please see SMC 20.50.080.
- (5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC 20.50.160.
- (6) The maximum building coverage shall be 35 percent and the maximum hardscape area shall be 50 percent for single-family detached development located in the R-12 zone.
- (7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up, except when a single lot is divided by a zone boundary. Refer to subsection (D)(2)(a) of this section for calculation of density when a single lot is divided by a zone boundary.
- (8) For development on R-48 lots abutting R-12, R-18, R-24, R-48, NB, CB, MB, CZ and TC-1, 2 and 3 zoned lots, the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.
- (9) Base height for public and private K through 12 schools in all zoning districts except R-4 is 50 feet. Base height may be exceeded by gymnasiums to 55 feet and by theater fly spaces to 72 feet.
- (10) ~~Dimensional standards in the MUR-70' zone may be modified with an approved development agreement. Repealed~~
- (11) Developments that exceed the base height and do not qualify for a height bonus within the Deep Green Incentive Program in SMC 20.50.630, or the significant tree retention bonus in footnotes 12 below, or the allowable exceptions to height in SMC 20.50.050, may develop to the maximum allowable height of 140 feet, subject Administrative Design Review approval and to the following:~~The maximum allowable height in the MUR-70' zone is 140 feet with an approved development agreement.~~
- a. The affordable housing requirements for MUR-70'+ in SMC 20.40.235 are satisfied;
  - b. One of the following are provided:
    1. The development provides commercial space of at least 10,000 square feet; or
    2. Thirty percent of the ground floor area within the development is devoted to neighborhood amenities that include areas open and accessible for the community, office space for nonprofit organizations, an eating or drinking establishment, or other space that may be used for community functions. The neighborhood amenity area should be at grade and adjacent to sidewalks or pedestrian paths.

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c. The development shall provide park, recreation, open space, or plaza area open and accessible to the public. The area shall be in addition to the requirements for Public Places and Multifamily Open Space in SMC 20.50.240 subsection (F) and (G):

d. The development shall provide one percent of the building construction valuation to be paid by the applicant for contribution toward art or placemaking amenities that are open and accessible to the public; and

e. The development shall provide subarea improvements such as utility infrastructure system improvements, off-site frontage improvements (consistent with the Engineering Development Manual), or installation of amenities such as transit stop shelters, lighting, or wayfinding signage.

(12) Base height in the MUR-70' zone may be increased up to 80 feet when at least 10 percent of the significant trees on site are retained and up to 90 feet when at least 20 percent of the significant trees on site are retained.

(13) All building facades in the MUR-70' zone fronting on any street shall be stepped back a minimum of 10 feet for that portion of the building above 45 feet in height. Alternatively, a building in the MUR-70' zone may be set back 10 feet at ground level instead of providing a 10-foot step-back at 45 feet in height. MUR-70' fronting on 185th Street shall be set back an additional 10 feet to use this alternative because the current 15-foot setback is planned for street dedication and widening of 185th Street.

(14) The minimum lot area may be reduced proportional to the amount of land needed for dedication of facilities to the City as defined in Chapter 20.70 SMC.

(15) The exact setback along 145th Street (Lake City Way to Fremont Avenue) and 185th Street (Fremont Avenue to 10th Avenue NE), up to the maximum described in Table 20.50.020(2), will be determined by the Public Works Department through a development application.

(16) Base height may be exceeded by 15 feet for rooftop structures such as elevators, arbors, shelters, barbeque enclosures and other structures that provide open space amenities.

(17) Single-family detached dwellings that do not meet the minimum density are permitted in the MUR-35' zone subject to the R-6 development standards.

(18) The minimum front yard setback in the MUR-70' zone may be reduced to five feet on a nonarterial street if 20 percent of the significant trees on site are retained.

(19) The maximum hardscape for public and private kindergarten through grade 12 schools is 75 percent.

(20) Setback may be reduced to zero feet when a direct pedestrian connection is provided to adjacent light rail transit stations, light rail transit parking garages, transit park and ride lots, or transit access facilities.

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**SMC 20.50.400 Reductions to minimum parking requirements.**

- A. Reductions of up to 25 percent may be approved by the Director when subsection (A)(1) of this section is met, or when a combination of two or more of the following subsections (A)(2) through (9) of this section is met:
1. A high-capacity transit service stop (e.g., bus rapid transit, light rail) is within one-quarter mile of the development's property line. This provision applies to developments seeking reductions prior to and after commencement of revenue service at new stops.
  2. A parking demand analysis prepared by a qualified professional demonstrates that parking demand can be satisfied with a reduced parking requirement.
  3. There is a shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. A record on title with King County is required.
  4. A parking management plan is prepared by the applicant according to criteria established by the Director.
  5. A City-approved residential parking zone (RPZ) is established for the surrounding neighborhood within a one-quarter mile radius of the development's property line. The management cost for the RPZ must be paid by the applicant and/or property owner on an annual basis.
  6. A public access easement that is a minimum of eight feet wide, safely lit, and connects through a parcel between at least two different rights-of-way. The access easement shall be developed with a sidewalk or shared use path that complies with the Engineering Design Manual. This easement may include other pedestrian facilities such as plazas and bike facilities.
  7. Retention of at least 20 percent of the significant trees on a site zoned MUR-70'.
  8. Replacement of all significant trees removed on a site zoned MUR-70' as follows:
    - a. One existing significant tree of eight inches in diameter at breast height for conifers or 12 inches in diameter at breast height for all others equals one new tree.
    - b. Each additional three inches in diameter at breast height equals one additional new tree, up to three trees per significant tree removed.

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**Exhibit A**

- c. Minimum Size Requirements for Replacement Trees Under this Subsection. Deciduous trees shall be at least one and one-half inches in caliper and evergreens at least six feet in height.
  - 9. On-site dedicated parking spaces for a car-sharing service with an agreement with the provider(s).
- B. Parking reductions for Deep Green Incentive Program projects are set forth in SMC 20.50.630. Reductions granted under the Deep Green Incentive Program shall not be combined with the parking reductions in subsections A and C of this section.
- C. Parking reductions of up to 50 percent may be approved for new residential, mixed-use, and commercial development in the MUR-70' zone containing 100 dwelling units or more, or 10,000 gross square feet of commercial floor area or more, provided the following criteria are satisfied:
  - 1. A Transportation Demand Management Plan is prepared by a qualified professional and shall:
    - a. Assess actual parking demand based on proposed land uses and the existing and future neighborhood land use context;
    - b. Identify project-specific strategies, which may include strategies on a list established and maintained by the Director, that will be implemented to reduce the development's parking demand; and
    - c. Establish clear performance objectives and a mechanism for ongoing monitoring and adjustment of the TDM strategies to adapt to changing conditions throughout the life of the development.
  - 2. Upon request by the City, the owner shall provide parking utilization data for the development and an assessment of the TDM Plan's performance and whether it is meeting objectives. If deficiencies in meeting objectives are found, the owner shall revise the plan and it shall be reviewed pursuant to subsection (C) of this section.
- ~~C~~D. A request for a parking reduction shall be processed as a Type A action, as set forth in SMC 20.30, Subchapter 2.
- ~~D~~E. When granting a parking reduction, the Director may impose performance standards and conditions of approval on a project, including a financial guarantee.
- ~~E~~F. Reductions of up to 50 percent may be approved by the Director for the portion of housing providing low-income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development. This parking reduction may be combined with parking reductions identified in subsection A of this section.

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- F. ~~Parking reductions for affordable housing or the Deep Green Incentive Program may not be combined with parking reductions identified in subsection A of this section.~~

## Attachment B

## Proposed Council Amendments to Exhibit A of Proposed Ordinance No. 968

Amendment No.	Proposing Councilmember	SMC Section	Topic	Staff Recommendation	Status
1	Mork/McConnell	20.30.297(C)(3)	Neighborhood meeting	Neutral	Passed
2	Roberts	20.50.020(A)(11)(b)	Ground floor commercial	Approve	Passed
3	Roberts	20.50.020(A)(11)(c)	20% of public places open and accessible	Approve	Passed
4a	Ramsdell	20.50.050(A)(11)(d)	2% toward parks, open space, art	Not Approve	Passed
4b	Roberts	20.50.020(A)(11)(d)	1% to art, include provision for maintenance of art	Approve	Did Not Pass
5a	Roberts	20.50.020(A)(11)(e)	0.25% off site improvements, 1% if required parking is eliminated	Not Approve	Pending
*5b	Roberts	20.50.020(A)(11)(e)	Remove requirement for off site improvements	Approve	Pending
6	Mork	20.50.020(A)(11)(f)	Green building requirement	Approve	Pending
7	Mork	20.50.020(A)(11)(g)	Transfer of Development Rights (TDR) requirement	Not Approve	Pending
*8	Pobee	20.50.020(A)(11) and (12)	Tree retention	Not Approve	Pending
9a	Roberts	20.50.400(C)	Remove development size threshold for parking reductions	Neutral	Pending
9b	Roberts	20.50.400(C)	Expand parking reductions up to 100%	Not Approve	Pending

\*New amendments since June 27, 2022 report

## ATTACHMENT C – COMPARISON OF EXISTING, RECOMMENDED, AND AMENDMENTS TO EXHIBIT A OF PROPOSED ORDINANCE NO. 968

Table A – Review Process for Maximum Height		
Current Regulation	Planning Commission Recommendation	Planning Commission Recommendation with Council Amendments
Development Agreement	Administrative Design Rev.	Administrative Design Rev.
Public hearing before Planning Commission	Neighborhood meeting <ul style="list-style-type: none"> <li>○ Notify property owners within 500 feet</li> </ul>	Neighborhood meeting (Amendment #1): <ul style="list-style-type: none"> <li>○ <b><i>Notify property owners and residents within 1,000 feet</i></b></li> <li>○ <b><i>Post on site notice of the meeting</i></b></li> <li>○ <b><i>Host online open house</i></b></li> </ul>
Council decision	Director's decision	Director's decision

***\*Amendments bolded and italicized were passed by Council June 27<sup>th</sup>***

## ATTACHMENT C – COMPARISON OF EXISTING, RECOMMENDED, AND AMENDMENTS TO EXHIBIT A OF PROPOSED ORDINANCE NO. 968

<b>Table B – Development Standards for Maximum Height</b>		
<b>Current Regulation</b>	<b>Planning Commission Recommendation</b>	<b>Planning Commission Recommendation with Council Amendments</b>
20% units affordable at 60% AMI; <u>OR</u> 10% units affordable at 50% AMI	20% units affordable at 60% AMI; <u>OR</u> 10% units affordable at 50% AMI	20% units affordable at 60% AMI; <u>OR</u> 10% units affordable at 50% AMI
40,000 sq ft commercial	10,000 sq ft commercial	<i>10,000 sq ft commercial (Amendment #2)</i>
30% ground floor devoted to neighborhood amenities	30% ground floor devoted to neighborhood amenities	<i>75% of ground floors abutting right-of-way used for commercial space (Amendment #2)</i>
Park space dedication to accommodate residents in development and open and accessible to the public		<i>20% of Public Places and Multifamily Open Space open and accessible to the public (Amendment #3)</i>
2% building valuation contributed toward parks, open space, art, or recreation	1% of building valuation contributed toward art/placemaking open and accessible to the public	<i>2% building valuation contributed toward parks, open space, art, or recreation (Amendment #4a)</i>
Off site frontage improvements to connect nearby amenities	Off site infrastructure improvements or added amenities such as wayfinding, lighting, transit shelter	0.25% building valuation contributed toward subarea improvements, if parking eliminated the contribution to be 1% (Amendment #5a)
LEED Gold development		Not eligible for DGIP application fee waivers or expedited permit review. Must achieve one of the following green certifications: <ul style="list-style-type: none"> <li>○ LEED Platinum</li> <li>○ 5-Star Built Green</li> <li>○ PHIUS+ with Salmon Safe</li> <li>○ Zero Energy with Salmon Safe</li> </ul> (Amendment #6)
Agreement to purchase Transfer of Development Rights (TDR) credits		Agreement to purchase TDR credits (Amendment #7)



ATTACHMENT C – COMPARISON OF EXISTING, RECOMMENDED, AND AMENDMENTS TO EXHIBIT A OF PROPOSED ORDINANCE NO. 968

Table B – Development Standards for Maximum Height		
Current Regulation	Planning Commission Recommendation	Planning Commission Recommendation with Council Amendments
Site utilizes combined heat and power infrastructure or district energy		
Street-to-street public access such as alley or path		
90% of parking within structure		

Two items in RED required

One item in BLUE required

*\*Amendments bolded and italicized were passed by Council June 27<sup>th</sup>*

ATTACHMENT C – COMPARISON OF EXISTING, RECOMMENDED, AND AMENDMENTS TO EXHIBIT A OF PROPOSED ORDINANCE NO. 968

Table C – General Development Standards		
Current Regulation	Planning Commission Recommendation	Planning Commission Recommendation with Council Amendments
		All development shall retain 10% of significant trees OR purchase TDR credits for each significant tree removed that would have otherwise been retained (Amendment #8)
	Parking reduction up to 50% for developments 100+ units; <u>OR</u> 10,000+ sq ft of commercial floor area with approval of a TDMP	Parking reduction up to 50% with approval of a TDMP (Amendment #9a)
		Parking reduction of up to 100% with approval of a TDMP (Amendment #9b)

*\*Amendments bolded and italicized were passed by Council June 27<sup>th</sup>*

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

<b>AGENDA TITLE:</b>	Discussion of the Final Draft Transportation Element		
<b>DEPARTMENT:</b>	Public Works		
<b>PRESENTED BY:</b>	Nytasha Walters, Transportation Services Manager		
<b>ACTION:</b>	<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 City of Shoreline (City) is currently updating its Transportation Element (TE) and Transportation Master Plan (TMP) to better serve the Shoreline community's current and future transportation needs. The TE and TMP updates will provide a framework to guide investments in existing and new transportation infrastructure and programs over the next 20 years in accordance with the community's transportation priorities.

To date, the TMP project team has assessed existing conditions and needs, conducted three rounds of public outreach, developed the TE/TMP Vision and Goals, created a draft project evaluation framework, developed the preferred auto level of service policy, developed the draft Automobile, Pedestrian, Bicycle, Transit, and Shared-use Mobility Hub Plans, prepared the draft project prioritization process, and developed the draft TE/TMP project list.

Tonight, staff will present a final draft of the TE (Attachment A) which now includes a discussion on potential future revenue for transportation projects, and a financially constrained project list as required by state law.

Following the Council's review tonight, it will serve as the final draft TE to be included in the upcoming Public Hearing documentation for the annual Comprehensive Plan amendment docket now scheduled for October 6, 2022.

**RESOURCE/FINANCIAL IMPACT:**

There is no additional financial impact associated with the continued work on this project.

**RECOMMENDATION**

There is no action required tonight; this meeting provides the final draft of the TE for Council discussion. If no further direction is provided, this will be the final TE presented for the October 6, 2022 Public Hearing for the annual Comprehensive Plan amendment docket.

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

## **INTRODUCTION**

The TE and TMP updates will provide a framework to guide investments in existing and new transportation infrastructure and programs over the next 20 years in accordance with City and community transportation priorities. The TE and TMP updates will be developed through close collaboration between City staff, stakeholders, and the public, as well as the Planning Commission and Council, to help improve mobility and quality of life.

This is the ninth in a series of briefings to Council about the TE and TMP updates. These briefings include:

- On May 24, 2021, Council discussed and agreed with the vision and goals for the TE and TMP updates. More information can be found in the following staff report: [Discussion of the Transportation Master Plan Update](#).
- On November 22, 2021, Council discussed and agreed with the project evaluation framework for the TE and TMP updates. More information can be found in the following staff report: [Discussion of the Transportation Master Plan Update](#).
- On March 7, 2022, Council discussed and agreed with the preferred auto level of service policy for the TE and TMP updates. More information can be found in the following staff report: [Discussion of the TMP Update: Draft Auto Level of Service](#).
- On March 28, 2022, Council discussed the draft prioritization metrics and performance measures for the TE and TMP updates. More information can be found in the following staff report: [Discussion of the Transportation Master Plan Update: Draft Prioritization, Performance Measures, and Outreach Approach](#).
- On April 4, 2022, Council discussed the TE/TMP draft Transit, Shared-use Mobility, and Pedestrian Plans. More information can be found in the following staff report: [Discussion of the Transportation Master Plan Update: Draft Transit, Shared-use Mobility, and Pedestrian Plan](#).
- On April 18, 2022, Council discussed the TE/TMP draft Bicycle Plan. The staff report for that discussion can be found at the following link: [Discussion of the Transportation Master Plan Update: Draft Bicycle Plan](#).
- On July 18, 2022, Council discussed the preliminary data-driven project prioritization process, and the draft TE/TMP project list. The staff report for that discussion can be found at the following link: [Discussion of the Draft Prioritized Transportation Project List](#).
- On August 15, 2022, Council had the opportunity to further discuss the draft TE and the project prioritization process as updated since the July 18<sup>th</sup> meeting. The staff report for that discussion can be found at the following link: [Discussion of the Preliminary Draft Transportation Element](#).

This report provides a brief overview to tonight's presentation and discussion about the final draft TE which now includes discussion of potential future revenue for transportation projects and discussion of a financially constrained project list. This TE is part of the annual Comprehensive Plan amendment docket and will be included in that timeline for further discussion, Public Hearing, and adoption.

## **BACKGROUND**

The City is currently updating its TE and TMP to better serve the community's current and future transportation needs. The TE/TMP supports all forms of travel – by foot, bicycle, skateboard, scooter, stroller, wheelchair, transit, motorcycle, automobile, etc. With the upcoming arrival of light rail transit, new and higher frequency bus service, new pedestrian/bicycle connections, and land use changes and growth, the TE and TMP updates provide an opportunity to further align transportation vision, goals, objectives, and policies with the City's Comprehensive Plan.

The TE and TMP updates will guide transportation investments and define the City's future transportation policies, programs, and projects for the next 20 years. Using the TE and TMP as a guide, the City can assess the relative importance of transportation projects and programs and schedule their planning, engineering, and construction as growth takes place within Shoreline and the need for improved and new facilities is warranted.

The last update to the TMP was in 2011 and the last update to the TE was in 2012. The TE must be updated to align with the City's Comprehensive Plan periodic update by 2024 to 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. The TMP also needs to be updated to be in sync with the TE update.

Starting with the currently in-process update to the TE and TMP, the TE will no longer reference the TMP as the TE will meet the State requirements without referencing the TMP. The TMP will continue to include the more technical details that are not required by the State to be included in the Comprehensive Plan or TE. This unbundling will allow greater flexibility for staff to bring possible updates on procedures and technical specifications to respond to changes in the transportation system to Council faster than current requirements allow.

### **TE and TMP Schedule Updates**

The TE is part of the annual Comprehensive Plan amendment docket this year. The Public Hearing for this has been rescheduled from September 15, 2022 to October 6, 2022. The current schedule has adoption of the TE per this docket process by the end of 2022. Finalization of the TMP and its adoption is scheduled for first or second quarter of 2023.

## **DISCUSSION**

As was stated at the August 15, 2022 Council meeting, staff is returning tonight to discuss the final draft TE (Attachment A). The TE now includes a discussion of

potential revenue for transportation projects over the next 20 years and a financially constrained project list as required by the Growth Management Act. The financially constrained project list will also be a part of the updated TMP, and the City will use this as a guide for selecting projects for implementation through future Transportation Improvement Plans (TIPs) and Capital Improvement Plans (CIPs).

### **Potential Revenue**

The project team worked with a consultant financial team to put together a list of possible revenue sources that will likely be available for transportation projects over the next 20 years. These include sources such as Real Estate Excise Tax (REET 2), Transportation Benefit District Sales Tax, Transportation Impact Fees, possible grants, General Fund Transfers, and some Miscellaneous Sources. Not all sources can fund any project; many are dedicated to or can only be spent on specific types of projects. Some of these sources must also fund operations and maintenance so that the entirety of those funds collected are not available for new capital projects.

While an exact amount of future revenue available cannot be determined, the team based its estimates on various criteria such as past performance of revenues. In the end, an estimate of roughly \$201 million for the next 20 years is the figure that the TE utilizes to develop a project list.

### **Fiscally Constrained Project List**

The City has many active large projects that it is already committed to complete. This includes many of the City's federally funded projects such as the 145<sup>th</sup> Street Corridor (I-5 to Aurora Ave); the 175<sup>th</sup> Street Corridor (Stone Ave to I-5); and the 148<sup>th</sup> Street Non-Motorized Bridge (crossing Interstate 5). The City is also committed to the construction of 12 new sidewalk segments as approved by voters in 2018 (two have already been completed), which are the only projects that can be funded with the Sales Tax revenue.

In addition, when reviewing modal plans and traffic forecasts, several concurrency projects were identified that will be required to meet level of service and performance.

Although sidewalks do not have their own category in the project list, \$71 million of the \$201 million assumed to be available has been allocated to new sidewalk (Sales & Use Tax voters approved in 2018). These projects are on the "committed" list in this TE. Council could choose to add additional sidewalk projects from the Sidewalk Prioritization Plan to the TE constrained project list and remove some other project to balance the constrained list. City staff will continue to seek funding for sidewalk projects that are not on the TE constrained project list as sidewalk-specific funding becomes available (staff submitted eight grant applications this year to the Ped/Bike and Safe Routes to School programs – October would be the earliest staff would be contacted with preliminary results).

All of these "committed" and "concurrency" projects come with current estimates which indicate that they utilize approximately \$160 million of the available \$201 million over the next 20 years. This leaves approximately \$41 million to be used on other transportation related projects.

Staff have previously shared information with Council regarding a long list of possible project ideas and rankings (high/medium/low scores). These project ideas were listed in different categories: Intersections; Multimodal Corridors; Unimproved Right-of-Way; Trail Along the Rail; Trail Connection; Bridge Project; and Shared-Use Mobility Hubs.

Recognizing the importance of the City's Climate Resiliency program and its recommendation to invest in projects that include climate benefits such as shared-use mobility hubs and non-motorized improvements, the project team recommends the following package of high-scoring projects.

The City could fund the top ranked **Shared Use Mobility Hubs** totaling approximately \$5.25 million:

- Aurora Avenue N & N 185<sup>th</sup> Street
- Richmond Beach - NW 195<sup>th</sup> Street & 20<sup>th</sup> Avenue NW
- 15<sup>th</sup> Avenue Bus Rapid Transit (BRT) Station - 15<sup>th</sup> Avenue NE & NE 146<sup>th</sup> Street
- City Hall – N 175<sup>th</sup> Street & Midvale Avenue N
- Shoreline North/185<sup>th</sup> Street Station
- 4-Corners - NW Richmond Beach Rd and somewhere between 8<sup>th</sup> Avenue NW to 3<sup>rd</sup> Avenue NW

As funding for this type of project is available, the City would need to verify that the above is still an appropriate list and surrounding facilities are in place to support these hubs. A hub that could replace one on this list might include the hub near the Shoreline South/148<sup>th</sup> Street light rail station since large investments are under way to support all types of users at this station facility.

For approximately \$1 million, the City could also advance the **Eastside Off-Corridor Bike Network** (the portion from 5<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE), which scored highest in trail ideas. A pre-design study would need to be completed first. The entire Eastside Off-Corridor Bike Network will continue east of 15<sup>th</sup> Avenue NE and the entire length should be completed to be consistent and complete.

The City could enhance access to the Shoreline South/148<sup>th</sup> Street light rail station through construction of the **3<sup>rd</sup> Avenue Connector**. This \$4.1 million project would provide a curbside street design that would better connect the Shoreline South/148<sup>th</sup> Street light rail station to the 148<sup>th</sup> Non-motorized Bridge, 155<sup>th</sup> Street, adjacent neighborhoods, and planned Trail Along the Rail. The 3<sup>rd</sup> Avenue Connector would provide a slow, shared space that would facilitate placemaking and comfortable pedestrian/bicycle movements.

Finally, the City could fund two high-scoring **Multimodal Corridors** that would advance mobility priorities in this TE and appear to fit within available funds with high-level, estimated total project costs estimated at \$28.6 million:

- N 175<sup>th</sup> Street: Extend multimodal improvements from Fremont Avenue N to Stone Avenue; improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service.
- 185<sup>th</sup> Street Corridor: The City developed a 185<sup>th</sup> Street corridor improvement strategy that includes N/NE 185<sup>th</sup> Street from Fremont Avenue N to 10<sup>th</sup> Avenue

NE; 10<sup>th</sup> Avenue NE from NE 185<sup>th</sup> Street to NE 180<sup>th</sup> Street; and NE 180<sup>th</sup> Street from 10<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE. Improvements for this corridor include bike improvements to LTS1; pedestrian improvements; and accommodations for frequent bus service.

It is unknown how much of these costs could be recovered if re-development contributes to some of these improvements over the 20-year period or if the City is very successful in securing competitive grants. However, these provide a framework for how the City could spend available funding to expand mobility over the life of this TE. Depending on final costs of these projects, other pedestrian/bicycle-oriented investments, including sidewalks, trails, and new connections, could be considered.

### **PUBLIC AND STAKEHOLDER ENGAGEMENT**

The project team has conducted three outreach efforts to date. In [Outreach Series 1](#), the City asked the public about their transportation needs and priorities. In [Outreach Series 2](#), the City asked the public where they would like to see improvements for walking, bicycling, riding transit, using shared-use mobility devices, and driving. In [Outreach Series 3](#), the City asked for public feedback on draft Pedestrian, Bicycle, Transit, Shared-use Mobility Hub, and Automobile Plans as well as input on the draft prioritization metrics and performance measures.

The Public Hearing for the annual Comprehensive Plan amendment docket which includes the TE has been rescheduled from September 15, 2022 to October 6, 2022. Other than at Council meetings, this is the next opportunity for the public to provide comment on the TE. These dates are being advertised on the [TE/TMP webpage](#). An eNotification will be sent to individuals signed up for project updates. Information has been included in the September Currents and a correction to the September 15, 2022 (rescheduled to October 6, 2022) date is being requested to be published in the October issue of Currents.

### **NEXT STEPS**

If there is no further direction from the City Council regarding this final draft TE, it will move forward as is through the annual Comprehensive Plan amendment docket process with an upcoming Public Hearing on October 6, 2022 and adoption scheduled by the end of 2022. The project team will then turn its focus to completing the TMP, which is currently anticipated to be adopted in early 2023.

### **COUNCIL GOAL(S) ADDRESSED**

The TE and TMP updates support all five of the 2022-2024 City Council Goals and directly supports the following City Council Goals:

- *Goal 2: Continue to deliver highly-valued public services through the management of the City's infrastructure and stewardship of the natural environment;*
- *Goal 3: Continue preparation for regional mass transit in Shoreline; and*
- *Goal 4: Expand the City's focus on equity and social justice and work to become an Anti-Racist community.*



### **RESOURCE/FINANCIAL IMPACT**

There is no additional financial impact associated with the continued work on this project.

### **RECOMMENDATION**

There is no action required tonight; this meeting provides the final draft of the TE for Council discussion. If no further direction is provided, this will be the final TE presented for the October 6, 2022 Public Hearing for the annual Comprehensive Plan amendment docket.

### **ATTACHMENTS**

Attachment A –Final Draft Transportation Element

## INTRODUCTION

The Transportation Element provides a framework that guides transportation investments over the next 20 years to support the City of Shoreline 2024 Comprehensive Plan and comply with the Washington State Growth Management Act. This Transportation Element identifies a roadmap for creating a welcoming and functional system for all users, including people walking, biking, using shared-use mobility devices, riding transit, as well as driving, in accordance with the Shoreline transportation vision and goals, which were developed with the community and endorsed by Shoreline City Council in May 2021.

### Transportation Vision:

*Shoreline has a well-developed multimodal transportation system that offers safe and easy travel options that are accessible for everyone, builds climate resiliency, and promotes livability. This system has been developed over time, informed by a robust, inclusive dialogue with the community.*

- **Goal 1: Safety**  
Make Shoreline's transportation system safe and comfortable for all users, regardless of mode or ability.
- **Goal 2: Equity**  
Ensure all people, especially those whose needs have been systemically neglected<sup>1</sup>, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.
- **Goal 3: Multimodality**  
Expand and strengthen the multimodal network, specifically walking, bicycling, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.
- **Goal 4: Connectivity**  
Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.
- **Goal 5: Climate Resiliency**  
Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.
- **Goal 6: Community Vibrancy**  
Foster livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.

Several national, state, and regional agencies influence transportation mobility options in Shoreline, including the United States Department of Transportation, Washington State Department of Transportation, Puget Sound Regional Council, King County Metro, Sound Transit, and Community Transit.

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<sup>1</sup> People who have been systemically neglected in the transportation and planning process are those who have not historically been served or have been typically underrepresented like Black, Indigenous People of Color (BIPOC), youth, older adults, people with disabilities, people with low incomes, and people with limited English language skills.

One purpose of the Transportation Element is to guide how the City focuses strategic efforts in local investments to create a connected, multimodal transportation system that utilizes regional transportation facilities and services.

The Transportation Element is designed to provide insight into the City's intentions and commitments, so that public agencies and individual households can make decisions, coordinate development, and participate in achieving a shared vision. It also provides the foundation for development regulations contained in the Shoreline Development Code and Engineering Development Manual.

In addition to the regulatory guiding framework of the Transportation Element, the City is also adopting a Transportation Master Plan (TMP) in 2023. While separate from this Transportation Element, the TMP shares the same vision, goals, and guidance but provides more detailed implementation actions to provide a cohesive long-range blueprint for travel and mobility in Shoreline.

## OUTREACH PROCESS

This Transportation Element is the product of a robust public outreach process that has benefited from thousands of voices, spanning the full spectrum of Shoreline's diverse communities. The outreach process is summarized below:

- **Goals for Mobility (Outreach Series 1):** In early 2021, community members were asked what transportation issues are most important to them. Community members participated via online survey, two virtual open houses, and through numerous smaller, community meetings. This outreach led to the development of the transportation vision and six goals, which guided the identification and prioritization of capital projects and programs.
- **Planning a System for All (Outreach Series 2):** In mid-2021, the City gathered feedback from community members on modal networks in an effort to accommodate all modes of travel. Like Phase 1, this phase included an online survey, virtual open house, and small group meetings. Community members provided specific input on challenging locations for walking, biking, taking transit, and driving. Community members also provided feedback on key destinations they wanted to reach via transit or by shared use mobility devices.
- **How to Prioritize the System (Outreach Series 3):** In early 2022, the City returned to the community with draft modal plans (i.e., draft plans to accommodate people walking, biking, riding transit, using shared-use mobility hubs, and driving) and project prioritization criteria, which were informed by input received in Phases 1 and 2. The community was able to provide input about whether each draft modal plan invested too much, too little, or was about right. Community members were also able to weigh in on the prioritization criteria, in terms of which criteria are most important to consider in evaluating and ultimately prioritizing projects. This outreach phase included physical popup displays at key community gathering spaces and online informational videos and survey.
- **Recommended TE Update (Public Hearing):** In the fall of-2022, the draft TE update will have a Public Hearing for public comment and the Planning Commission's recommendation to proceed with Council adoption by the end of 2022. This draft TE update will contain the City's transportation vision, goals, and modal plans. It will also include the project prioritization process and a financially constrained list of draft priority projects.

In incorporating public input at critical milestones throughout its development, this Transportation Element intends to be a community-driven document that supports the City vision for a complete and inclusive transportation system that provides reliable, safe, equitable, and sustainable travel choices.

## POLICIES

The following policies serve as the foundation of Shoreline's Transportation Element, providing guidance on actions the City can take to advance the Transportation Vision and Goals.

### Climate Resiliency

T1. Work to reduce vehicle miles traveled (VMT) and transportation-related greenhouse gas emissions in line with the level needed to meet emission reduction goals in the Climate Action Plan.

T2. Reduce the impact of the City's transportation system on the environment through expanded zero-emission vehicle use and active transportation options and identify opportunities to increase electric vehicle charging infrastructure when planning and designing transportation projects and facilities, on City rights-of-way or adjacent property(s), or through other transportation policies and programs.

T3. Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within King County [candidate] Countywide Centers<sup>2</sup> and along corridors connecting centers.

T4. Continue to implement the City's Commute Trip Reduction Plan as well as evaluate, implement, and advocate for other parking management and transportation demand management strategies that support the goal of reducing VMT.

T5. Plan, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts and to increase climate resiliency to the maximum extent feasible.

T6. Use Low Impact Development (LID) techniques, except when determined to be infeasible. Explore opportunities to expand the use of natural stormwater treatment in the right-of-way through partnerships with public and private property owners. Leverage green stormwater infrastructure (GSI) to expand and connect pedestrian/bicycle path networks for alternative transportation routes, including connections to the Interurban Trail.

T7. Create a safer and more enjoyable travel experience as well as reduce air pollution and ambient temperatures by increasing tree plantings along public right of way and planting tree species that will be more resilient to climate impacts.

T8. Identify opportunities to increase climate resilience when planning and designing transportation projects and facilities. Include features that improve surface water management, reduce urban heat island

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<sup>2</sup> Countywide growth centers serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. On December 1, 2021, the Growth Management Planning Council (GMPC) approved the City of Shoreline's 148th St. Station Area, 185th St. Station Area, Shoreline Place, and Shoreline Town Center as candidate Countywide Centers. Jurisdictions with candidate Countywide Centers are expected to fully plan for their centers as a part of the 2024 comprehensive plan periodic update or in parallel local planning efforts.

effects, and equitably increase services to the extent possible - especially in areas with identified climate impacts.

T9. Build and grow partnerships - with other public and private organizations and agencies - that support mode shift and a sustainable, resilient transportation system.

T10. Develop a resilient, multimodal transportation system that protects against major disruptions and climate change by developing recovery strategies and by coordinating disaster response plans.

T11. Modify design standards for the transportation system as needed to ensure that future land use development and transportation improvements increase city-wide resilience to climate change.

T12. Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage parking management, vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of mobility options that promote climate resiliency and/or reduce VMT.

### Community Vibrancy

T13. Evaluate and implement innovative and robust economic development, land use and transportation plans, policies and projects that promote climate resiliency and community vibrancy.

T14. Explore strategies to effectively manage curbside space for a variety of uses such as ride-share, buses, pedestrians, freight delivery, commerce, and other needs.

T15. Plan and implement the transportation system improvements utilizing urban street design principles in recognition of the link between mobility with urban design, safety, economic development, equity, and community health.

T16. Actively engage the public, especially historically underserved populations, during all phases of the development/update/improvement of a transportation service or facility to identify and reduce negative community impacts.

T17. Implement a strategy for regional coordination that includes the following activities:

- Identify important transportation improvements in Shoreline that involve partners and form strategic alliances with potential partners, such as adjacent jurisdictions, like-minded agencies, and community groups.
- Create seamless pedestrian, bicycle, and transit connections across city borders.
- Participate in federal, state, regional, and county planning, budget, and appropriations processes that will affect the City's strategic interests.
- Develop partnerships with the local business community and other local groups/stakeholders to advocate at the federal, state, and regional level for common interests.

### Equity

T18. Provide accessible and affordable transportation for all, especially historically underserved populations, to enable equitable distribution of transportation resources, benefits, costs, programs and services.

T19. Develop new data collection focused on capturing individual and household travel cost, travel time, trips not taken, access to different travel options, and access to key resources across different demographic groups to better inform more equitable decision making.

T20. As feasible, partner with community organizations and/or community members to develop and tailor language access strategies that work for a particular limited/non-English speaking community.

T21. Explore the feasibility of parking management programs, shared parking strategies, and/or subsidized ORCA cards programming as new low-income housing units are being developed; addressing the transportation needs as development occurs, not after units are built.

T22. Explore how to prioritize investments in underserved communities experiencing significant levels of traffic-related air pollution.

### Safety

T23. In conjunction with the Washington State Target Zero Plan, prioritize transportation planning, design, improvement, and operational efforts with the goal of achieving zero serious or fatal injury collisions.

T24. Adopt a Target Zero policy specific to the City of Shoreline and consistent with regional programs including the Washington State Target Zero Plan.

T25. Prioritize pedestrian, bicyclist, and other vulnerable user safety over vehicle capacity improvements.

T26. Use engineering, enforcement, and educational tools to improve safety for all transportation users.

T27. Use data-driven and evidence-based approaches to guide transportation safety investments.

T28. Routinely update City engineering design standards and design roadways consistent with injury minimization and speed management techniques.

T29. Utilize the Street Light Master Plan to guide ongoing public and private street lighting investments.

### Pedestrian System

T30. Implement the Pedestrian Plan through a combination of public and private investments by using the Sidewalk Prioritization Plan and ADA Transition Plan as guides.

T31. When identifying transportation improvements, prioritize construction of sidewalks, walkways, pedestrian crossings, and trails, including increasing the number of pedestrian-oriented connections and safe crossings that reduce barriers and make walking trips more direct.

T32. Utilize existing undeveloped right-of-way to create pedestrian paths and connections where feasible.

T33. Design and construct roadway improvements to be accessible by all, minimize pedestrian crossing distances, create convenient and safe crossing opportunities, reduce pedestrian exposure to vehicle traffic, and lower vehicle speeds.

T34. Continue an engagement program to inform people about options for walking in the City and educate residents about pedestrian safety and health benefits of walking. This program should include coordination or partnering with outside agencies.

## Bicycle System

T35. Implement the Bicycle Plan. Develop a program to construct and maintain a connected bicycle network that is safe and comfortable for people of all ages and abilities, connects to essential destinations, provides access to transit, and is easily accessible.

T36. Design and construct all roadway improvements to be consistent with the future bike network vision and, when deemed safe and feasible, use short-term improvements, such as signage and markings, to identify routes when large capital improvements identified in the Bicycle Plan will not be constructed for several years.

T37. Along trails and other low stress (LTS 1 and 2) bicycle facilities, encourage development that is supportive of bicycling and oriented toward the bikeways.

T38. Develop guidelines for the creation of bicycle and scooter parking facilities.

T39. Develop a public outreach program to inform people about bicycle safety, health benefits of bicycling, and options for bicycling in the City. This program should include coordination or partnering with outside agencies.

T40. Establish an ongoing funded capital program to construct the Bicycle Plan and support pursuit and implementation of grant opportunities.

## Transit System

T41. Make transit a more convenient, appealing, and viable option for all trips where community members desire to use it and create safe, easily accessible first and last mile connections to transit through implementation of the Transit Plan.

T42. Monitor the level and quality of transit service in the City, and advocate for more frequent service and associated capital improvements to increase transit reliability as appropriate.

T43. Work with transportation providers to develop a safe, reliable, and effective multi-modal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.

T44. Support and encourage the development of additional high-capacity transit service in Shoreline.

T45. Continue to install and support the installation of transit-supportive infrastructure.

T46. Work with Metro Transit, Sound Transit, and Community Transit to start planned transit service as early and effectively as possible in order to develop bus service plans that connect people to light rail stations, high-capacity transit corridors, shared-use mobility hubs, Park & Ride lots, King County [candidate] Countywide Centers (148<sup>th</sup> St. Station, Shoreline Place, Town Center, 185<sup>th</sup> St. Station), and any future key destinations if identified.

T47. Promote livable neighborhoods near high-capacity transit through land use patterns, transit service, and transportation access.

T48. Encourage development that is supportive of transit, and advocate for expansion and addition of new frequent bus routes in areas with transit-supportive densities and uses.

T49. Support transit planning efforts based on criteria guided by the City's preferred land use, population and employment distribution, and opportunities for redevelopment. Preserve right-of-way for future high-capacity transit service.

T50. Partner to ensure provisions of first/last mile services, such as microtransit, flex-services, and other mobility options that connect people between transit and destinations.

### Roadway System

T51. Design City transportation facilities with a primary purpose of moving people and goods via multiple modes (component of Complete Streets<sup>3</sup>), including automobiles, freight trucks, transit, bicycles, and walking, with vehicle parking identified as a secondary use, and utilizing natural stormwater management techniques and landscaping (component of Green Streets) where appropriate.

T52. In accordance with Complete Streets Ordinance No. 755, new or rebuilt streets shall accommodate, as much as practical, right-of-way use by all users.

T53. Direct delivery service and trucks and other freight transportation to appropriate streets so that they can move through Shoreline safely and reliably.

T54. Routinely update development standards to mitigate the impact of growth on the City's transportation infrastructure; encourage and incentivize Transportation Demand Management (TDM) strategies.

T55. Improve the street grid network to maximize multi-modal connectivity throughout the City.

T56. Develop a regular maintenance program and schedule for all components of the transportation infrastructure. Maintenance schedules should be based on safety/imminent danger and preservation of transportation resources.

T57. Ensure that maintenance and operation of the existing and proposed transportation network is included in transportation planning and design.

T58. Use roadway maintenance and preservation work, including paving and restriping, to install short-term and planned long-term improvements.

### Concurrency and Level of Service

#### Vehicle LOS Policy

T59. Adopt Level of Service E (LOS E) at intersecting arterials within King County [candidate] Countywide Centers and Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). For all other intersecting arterials, adopt LOS D. For evaluating planning level concurrency and reviewing traffic impacts of redevelopment, intersections that operate worse than the identified standard will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the most recent edition of the Transportation Research Board's Highway Capacity Manual. Adopt a supplemental LOS for Principal and Minor Arterials that limits the volume to capacity (V/C) ratio to 1.1 or lower within King County [candidate] Countywide Centers, and

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<sup>3</sup> A "complete street" is one that is designed, operated, and maintained to enable safe and convenient access and travel for all users including pedestrian, bicyclists, transit users, and people of all ages and abilities, as well as freight and motor vehicles while protecting and preserving the community's environment and character.



0.9 or lower for all other Principal and Minor Arterials in the City's jurisdiction. The V/C measurement applies to a segment of roadway between arterial intersections.

These LOS standards apply throughout the City unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate LOS has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- The improved roadway configuration balances increased congestion with safety, climate resiliency, and active transportation mobility benefits.

Arterial segments meeting at least one of these criteria as identified in June 2022 are:

- Meridian Avenue N from N 155<sup>th</sup> Street to N 175<sup>th</sup> Street
- Meridian Avenue N from N 175<sup>th</sup> Street to N 185<sup>th</sup> Street

### **Pedestrian LOS Policy:**

T60.1. Except where determined impractical by the City Engineer, construct sidewalks per the LOS standards outlined in Table 1.

Table 1. Pedestrian LOS Standards for Principal, Minor, and Collector Arterials

Component	Single-Family Residential Land Use*	Other Land Uses
Minimum Sidewalk Width	6 feet	8 feet
Minimum Amenity Zone/Buffer Width (not including frontage zone <sup>4</sup> )	5 feet	5 feet

*\*This standard applies to residential zones R-4 through R-18. Any designation above R-18 will be subject to the wider 8-foot requirement, although deviations from these standards may apply subject to approval by the City Engineer.*

T60.2. Establish a connected and complete pedestrian network by constructing the sidewalks and trails outlined in the Sidewalk Prioritization Plan (SPP).

### **Bicycle LOS Policy:**

T61.1. Establish the Bicycle Plan to connect major destinations, transit stops and stations, and residential, commercial/retail centers, and employment centers.

T61.2. Establish sufficient, safe, and convenient bicycle parking and security to support trips made by bicycle.

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<sup>4</sup> The area adjacent to the property line where transitions between the public sidewalk and the space within buildings occur.

**Transit LOS Policy:**

T62.1. Advocate for transit service that is aligned with Shoreline land use and demographics as presented in the Transit Plan.

T62.2. Make bus stop facilities more comfortable and secure to encourage ridership.

T62.3. Prioritize capital improvements along City streets to facilitate transit speed and reliability.

**Shared-use Mobility Hub Policy:**

T63.1. Provide mobility hubs at locations that support the City's equity, climate resiliency, transportation, and land use goals.

T63.2. Prepare for shared-use mobility service in Shoreline, including providing guidance for how and where that service is provided.

**Concurrency Policy**

T64. Adopt a transportation concurrency program that advances construction of multimodal transportation facilities in Shoreline.

T65. Coordinate with the County and neighboring jurisdictions to implement concurrency strategies and provide for mitigation of shared traffic impacts through street improvements, signal improvements, intelligent transportation systems improvements, transit system improvements, or transportation demand management strategies.

**Transportation Improvements**

T66. Complete the multimodal transportation network by implementing prioritized projects using the following criteria:

- Safety
- Equity
- Multimodality
- Connectivity
- Climate Resiliency
- Community Vibrancy

T67. Consider and coordinate the construction of new capital projects with upgrades or projects needed by utility providers operating in the City.

T68. Pursue corridor studies on key corridors to determine improvements that address safety, capacity, mobility, climate resiliency and support adjacent land uses.

T69. Implement projects that address improvements noted in planning studies or reports (such as the Transportation Improvement Plan or Annual Traffic Report) including the corridors of 145th Street, 175th Street, 185th Street, Meridian Avenue, Trail Along the Rail, and sidewalk/bicycle networks.

**Funding**

T70. Aggressively seek grant opportunities to secure regional and federal funding to help implement high-priority projects in the Shoreline TMP.

T71. Support efforts at the local, regional, state, and federal level to increase funding for the transportation system.

T72. Ensure City staff have the resources to identify and secure funding sources for transportation projects, including shared use mobility, bicycle and pedestrian projects.

T73. Update the citywide Transportation Impact Fee (TIF) program to fund multi-modal growth-related transportation improvements, and when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts.

T74. Adequately fund maintenance, preservation, and safety for the City's multimodal transportation system, especially those facilities used by the most vulnerable users, including those walking and rolling.

## Transportation Context

The Transportation Element is being created as part of the City of Shoreline Comprehensive Plan update process. As required under the Washington State Growth Management Act, the Transportation Element is the compliance document that will be adopted into the Shoreline Comprehensive Plan, the centerpiece of local planning. As part of developing the Transportation Element, the City reviewed existing and future conditions for transportation in Shoreline. By having insight into how Shoreline will grow in the future, the City can plan for how the transportation system will need to evolve to accommodate the interests and needs of all current and future transportation users.

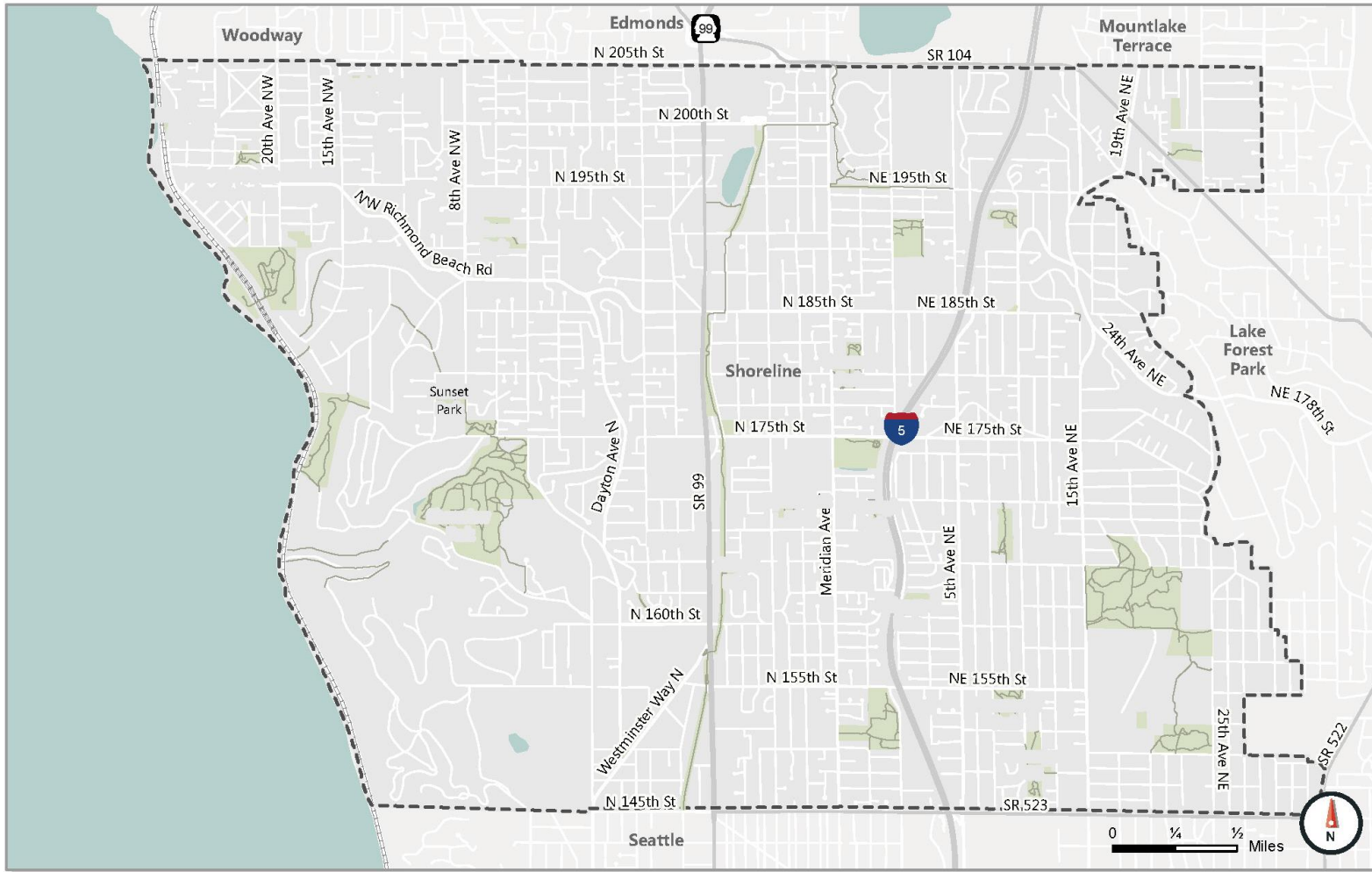
Part of that evolution will be a multimodal transportation system that accommodates all users, including people walking, bicycling, riding transit, using shared mobility devices, and driving. To help achieve this, the City has developed goals, policies, and implementation strategies that identify how to improve and expand the Shoreline transportation system with the following products:

- Modal networks that show complete systems for mobility throughout the City.
- Projects needed to accommodate growth over the next twenty years.
- A funding strategy to pay for the identified improvements.
- Ongoing implementation and monitoring to ensure that adequate transportation facilities will be in place as growth occurs.

## Shoreline Profile

Shoreline became a city in 1995. As shown in **Figure 1**, Shoreline is bordered on the west by Puget Sound, on the north by the communities of Woodway, Edmonds, and Mountlake Terrace, on the east by Lake Forest Park, and to the south by the City of Seattle. Shoreline covers approximately 11.74 square miles and has a population of more than 56,000 residents. The City is currently primarily residential with more than 70 percent of the households being single-family residences but is continuing to grow and redevelop. Shoreline is made up of 14 well-defined neighborhoods, each with its own character. Over the years, the Shoreline community has developed a reputation for strong neighborhoods, excellent schools, and abundant parks. The City of Shoreline offers classic Puget Sound beauty and the convenience of suburban living with the attraction of nearby urban opportunities.

Figure 1. City of Shoreline



-  City Boundary
-  Trail
-  Park

## Demographics

A Transportation Element needs to serve the entire community, so it is critical to understand who lives in Shoreline and what their needs are. A person's mobility needs and priorities vary greatly depending on their individual circumstance. For instance, a low-income resident may not have the finances for all transportation options; they may not own a car and might rely on public transit, creating different needs than someone who commutes by car. Someone who doesn't speak English may require different accommodations than native English speakers. Someone who uses a wheelchair may require more accessible accommodations than someone who doesn't use mobility devices. As Shoreline's population becomes increasingly diverse, understanding and responding to these distinctions becomes more important as time goes on. The following sections describe the current demographics in Shoreline.

### *Income and Poverty*

In 2019, the Shoreline median household income was \$86,827, an increase of 31.5% over 2015. However, median incomes differ significantly by race and ethnicity. Households of all races and ethnicities except White/Caucasian make less than the citywide median income. Households that identify as "Asian alone" are close to the median incomes (0.9% less than the citywide median), while American Indian and Alaska Native households have a median household income of 43.7% less than the citywide median.

In 2019, roughly 4,300 people or 7.7% of the Shoreline population were experiencing poverty. This was a significant decline from previous years; however, the COVID-19 pandemic has likely impacted poverty in Shoreline, though this data is not yet available.

### *Housing*

Renters are much more likely than homeowners to spend more than 30% of their income on housing costs, a metric known as cost burden.

- 26.9% of homeowner households in Shoreline are cost-burdened.
- 52.6% of renter households in Shoreline are cost-burdened.

### *Race/Ethnicity*

As of 2019, residents who identify as "White alone" comprised 64.1% of Shoreline's population. From 2010 to 2019, the absolute size of all racial/ethnic groups increased, in conjunction with overall population increases.

- Residents who identify as American Indian or Alaska Native alone increased by the largest percentage, with an increase of 113.7%. However, this group comprises only 0.6% of Shoreline's total population.
- Residents who identify as White alone increased by the smallest percentage, with an increase of 1.2%.
- From 2010 to 2019, residents who identify as Hispanic or Latino of any race increased by 56.5%, or an additional 1,624 individuals since 2010. This group represents 8.0% of the Shoreline total 2019 population.

### *Age*

In 2019, the 35 to 39-year-old segment represented the largest share of the Shoreline population, and the median age was 41.8 years. Residents aged 60 and older made up 25% of Shoreline's population.

### *Foreign-Born Population*

Approximately 12,100 Shoreline residents have birthplaces outside of the United States. From 2018 to 2019, Shoreline's foreign-born population increased by 8.0%, and by 18.6% over the last five years. Of residents born outside the United States, 52.6% were born in Asia.

### *Language*

According to 2019 demographics, some Shoreline residents speak English less than "very well." These residents are most likely to speak Spanish or Chinese, with an estimated 1,350 speaking Spanish and an estimated 900 speaking Chinese.

### *Land Use*

Shoreline is comprised of distinct areas with varying land uses. Shoreline has 409 acres of parkland, including 41 park areas and facilities. Shoreline is primarily residential in character with over half of its land area developed with single-family residences. Commercial development stretches along Aurora Avenue, with other neighborhood centers located at intersections of primary arterials, such as NE 175th Street at 15th Avenue NE in North City, NW Richmond Beach Road at 8th Avenue NW, and 5th Avenue NE at NE 165th Street in Ridgecrest. The areas on either side of Interstate 5 (I-5) near NE 145th Street and NE 185th Street are designated as station areas, which are planned for mixed-use redevelopment in conjunction with the new light rail stations and transit investments.

### *Future Land Use*

The Shoreline Comprehensive Plan anticipates adding 13,330 additional households and 10,000 new jobs in the City by 2044. This will result in a total of 36,570 households and 30,020 jobs in the City in 2044. To support this Transportation Element update, the City evaluated the transportation needs of these future community members through travel demand forecasting and multimodal analysis. The City envisions most of this growth occurring in the four designated [candidate] Countywide Centers, which are locations with zoned densities that can support high-capacity transit and benefit from robust networks for walking, biking, and accessing shared mobility devices, as envisioned by this Transportation Element.




### *Transportation Network*

The following sections document transportation networks within the City and discuss identified opportunities for improvement. The Shoreline transportation network accommodates various modes for getting around, including walking, bicycling, taking public transit, and driving, among others, and commercial needs such as freight transport.

### *Street Network*

Shoreline's street network is comprised of a variety of roadway types, which balance vehicle capacity with the needs of other uses (people walking, bicycling, and taking transit), and connects all users to local and regional facilities. **Table 2** describes the different types of roadways in Shoreline, also called street classification, and **Figure 2** maps their locations in Shoreline.

Table 2: City of Shoreline Street Classification

Type	Description <sup>1</sup>	Examples	Photo
<b>Principal Arterial</b>	Principal Arterials are roadways that provide a high degree of vehicular mobility with more restricted access and have regional significance as major vehicular and transit travel routes that connect between cities within a metropolitan area. They generally have sidewalks on both sides of the roadway, and some have bicycle facilities. Speed limits on Principal Arterials in Shoreline range from 25-40 mph.	Aurora Avenue N, N/NE 175th Street from Aurora Ave N to 15 <sup>th</sup> Ave NE, and 15th Avenue NE	 <p>Aurora Avenue N</p>
<b>Minor Arterial</b>	Minor Arterials are generally designed to provide a high degree of intra-community connections and are less significant from a perspective of regional mobility, but many also provide transit service. They generally have sidewalks on at least one side of the roadway, and some have bicycle facilities. Speed limits on Minor Arterials in Shoreline are 30-35 mph.	Meridian Avenue N, N/NE 185th Street from Fremont Ave N?? To 10 <sup>th</sup> Ave NE, and NW Richmond Beach Road from 20 <sup>th</sup> Ave NW to Fremont Ave N	 <p>Meridian Avenue N</p>
<b>Collector Arterial</b>	Collector Arterials assemble traffic from the interior of an area/community and deliver it to the closest Minor or Principal Arterial. Collector Arterials provide for both mobility and access to property and are designed to fulfill both functions. Some Collector Arterials provide transit service, sidewalks, and bicycle facilities, but there are gaps. The speed limit on Collector Arterials in Shoreline is 25-35 mph.	Greenwood Avenue N, Fremont Avenue N from N 165 <sup>th</sup> Street to NW 205 <sup>th</sup> Street, and NW Innis Arden Way	 <p>Greenwood Avenue N</p>

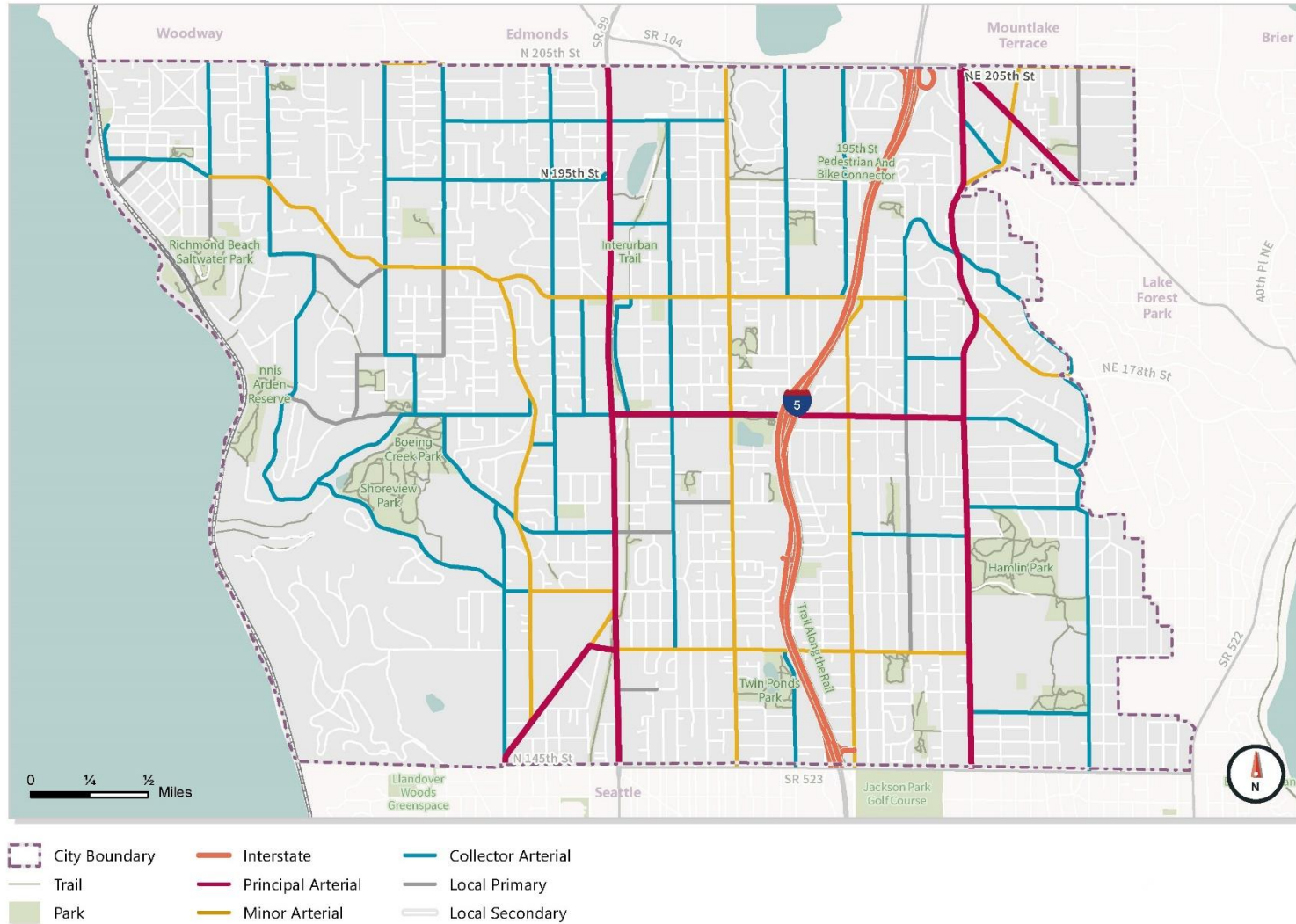
Type	Description <sup>1</sup>	Examples	Photo
<b>Local Primary</b>	Local Primary roadways connect traffic to Arterials, accommodate short trips to neighborhood destinations and provide local access. They generally do not have transit service, sidewalks, or bicycle facilities. The speed limit on Local roadways in Shoreline is 25 mph.	25th Avenue NE from Ballinger Way NE to NE 205 <sup>th</sup> Street, N 167th Street from Ashworth Ave N to Meridian Ave N, and 10 <sup>th</sup> Ave NE from NE 155 <sup>th</sup> St to NE 175 <sup>th</sup> Street.	 <p>10th Avenue NE</p>
<b>Local Secondary</b>	Local Secondary roadways provide local access. They generally do not have transit service, sidewalks, or bicycle facilities. The speed limit on Local roadways in Shoreline is 25 mph.	Wallingford Avenue N, 11th Avenue NE, 12th Avenue NE, NE 158 <sup>th</sup> Street	 <p>NE 158<sup>th</sup> Street</p>

Source: Shoreline TMP, 2011; Google Maps, 2020

<sup>1</sup> Speed limits for specific facilities can be found in the Shoreline Municipal Code 10.20.010



Figure 2. Existing Street Classification



*Existing Vehicle Congestion*

The operational performance of intersections within Shoreline is measured using a standard methodology known as level of service (LOS). LOS represents the degree of congestion at an intersection based on a calculation of average delay per vehicle at a controlled intersection, such as a traffic signal or stop sign. Individual LOS grades are assigned on a letter scale, A-F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays.

**Table 3** shows the definition of each LOS grade from the 6th Edition Highway Capacity Manual (HCM) methodology, which is based on average control delay per vehicle. Signalized intersections have higher delay thresholds compared with two-way and all-way stop-controlled intersections. HCM methodologies prescribe how delay is measured at different types of intersections: for signalized and all-way stop intersections, LOS grades are based on the average delay for all vehicles entering the intersection; for two-way stop-controlled intersections, the delay from the most congested movement is used to calculate LOS. LOS is usually calculated for the busiest hour of the day, or “peak hour”, to represent the worst observed conditions on the roadway.

Table 3: Intersection LOS Criteria Based on Delay

Level of Service	Signalized Intersections (seconds per vehicle)	Stop-Controlled Intersections (seconds per vehicle)
<b>A</b>	<= 10	<= 10
<b>B</b>	> 10 to 20	> 10 to 15
<b>C</b>	> 20 to 35	> 15 to 25
<b>D</b>	> 35 to 55	> 25 to 35
<b>E</b>	> 55 to 80	> 35 to 50
<b>F</b>	> 80	> 50

Source: 6th Edition Highway Capacity Manual

The City’s 2011 TMP identified LOS standards for the City’s roadway network. In general, it required LOS D operations at signalized intersections along arterial streets and at unsignalized intersecting arterials for most streets.

Additionally, the City measures the performance of its roadway system based on the volume to capacity (V/C) ratio of principal and minor arterials. The V/C ratio compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). If a roadway has a V/C of 1.0, the roadway is operating at full capacity. The 2011 TMP set a V/C standard of 0.90 or lower for most principal and minor arterials, but recognized certain streets where these standards may not be achievable due to topographical, land ownership, or other feasibility constraints.

This Transportation Element revises these standards for City-owned roadway facilities, specifically to allow for LOS E operations at intersections and a higher V/C (1.1) within King County [candidate] Countywide Centers. These revisions recognize that the City must balance the needs of vehicles with the needs of other street users, including people walking and bicycling in urban districts, like the four designated centers.

In addition to City facilities, there are also state-owned roadway facilities in Shoreline. The LOS standards for these facilities are assigned by the Washington State Department of Transportation (WSDOT) and are as follows:

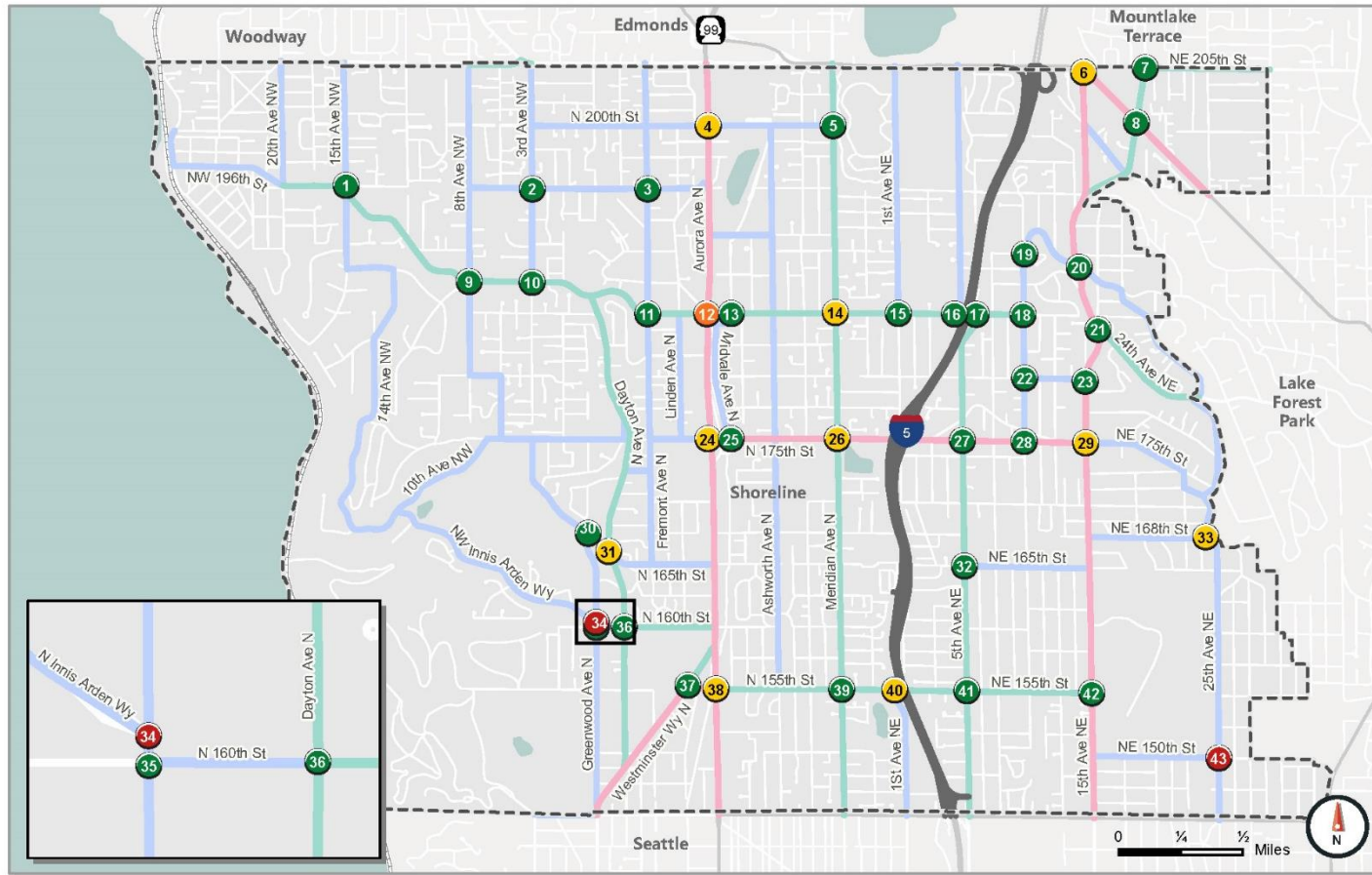
- SR 99 has a LOS standard of D
- SR 523 has a LOS standard of E mitigated<sup>5</sup>
- SR 104 from SR 99 to 15th Ave NE has a LOS standard of D
- SR 104 from 15th Ave NE to the eastern city limits has a LOS standard of E mitigated

**Figure 3** and **Table 4** show how several intersections in Shoreline are operating today (intersection numbers on map correspond with Map ID# in table).

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<sup>5</sup> E mitigated means that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS "E"

Figure 3: Existing Level of Service in Shoreline



**Level of Service**  
 ● A - C    ● D    ● E    ● F

**Roadway Functional Classification**  
 — Interstate    — Minor Arterial  
 — Principal Arterial    — Collector Arterial

Note: Intersection numbers correspond with the Map ID number in Table 4.

Table 4: Existing Level of Service in Shoreline (mapped in the preceding Figure 3)

Map ID	Intersection Location	Delay (seconds)	LOS	Map ID	Intersection Location	Delay (seconds)	LOS
1	15th Ave NW & NW 195th St	19	C	23	15th Ave NE & NE 180th St	8	A
2	3rd Ave NW & NW 195th St	14	B	24	Aurora Ave N & N 175th St	55	D
3	Fremont Ave N & N 195th St	10	B	25	Midvale Ave N & N 175th St	10	B
4	Aurora Ave N & N 200th St	53	D	26	Meridian Ave N & N 175th St	49	D
5	Meridian Ave N & N 200th St	8	A	27	NE 175th St & 5th Ave NE	18	B
6	Ballinger Way NE & NE 205th St & 15th Ave NE	46	D	28	NE 175th St & 10th Ave NE	6	A
7	NE 205th St & 19th Ave NE	31	C	29	15th Ave NE & NE 175th St	38	D
8	Ballinger Way NE & 19th Ave NE	29	C	30	Greenwood Ave N & Carlyle Hall Rd	17	C
9	NW Richmond Beach Rd & 8th Ave NW	26	C	31	Dayton Ave N & Carlyle Hall Rd	26	D
10	3rd Ave NW & NW Richmond Beach Rd	17	B	32	5th Ave NE & NE 165th St	10	A
11	Fremont Ave N & N 185th St	25	C	33	24th Ave NE & NE 168th St	26	D
12	Aurora Ave N & N 185th St	59	E	34	Greenwood Ave N & NW Innis Arden Wy	97	F
13	Midvale Ave N & N 185th St	7	A	35	Greenwood Ave N & N 160th St	18	C
14	Meridian Ave N & N 185th St	40	D	36	Dayton Ave N & N 160th St	15	B
15	1st Ave NE & NE 185th St	15	B	37	Westminster Way N & N 155th St	19	B
16	5th Ave NE & NE 185th St (West Side of I-5)	19	C	38	Aurora Ave N & N 155th St	49	D
17	5th Ave NE & NE 185th St (East Side of I-5)	16	B	39	Meridian Ave N & N 155th St	34	C
18	10th Ave NE & NE 185th St	9	A	40	1st Ave NE & N 155th St	26	D
19	10th Ave NE & NE Perkins Way & NE 190th St	8	A	41	5th Ave NE & NE 155th St	13	B
20	NE Perkins Way & 15th Ave NE	20	B	42	15th Ave NE & NE 155th St	21	C
21	15th Ave NE & 24th Ave NE	7	A	43	25th Ave NE & NE 150th St	96	F
22	10th Ave NE & NE 180th St	10	B				

Source: Fehr & Peers, 2021

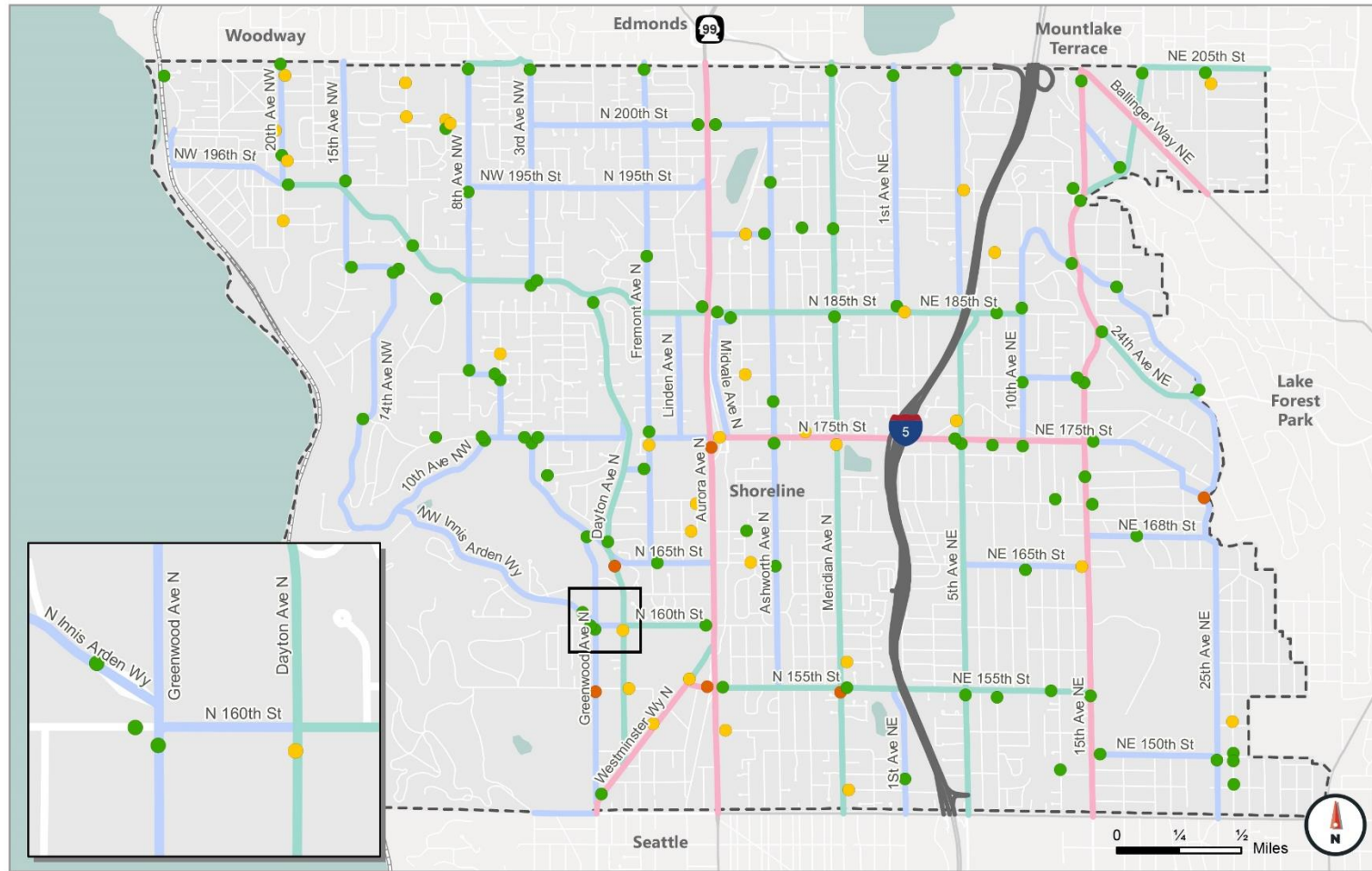
*Measured Vehicle Speeds*

Another way of checking intersection operations with actual travel data is by looking at average vehicle speeds which can be an indicator of congestion. Average vehicle speeds during the PM peak hour were compared to posted speed limits at 134 locations along Shoreline's roadway network. **Figure 4** shows that there is minimal congestion during the PM peak hour in Shoreline for locations with available speed data. None of the locations have PM peak period speeds that are more than 50 percent below the posted speed limit. Only about 30 percent of the analyzed locations have congested speeds that are 15 to 50 percent below the posted speed limit. Therefore, most vehicles are traveling at speeds that are close to the posted speed limits. Note that while this map doesn't report on 145<sup>th</sup> Street and 205<sup>th</sup> Street because they are outside of the City's jurisdiction, the City is monitoring their conditions and helping to plan these corridors with neighboring cities and transportation agencies.

*Existing Traffic Volumes*

**Figure 5** shows average weekday traffic volumes for roadways in Shoreline as of 2019.

Figure 4. Speed Analysis



**PM Peak Hour Speed Deviation**

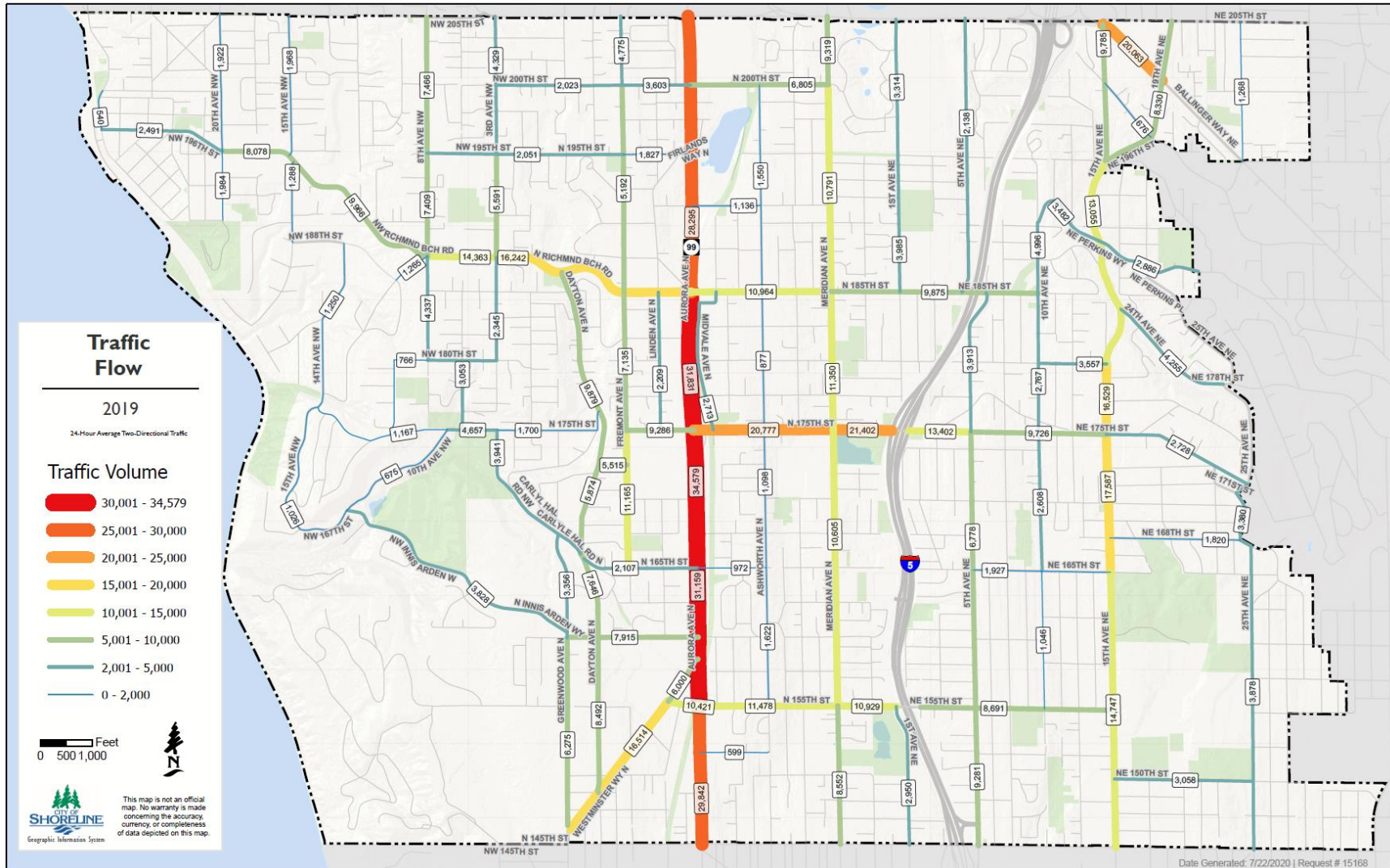
- 0-15% below posted speed
- 15-25% below posted speed
- 25-50% below posted speed

**Roadway Functional Classification**

- Interstate
- Minor Arterial
- Principal Arterial
- Collector Arterial

**Speed Analysis**

Figure 5. Average Weekday Traffic Flows in 2019



Source: City of Shoreline, 2019 Annual Traffic Report



### *Future Traffic Growth*

By 2044, the City's Comprehensive Plan anticipates adding 13,330 additional households and 10,000 new jobs. To understand how this growth (and anticipated regional growth outside of the city) will impact Shoreline's transportation system, the City must project growth and its impacts into the future using specialized travel models. For this Transportation Element, the City has projected just over 20 years into the future, developing a travel model with horizon year 2044. This travel model was based on the Puget Sound Regional Council (PRSC) regional model, which considers many data points such as local and regional transportation investments (such as extending light rail to Lynnwood), road usage charges, and demographic shifts in household size, income, and composition to understand how travel patterns might change in the future. This modeling effort provides one of the best means to evaluate anticipated traffic congestion in 2044 both on local streets and on state facilities.

### *Future Vehicle Congestion*

The City must balance the needs of vehicles with the needs of other street users, including people walking and bicycling. This is especially true in urban districts, like the four designated [candidate] Countywide Centers (areas near the 148<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations, Shoreline Place, and "Town Center" along Aurora Avenue) where Shoreline will be concentrating the most growth as these areas will be adjacent to more transportation options. King County's designated Countywide Centers are locations with zoned densities that can support high-capacity transit and shorter trips on foot to nearby supportive land uses and can serve as a focal point for investment. In part due to more transportation options in these areas, this Transportation Element proposes to revise the City of Shoreline LOS policy to allow more automobile delay (LOS E) at intersections within the Countywide Centers and along state routes but maintain the current LOS policy (LOS D) outside of these areas. State routes serve as important regional connections and are more impacted by regional travel patterns outside of the City's control. They also carry the highest volumes of traffic within the City, so these facilities often experience higher levels of delay.

This balanced approach allows the City to incentivize growth in the Countywide Centers where infrastructure is available to support more trips by foot, bike, and transit, while upholding a more stringent intersection delay standard in areas where less supportive multimodal infrastructure exists.

Using the projected traffic growth from the City's travel model, the projected 2044 delay and LOS at key intersections was calculated. The following **Figure 6** and

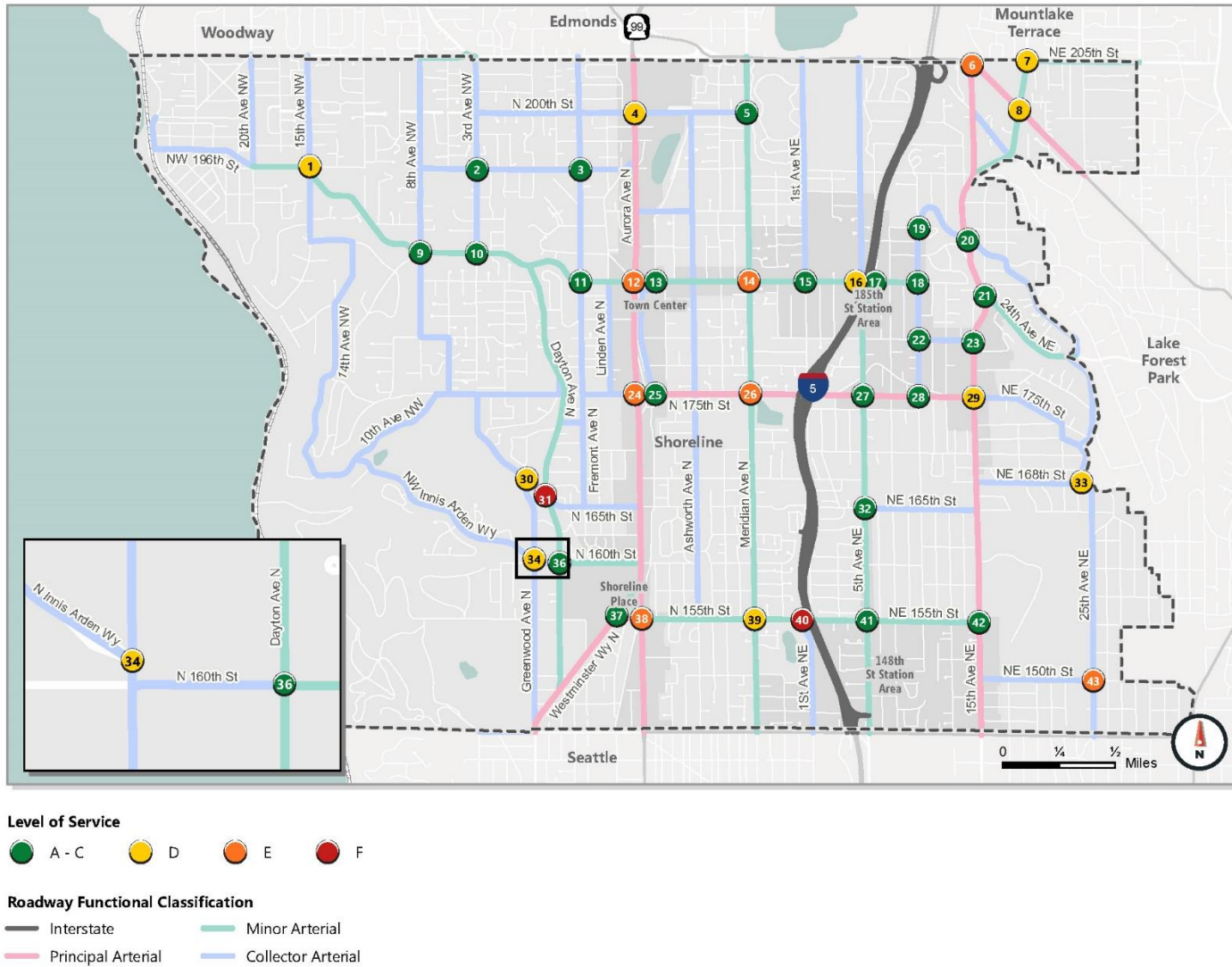
**Table 5** show the expected LOS for intersections in Shoreline in 2044. It is important to note that not all arterial intersections were studied as part of this effort; as growth occurs, localized impacts to intersections are studied on a project-by-project basis for compliance with LOS standards.

In addition to evaluating traffic growth in local facilities, State guidance requires that this Transportation Element consider estimated traffic impacts to state-owned transportation facilities resulting from land use growth anticipated by 2044.

**Table 6** summarizes traffic operations projected on state facilities by 2044, based on the modeling assumptions described above. Aurora Ave N is not included in

Table 6. The City of Shoreline considers the Aurora Corridor to be mitigated to the extent feasible as it relates to non-transit vehicles. Any future vehicle-oriented improvements to the Aurora Corridor will focus on transit speed and reliability rather than adding general capacity improvements to encourage more trips through the City by single occupant vehicles.

Figure 6. Future Automobile Level of Service in Shoreline by 2044



Note: Intersection numbers correspond with the information in

*Table 5.*

Table 5: Future Level of Service in Shoreline (mapped in Figure 6)

Map ID	Intersection Location	Delay (seconds)	LOS	Map ID	Intersection Location	Delay (seconds)	LOS
1	15th Ave NW & NW 195th St	26	D	23	15th Ave NE & NE 180th St	22	C
2	3rd Ave NW & NW 195th St	17	C	24	Aurora Ave N & N 175th St	72	E
3	Fremont Ave N & N 195th St	12	B	25	Midvale Ave N & N 175th St	12	B
4	Aurora Ave N & N 200th St	54	D	26	Meridian Ave N & N 175th St	73	E
5	Meridian Ave N & N 200th St	9	A	27	NE 175th St & 5th Ave NE	23	C
6	Ballinger Way NE & NE 205th St & 15th Ave NE	62	E	28	NE 175th St & 10th Ave NE	8	A
7	NE 205th St & 19th Ave NE	37	D	29	15th Ave NE & NE 175th St	42	D
8	Ballinger Way NE & 19th Ave NE	43	D	30	Greenwood Ave N & Carlyle Hall Rd	30	D
9	NW Richmond Beach Rd & 8th Ave NW	30	C	31	Dayton Ave N & Carlyle Hall Rd	53	F
10	3rd Ave NW & NW Richmond Beach Rd	26	C	32	5th Ave NE & NE 165th St	13	B
11	Fremont Ave N & N 185th St	32	C	33	24th Ave NE & NE 168th St	26	D
12	Aurora Ave N & N 185th St	79	E	34	Greenwood Ave N & NW Innis Arden Wy <sup>1</sup>	31	D
13	Midvale Ave N & N 185th St	8	A	35	Greenwood Ave N & N 160th St <sup>1</sup>		
14	Meridian Ave N & N 185th St	59	E	36	Dayton Ave N & N 160th St	17	B
15	1st Ave NE & NE 185th St	18	B	37	Westminster Way N & N 155th St	25	C
16	5th Ave NE & NE 185th St (West Side of I-5)	28	D	38	Aurora Ave N & N 155th St	78	E
17	5th Ave NE & NE 185th St (East Side of I-5)	29	C	39	Meridian Ave N & N 155th St	52	D
18	10th Ave NE & NE 185th St	14	B	40	1st Ave NE & N 155th St	55	F
19	10th Ave NE & NE Perkins Way & NE 190th St	9	A	41	5th Ave NE & NE 155th St	19	B
20	NE Perkins Way & 15th Ave NE	27	C	42	15th Ave NE & NE 155th St	25	C
21	15th Ave NE & 24th Ave NE	7	A	43	25th Ave NE & NE 150th St	43	E
22	10th Ave NE & NE 180th St	15	C				

Source: Fehr &amp; Peers, 2021

<sup>1</sup> The intersections of Greenwood Ave N & NW Innis Arden Wy and Greenwood Ave N & N 160th St are planned as a single roundabout intersection in 2044.

Table 6: Future Level of Service on State Facilities not Discussed Above

ID	Facility	From	To	LOS Standard	V/C Ratio (2019)		V/C Ratio (2044)		Notes on Impacts under 2044 Conditions
					NB/EB	SB/WB	NB/EB	SB/WB	
1	Interstate 5	NE 145th St	NE 175th St	LOS D	0.89	0.75	0.90	0.74	SB meets LOS D standard; NB exceeds LOS D standard
2	Interstate 5	NE 175th St	SR 104	LOS D	0.80	0.72	0.81	0.73	Meets LOS D standard along both directions
3	SR 104	west of I-5	-	LOS D	0.50	0.54	0.51	0.57	Meets LOS D standard along both directions
4	SR 104	east of I-5	-	LOS E Mitigated	0.36	0.27	0.36	0.26	Meets LOS E Mitigated standard along both directions
5	N/NE 145 <sup>th</sup> (SR 523)	west of I-5	-	LOS E Mitigated	0.47	0.40	0.41	0.53	Meets LOS E Mitigated standard along both directions
6	NE 145 <sup>th</sup> (SR 523)	east of I-5	-	LOS E Mitigated	0.56	0.54	0.63	0.52	Meets LOS E Mitigated standard along both directions



### Walking and Bicycling

Facilities for walking and bicycling are essential components of the City's multimodal transportation system. Safe and convenient pedestrian infrastructure makes it easier and more convenient to take short trips by foot or wheelchair. Pedestrian infrastructure includes a range of treatments spanning from sidewalks and crosswalks, to trails and shared-use paths. Most of the City's principal and minor arterials have sidewalks; some lower classified roadways (including local streets) also have sections of sidewalk. Even where sidewalks are present, they are not always wide enough to accommodate passing another person comfortably or provide a buffer from fast-moving traffic. Many sections have insufficient lighting, and some sections are in substandard condition or not ADA compliant. An inventory of all existing sidewalks and shared-use paths is shown in **Figure 7**.

Bicycling facilitates longer trips than walking with similar benefits to the environment, individuals, and the community. Electric bikes and scooters provide even more mobility options for longer trips and make trips in difficult terrain easier. There is a variety of different bicycling infrastructure types that can appeal to bicyclists and riders of electric bikes and scooters with varying levels of experience and confidence. Bicycle facilities currently found in Shoreline include shared-use paths/trails, bike lanes, sharrows, and signed bicycle routes. While there are bike lanes on some key roadways, such as sections of NE 155<sup>th</sup> Street, NE 185<sup>th</sup> Street, NW Richmond Beach Road, 15<sup>th</sup> Avenue NE, and 5<sup>th</sup> Avenue NE, there are many gaps in the bicycle network and many of the facilities are not comfortable for users of all ages and abilities. Shoreline's existing bicycle network is shown in **Figure 8**.

Figure 7. Existing Sidewalks

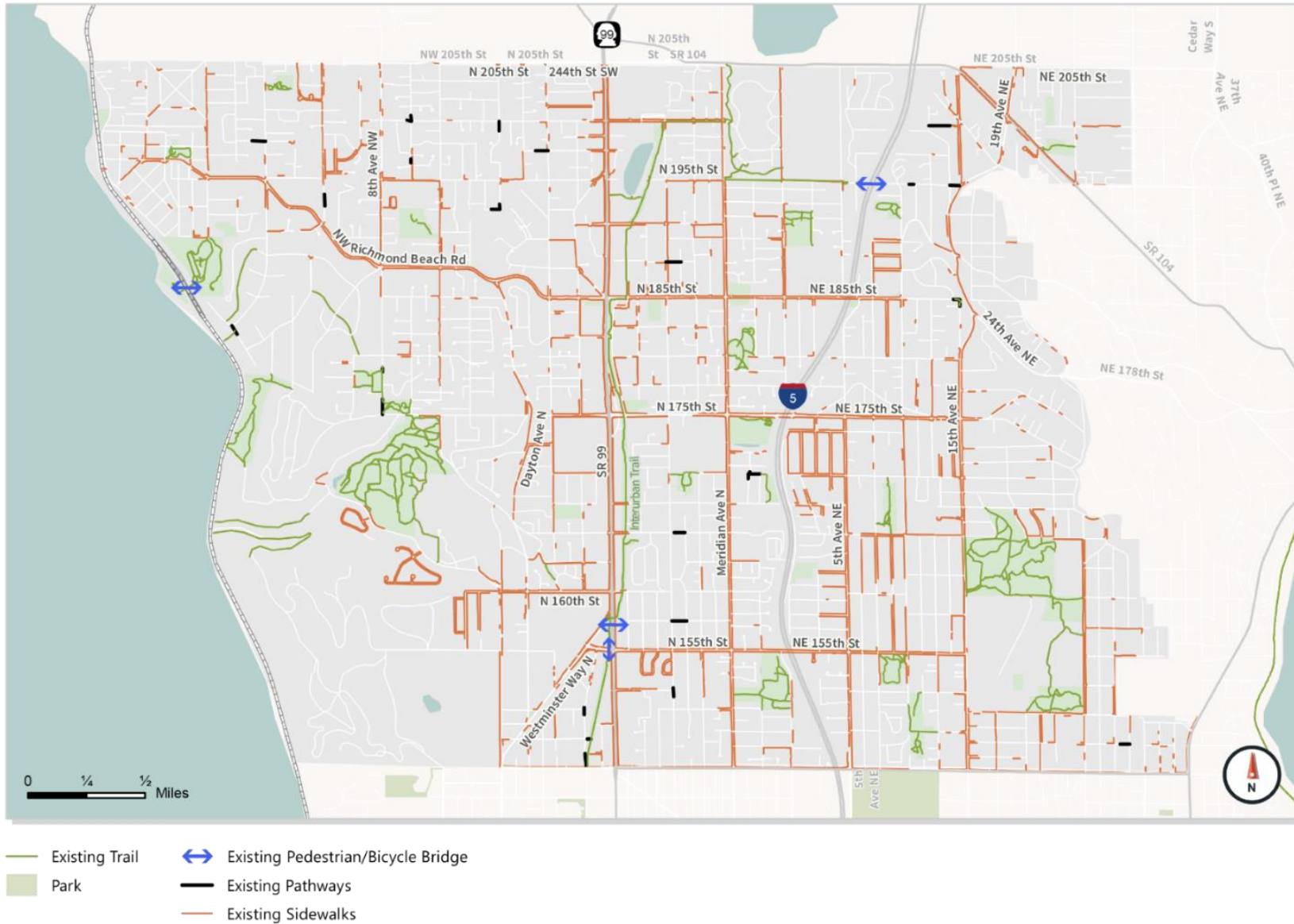
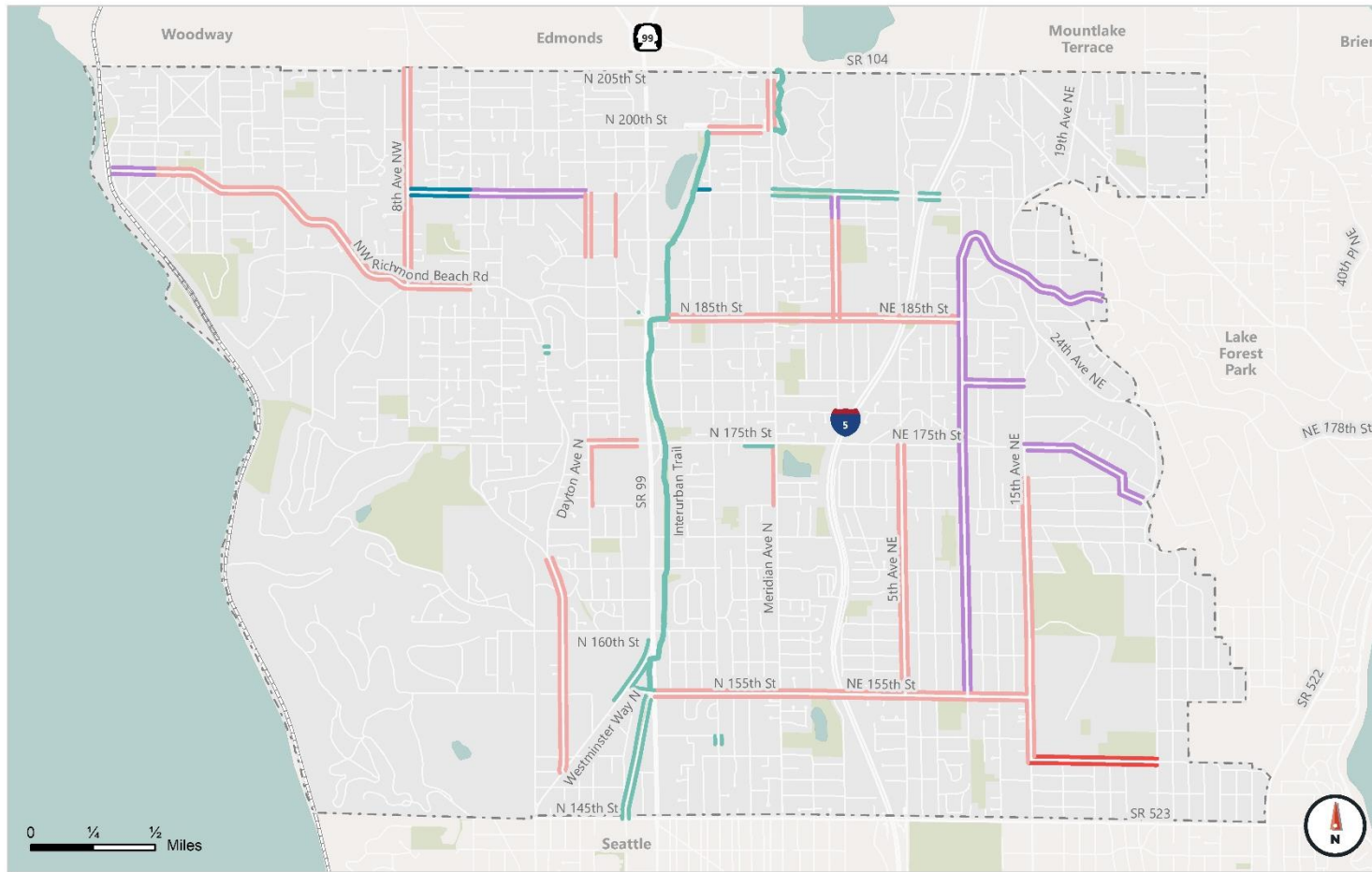


Figure 8. Existing Bicycle Facilities



**Existing Bike Facilities**

- Bike Facility - Horizontal and Vertical Separation
- Bike Facility - Horizontal Separation
- Bike Facility - No Horizontal or Vertical Separation
- Bike Facility - Vertical Separation
- Shared Lane/Sharrow

- City Boundary
- Park

City of Shoreline  
**Existing Bike Facilities**

## Transit

To provide convenient and equitable connections to transit for Shoreline residents, employees, and visitors, the City must support access to transit by all modes of travel and ensure that street infrastructure enables transit to operate safely, efficiently, and reliably. While transit has historically been made up of fixed route bus and light rail services, flexible microtransit is another important service that can provide first and last mile connections to fixed route transit and key local destinations.

King County Metro Transit (KC Metro), Community Transit (CT), and Sound Transit (ST) all serve travelers in Shoreline. Additionally, travelers have access to KC Metro paratransit service, Community Van and Ride Share programs, and Transportation Network Companies (TNCs) such as Uber and Lyft. KC Metro connects Shoreline through bus transit service to destinations throughout King County; CT provides service to destinations throughout Snohomish County; and ST offers regional bus service from Shoreline to Seattle, Mountlake Terrace, Lynnwood, and Everett via I-5. **Figure 9** shows KC Metro's service plan (as of March 2022) and **Figure 10** shows CT and ST routes.

The Aurora Village Transit Center is located on the north side of N 200th Street and just east of Aurora Avenue. The facility serves as a multi-modal transfer point which connects CT and KC Metro transit service. The City of Shoreline also has nine Park & Ride facilities, ranging in size from 20 to 393 parking spaces.

There are various factors that act as deterrents and/or limit the use of transit in Shoreline including:

- Gaps in active transportation infrastructure.
- Lack of safe and comfortable access to transit facilities, such as missing, narrow, or deteriorated pedestrian facilities and lack of lighting; and/or busy intersections or a lack of crosswalks.
- Potential transit riders may find deficiencies in the network or feel uncomfortable or at risk while riding on transit.

KC Metro, CT, and ST are currently implementing long range planning efforts to provide reliable, consolidated services throughout Shoreline and the Puget Sound region. The adoption of Sound Transit plans (ST2, ST3) by regional voters and the development of the KC Metro Connects Plan lay groundwork that establishes a roadmap for fixed-route transit service over the next 25 years. Based on known information in 2022 from transit service providers and their plans, **Figure 11** provides a look at what future transit service in Shoreline will look like, including KC Metro routes, and Sound Transit light rail and bus rapid transit (BRT) service. Additionally, CT is working on extending transit service provided by Swift Blue Line to integrate with the region's long-range plans.

Figure 9. 2021 King County Metro Route Network\*

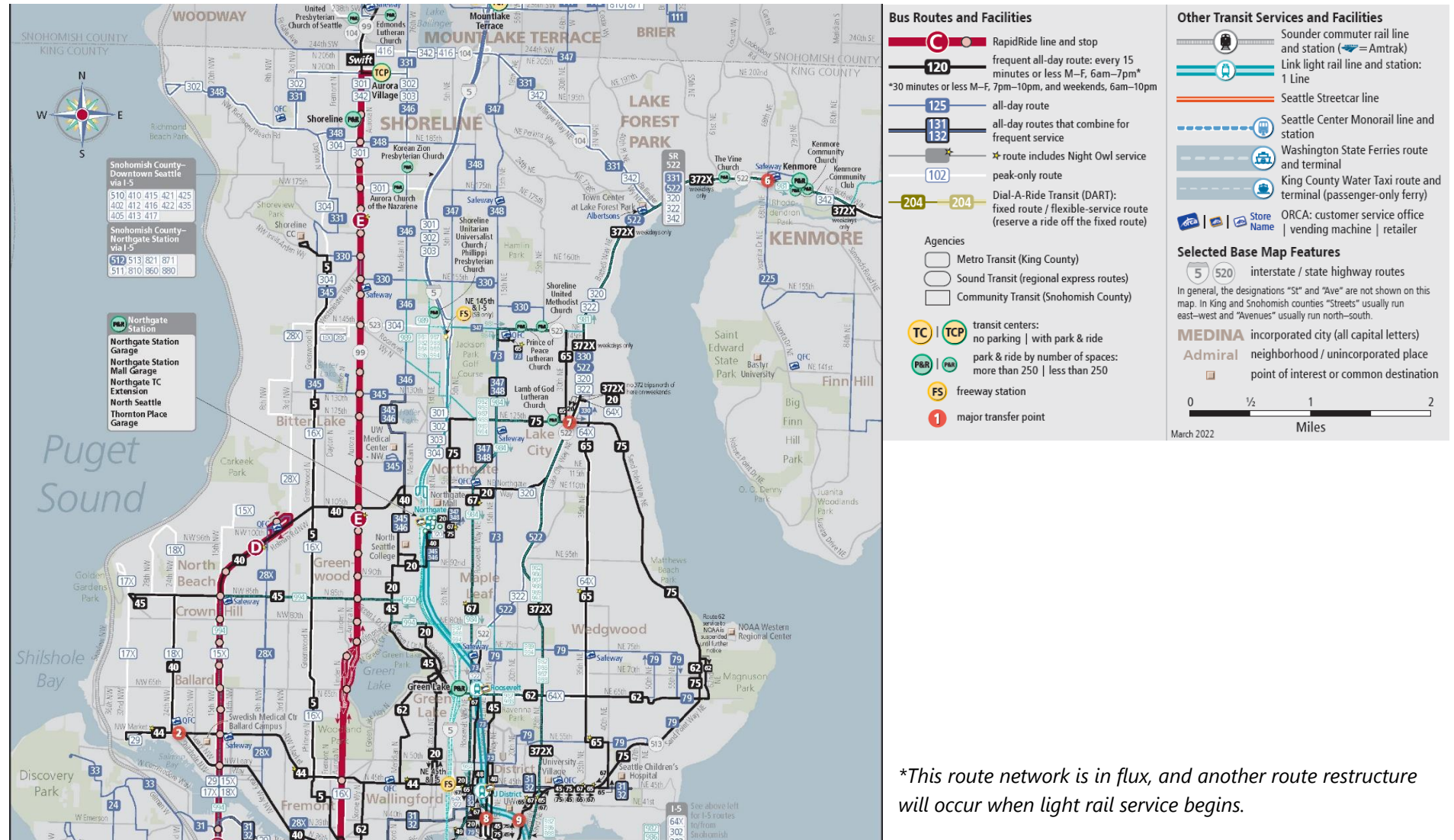


Figure 10. Existing Community Transit and Sound Transit Routes

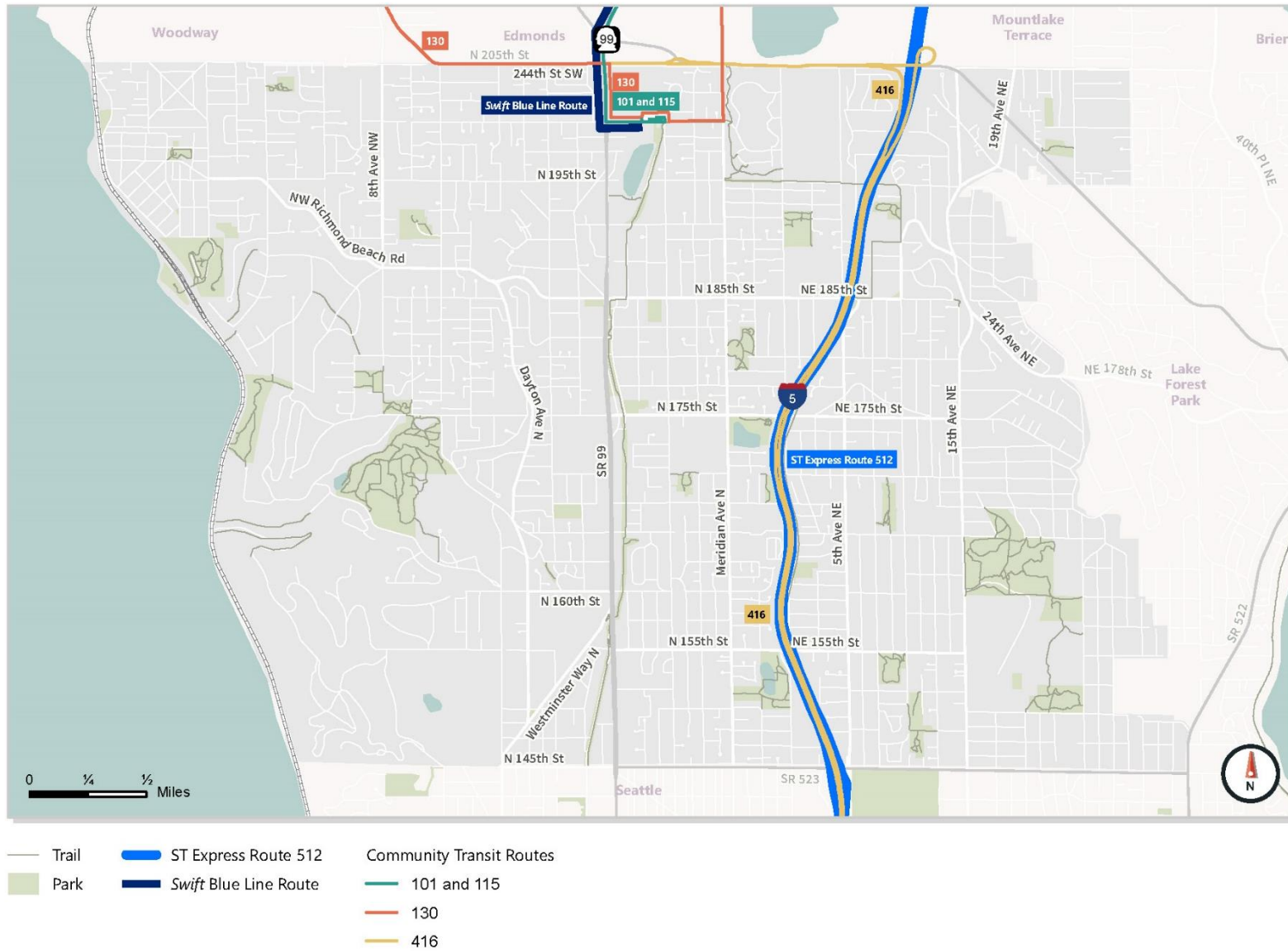
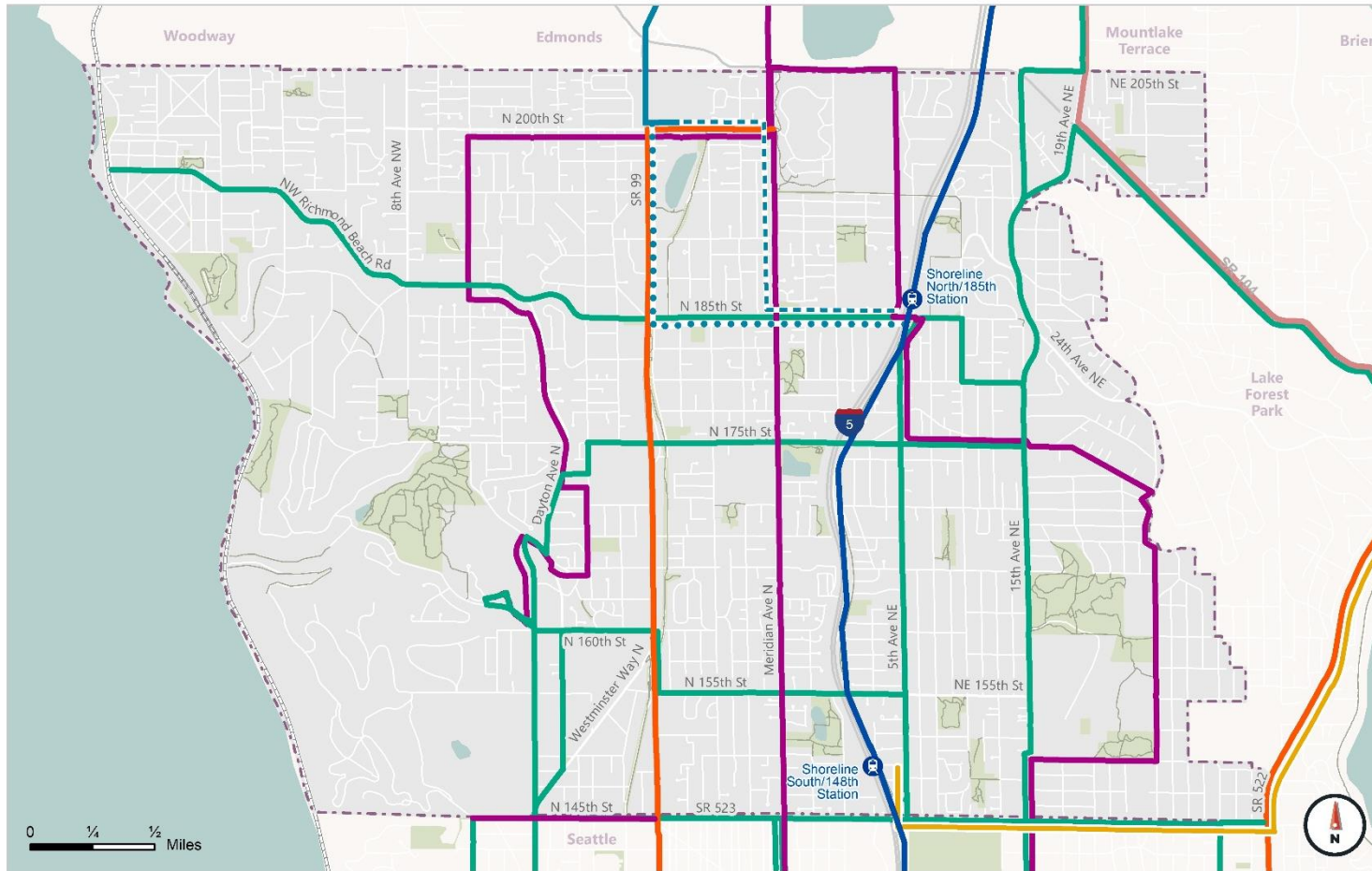


Figure 11. Future Fixed Route Transit Service



- |               |   |  |
|---------------|---|--|
| City Boundary | Light Rail Station                              | <b>King County Metro Connects 2040</b> |
| Trail         | Light Rail Alignment                            | RapidRide                              |
| Park          | Existing <i>Swift Blue Line</i> Route           | Frequent Bus Service                   |
|               | Interim <i>Swift Blue Line</i> Extension (2024) | Express Bus Service                    |
|               | Long-Term <i>Swift Blue Line</i> Extension      | Local Bus Service                      |
|               | ST 522 BRT                                      |  |

### Freight and Truck Mobility

Freight plays a critical role in the economic vitality of Shoreline; businesses and residents rely on freight shipped via trucks. Truck sizes range from single-unit trucks (such as package delivery, moving, and garbage trucks that navigate through neighborhoods), to large semi-truck trailers delivering vehicles and freight to local businesses. Trucks delivering wholesale and retail goods, business supplies, and building materials throughout Shoreline contribute to and are impacted by traffic congestion. The City partners with regional agencies and the State to build and maintain Freight and Goods Transportation System (FGTS) routes. Designated FGTS routes aim to prevent heavy truck traffic on lower volume streets and promote the use of adequately designed roadways. WSDOT classifies roadways using five freight tonnage classifications, which are described in **Table 7**.

Table 7: WSDOT Freight Classification

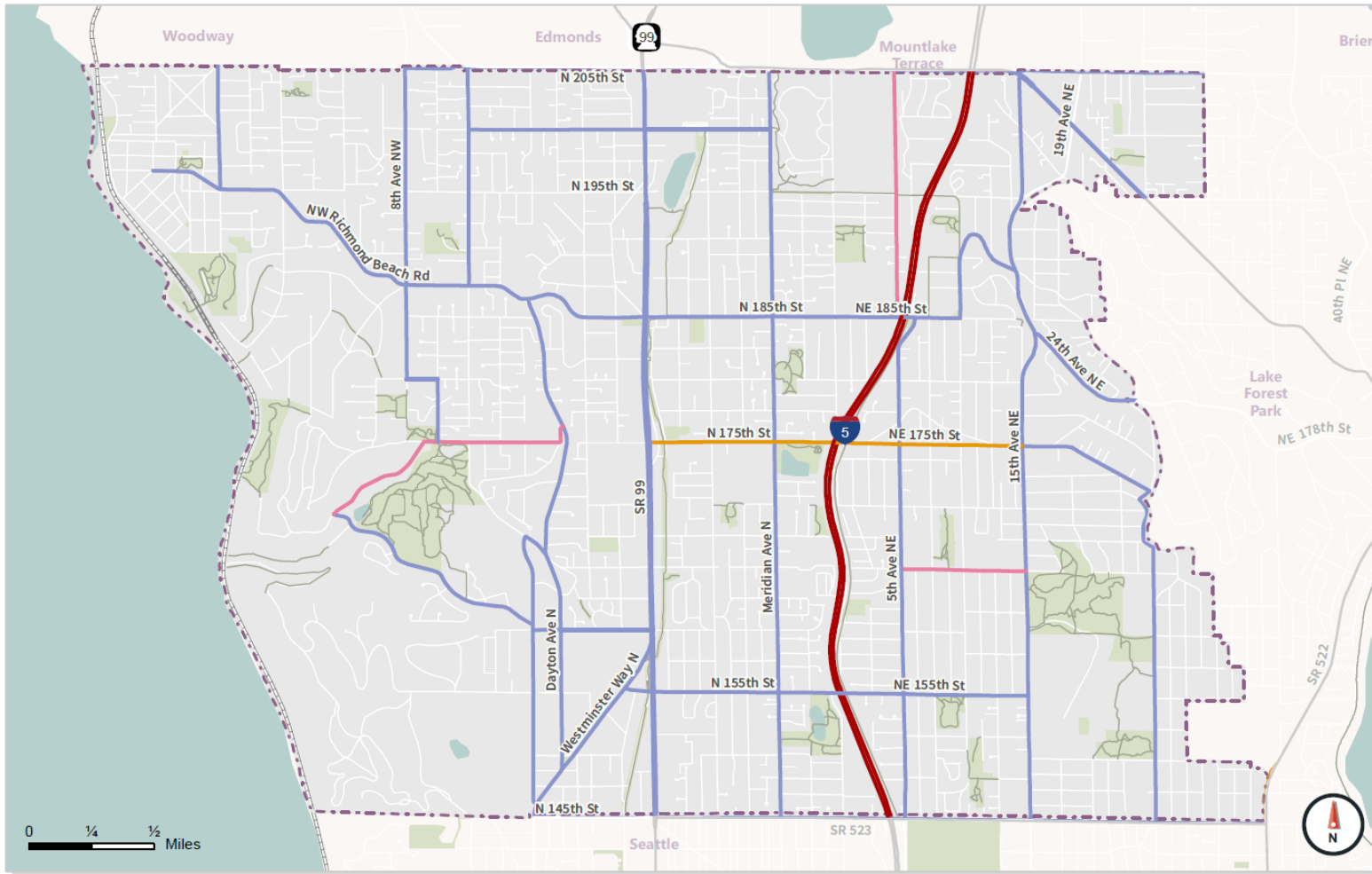
Freight Corridor	Description
<b>T-1</b>	More than 10 million tons of freight per year
<b>T-2</b>	Between 4 million and 10 million tons of freight per year
<b>T-3</b>	Between 300,000 and 4 million tons of freight per year
<b>T-4</b>	Between 100,000 and 300,000 tons of freight per year
<b>T-5</b>	At least 20,000 tons of freight in 60 days and less than 100,000 tons per year








Source: WSDOT Washington State Freight and Goods Transportation System (FGTS) 2019 Update, 2020

As shown in **Figure 12**, I-5, which is part of the national Interstate Highway system, is a T-1 corridor that runs north/south through Shoreline and moves more than 10 million tons of freight per year. The only T-2 corridor within city limits is 175th Street, on both sides of I-5. Several roadways in Shoreline are classified as T-3 corridors, as they facilitate the movement of between 300,000 and 4 million tons of freight per year.



Figure 12. WSDOT Classified Freight Routes



- |   |   |
|---|---|
|  City Boundary | <b>WSDOT Freight Classification</b>   |
|  Trail         |  T-1 |
|  Park          |  T-2 |
|   |  T-3 |
|   |  T-4 |

**Existing Freight Network**

### Air and Water Facilities

There are no airports located in Shoreline. The closest public airports are Paine Field, located approximately 12 miles north which provides limited passenger flights, and Seattle-Tacoma International Airport located approximately 25 miles south.

Puget Sound makes up Shoreline's western border, so residents do have access to the water for recreation though there is no boat ramp access. There are no ferry terminals in Shoreline, but the Edmonds/Kingston ferry dock is located five miles north of the City.

### Opportunities and Challenges

This Transportation Element provides a framework to guide transportation investments over the next 20 years to support the City's 2024 Comprehensive Plan, comply with the State's Growth Management Act, and to fulfill the City's vision and goals for transportation, which were developed with the community and endorsed by Shoreline's City Council in May 2021. The following discussion notes key opportunities and challenges to implementing this vision, based on Shoreline's transportation system today.

#### Goal 1: Safety

*Make Shoreline's transportation system safe and comfortable for all users, regardless of mode or ability.*

The safety of all transportation users is important to the City of Shoreline. A common interest among all transportation modes (users?) is the need to get to one's destination safely. The City's collision data was analyzed to identify collision hotspots and overall collision trends in Shoreline. Between January 2010 and December 2019, there were a total of 4,995 collisions reported in the city. Of note, 263 (5%) of the total collisions involved pedestrians or bicyclists, 1,635 (33%) resulted in injuries, and 10 fatalities were reported. Of the total fatalities, 80 percent were vehicle-vehicle collisions, and 20 percent involved a pedestrian.

In Shoreline, all classified local streets have a speed limit of 25 mph and facilitate less vehicular movement than arterial streets, so there is less opportunity for collisions to occur on local streets and less severe outcomes when they do occur. Although local streets account for about 73% of roadway centerline miles, collision data dating back to 2010 consistently shows that less than 10% of injury collisions occur on local streets.

The City conducts a system-wide traffic safety analysis annually to identify locations where safety improvements should be prioritized. Addressing priority locations by implementing proven safety countermeasures will help Shoreline achieve a safer and more welcoming transportation system.

While safety statistics are an important component of this goal, it is also important to **ensure that people feel safe walking, bicycling, and using transit**, otherwise they will not choose to do so. Community feedback indicates that many people do not feel safe walking, bicycling, or riding transit. Sidewalk gaps, gaps in bicycle facilities, insufficient lighting, and facilities that are not ADA compliant deter people from walking, bicycling, and taking transit in Shoreline.

This Transportation Element identifies new and improved facilities to address gaps in the pedestrian and bicycle network and provide safe and comfortable access to transit facilities. Overall, meaningful improvements in safety for all users of Shoreline's transportation system will require a multi-disciplinary and multi-agency approach that involves implementation of engineering solutions as well as non-physical improvements, such as education, encouragement, and ongoing evaluation.

**Goal 2: Equity**

*Ensure all people, especially those whose needs have been systemically neglected, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.*

People who live and work in Shoreline are diverse, so it is critical that transportation investments **serve the needs of all people** and that decision makers consider diverse perspectives. The 2018 Sidewalk Prioritization Plan included equity as a criterion for prioritizing sidewalk projects with the intent to provide support to populations who have the greatest need, including children, older adults, people with disabilities, lower income communities, and under-served communities. In addition, the City's 2019 ADA Transition Plan responded to community needs by identifying non-compliant mobility barriers and proposing ways to remove barriers and prioritize ADA facility construction.

This Transportation Element seeks to ensure that transportation investments equitably serve all people in Shoreline. Conducting equitable public outreach and evaluating projects through an equity lens was part of this process.

**Goal 3: Multimodality**

*Expand and strengthen the multimodal network, specifically walking, bicycling, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.*

Having a variety of realistic and reliable transportation modes gives people travel choices, which helps to optimize the people-carrying capacity of our transportation system and reduces reliance on driving. While people have expressed a strong desire to use transit and are excited for upcoming light rail extensions, there are **gaps in transit service** that make transit an inconvenient option for many. Residents have expressed a need for more frequent service, new routes, and new connections from neighborhoods to light rail and bus stops in order for transit to become a truly viable option. Developing a network of **Complete Streets** that accommodate all modes and abilities is also vital to increasing walking, bicycling, and riding transit.

This Transportation Element identifies investments to expand and strengthen the pedestrian, bicycle, and transit networks and provide more seamless connections between various modes to the extent practical, which could include the development of "mobility hubs" – places of connectivity where different modes of transportation come together seamlessly and can be easily accessed.

**Goal 4: Connectivity**

*Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.*

Having a complete and connected transportation network provides Shoreline residents seamless opportunities to travel to and from various destinations of interest. People are discouraged from walking, bicycling, and using transit if there are gaps in the transportation network. The 2018 Sidewalk Prioritization Plan echoed the importance of connectivity and proximity as criteria used to score sidewalk projects, with emphasis placed on improved pedestrian connections to schools, parks, transit, and activity centers. Public outreach feedback received in support of this Transportation Element highlighted that connectivity is a challenge for many roadway users. There are **gaps in the sidewalk and bicycle networks**, which make it challenging to walk and bicycle to access jobs, services, and other destinations.

This Transportation Element identifies investments to enhance pedestrian and bicycle connections to and from key destinations by filling gaps in current sidewalk, bicycle, trail, pathway, and transit networks surrounding parks, schools, community services, commercial centers, places of employment, and bus stops and transit stations.

**Goal 5: Climate Resiliency**

*Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.*

Transportation decisions directly affect the environment. Streets and other transportation facilities comprise the majority of public space in Shoreline. Transportation infrastructure is typically hardscape, which generates runoff and carries contaminants into streams and waterways. Therefore, transportation infrastructure in Shoreline should be designed to promote sustainability, reduce pollution, and support clean air and water. Encouraging multimodal, connected transportation options gets people out of their cars and plays a significant role in advancing the goal of protecting the environment. The “Climate Resiliency” prefix to the criteria of Connectivity and Multimodality, and Built Environment shows how these criteria are interrelated and support Shoreline Climate Action Plan goals. Climate Resiliency-Built Environment metrics assign project points for areas of **surface water vulnerabilities and urban heat islands**. Climate Resiliency-Multimodality and Climate Resiliency-Connectivity metrics assign points for projects that build better pedestrian, bicycle, and transit connections which, in turn, helps reduce transportation-related greenhouse gas emissions by **encouraging taking other travel modes than driving**.

This Transportation Element identifies investments to expand transit use, provide more pedestrian and bicycle transportation options, and improve the operations of the City’s street network to be more efficient, and seeks to incorporate street design elements such as trees, landscaping, planted medians, and permeable paving to reduce the impact of the City’s transportation system on the environment.

**Goal 6: Vibrant Community**

*Foster livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.*

Shoreline’s livability is highly dependent on its transportation system. Lengthy commutes and traffic congestion inhibit desired economic activity and directly impact quality of life. Shoreline residents want to see design elements that **promote a sense of community** and make people proud to live and work in Shoreline. While the City already incorporates some design elements to achieve this vision, there are opportunities to incorporate additional placemaking elements that enhance Shoreline’s unique character.

This Transportation Element prioritizes opportunities to include spaces for community gathering and play, benches for sitting, lighting for safety, public art for placemaking, and signage for guiding people throughout the City. This goal also seeks to promote a connected transportation system with multimodal options which can attract and sustain desired economic activity and accommodate the movement of both people and goods.

## MODAL NETWORKS

The City of Shoreline recognizes that a complete, safe, and equitable transportation system includes facilities that support all travelers, regardless of which mode they choose: walking, biking, taking transit, using a shared mode, or driving. To do this, the City takes a layered network approach to focus on how Shoreline's transportation network can function as a system to meet the needs of all users. With a layered network approach, the City aims to both build a connected network for each mode of travel and also consider how the modes can safely share the streets. While Shoreline aims to develop "complete streets," which address the needs of all users, providing accommodations that serve all modes well on every street can be an unattainable goal in practice, given constraints such as limited rights-of-way and funding for capital (improvements?).

To practically address this challenge, the City considers adjacent land uses in developing plans for its layered, multimodal transportation network. By considering the function of multiple streets and transportation facilities together, this approach allows for certain transportation facilities (such as streets, trails, and intersections) to emphasize specific modes or user types. These plans will help the City identify future improvement projects to be implemented.

The following sections outline the City of Shoreline's modal networks.

### Pedestrian Plan

The Pedestrian Plan is intended to optimize the comfort of individuals on foot and those using mobility devices, such as wheelchairs. The fundamental expectations for physical space, modal separation, and street crossing amenities are informed by the neighborhood and land use context of a given street; low volume/low speed neighborhood streets may require fewer facilities while pedestrians traveling on a higher speed street may feel safer with more space and separation from vehicles. Therefore, pedestrian facility standards are tailored to different neighborhood/street contexts.

Previously listed **Policy T-60** states to, "Establish a connected and complete pedestrian network by constructing the sidewalks outlined in the Sidewalk Prioritization Plan (SPP)." The Pedestrian Plan includes existing sidewalks and future sidewalks that were identified in the 2018 Sidewalk Prioritization Plan, existing and future pedestrian/bicycle bridges, existing and future trails, and areas with public access known as "unimproved right of way" that could accommodate a future pathway connection to expand the walking network. The Pedestrian Plan shows unimproved ROW broken into two categories:

- Unimproved ROW associated with a future sidewalk project in the Sidewalk Prioritization Plan (in red)
- Unimproved ROW that is not part of the Sidewalk Prioritization Plan (in blue).

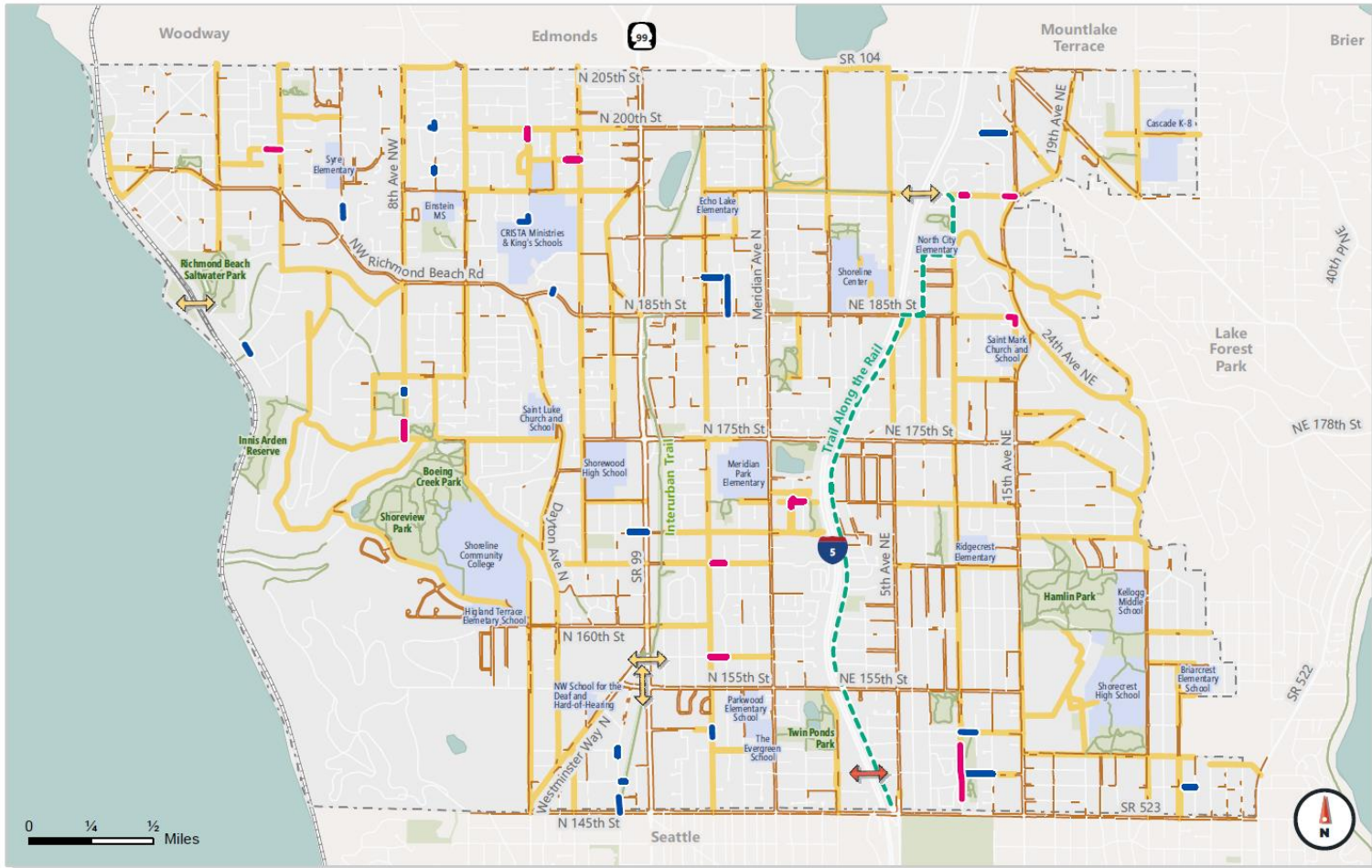
The 2018 Sidewalk Prioritization Plan (SPP) was developed as early work for the Transportation Element and TMP updates. The SPP differs from the Pedestrian Plan in that the SPP prioritizes the implementation of roughly 75 miles of new sidewalk projects whereas the Pedestrian Plan is a comprehensive map of the City's existing and future planned sidewalks as well as unimproved right of way, trails, and pedestrian/bicycle bridges.

The SPP lives and is updated outside of the Transportation Element as its level of specificity is too detailed to be included in the Transportation Element, which is a high-level, 20-year guidance document. The City

intends to update the data inputs into the SPP approximately every five years and to revisit the prioritization criteria and metrics every 10 years in coordination with each TE update.

Existing and future planned sidewalk can be viewed in **Figure 13**. The map indicates areas where sidewalk exists but does not specify if the sidewalk meets standards set forth in **Policy T60.1** of this document. Shared-use paths, trails, and facilities such as pedestrian lighting help to enhance the planned network.

Figure 13. Pedestrian Plan



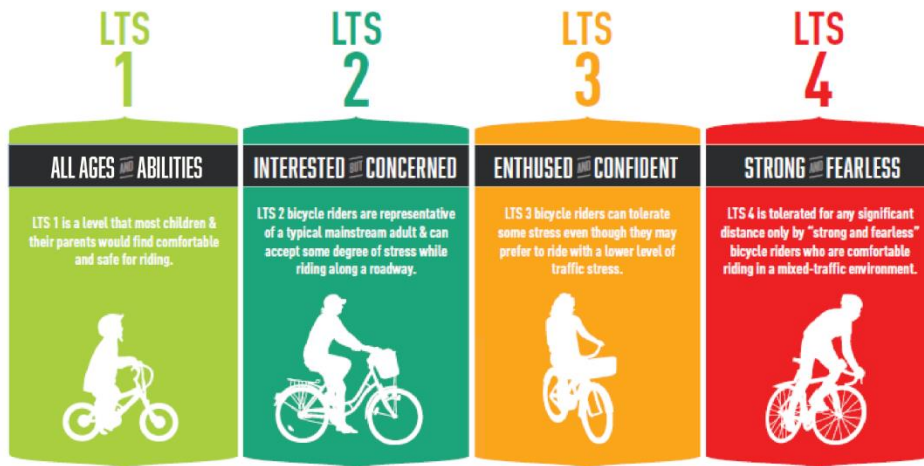
- ▬ Planned Sidewalk from Sidewalk Prioritization Plan
  - ▬ Existing Sidewalk
  - ▬ Existing Trail
  - ▬ Future Trail
  - City Boundary
  - ↔ Existing Pedestrian/Bicycle Bridge
  - ↔ Future 148th St Pedestrian/Bicycle Bridge
- Unimproved Right-of-Way:**
- ▬ Part of a sidewalk project in the Sidewalk Prioritization Plan
  - ▬ Not part of the Sidewalk Prioritization Plan (conditions vary)

City of Shoreline  
**Pedestrian Plan**

### Bicycle Plan

Level of traffic stress (LTS) is the current industry recognized practice for planning bicycle facilities and was developed by the Mineta Institute and San Jose State University in 2012. This approach provides a framework for designing bicycle facilities that meet the needs of the intended users of the system. The following **Figure 14** describes the four typical categories of bicyclists, each of which requires different levels of accommodation to feel comfortable using the system.

Figure 14. Bicycle Level of Traffic Stress Categories

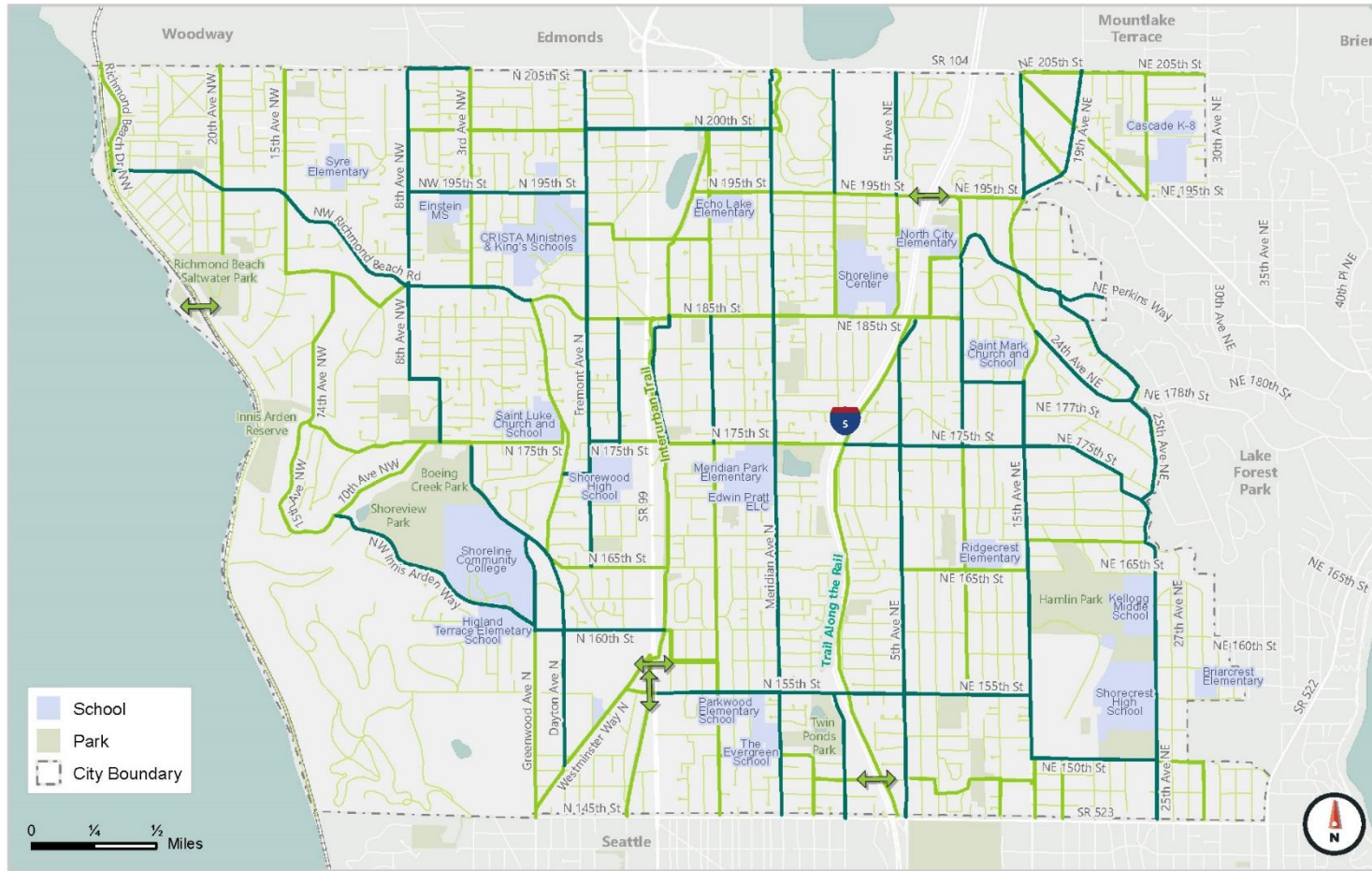


Source: Fehr & Peers, 2022

**Figure 15** identifies the City’s vision for a connected network of low-stress (LTS 1 and 2) routes in Shoreline. This network considers variables like grade and freeway crossings, in addition to the typical variables that impact the roadway comfort for bicycling, such as traffic speeds and traffic volumes. These variables help to determine an appropriate type of separation. **Figure 16** defines how LTS is measured on specific streets and can guide the identification of capital treatments to provide the City’s desired LTS level on individual streets.



Figure 15. Bike LTS Vision



Desired Minimum Level of Traffic Stress (LTS)

- 1
- 2

- Local Road (LTS 1)
- Pedestrian/Bicycle Bridge (LTS 1)

City of Shoreline  
**Bicycle Level of Traffic Stress (LTS) Vision**

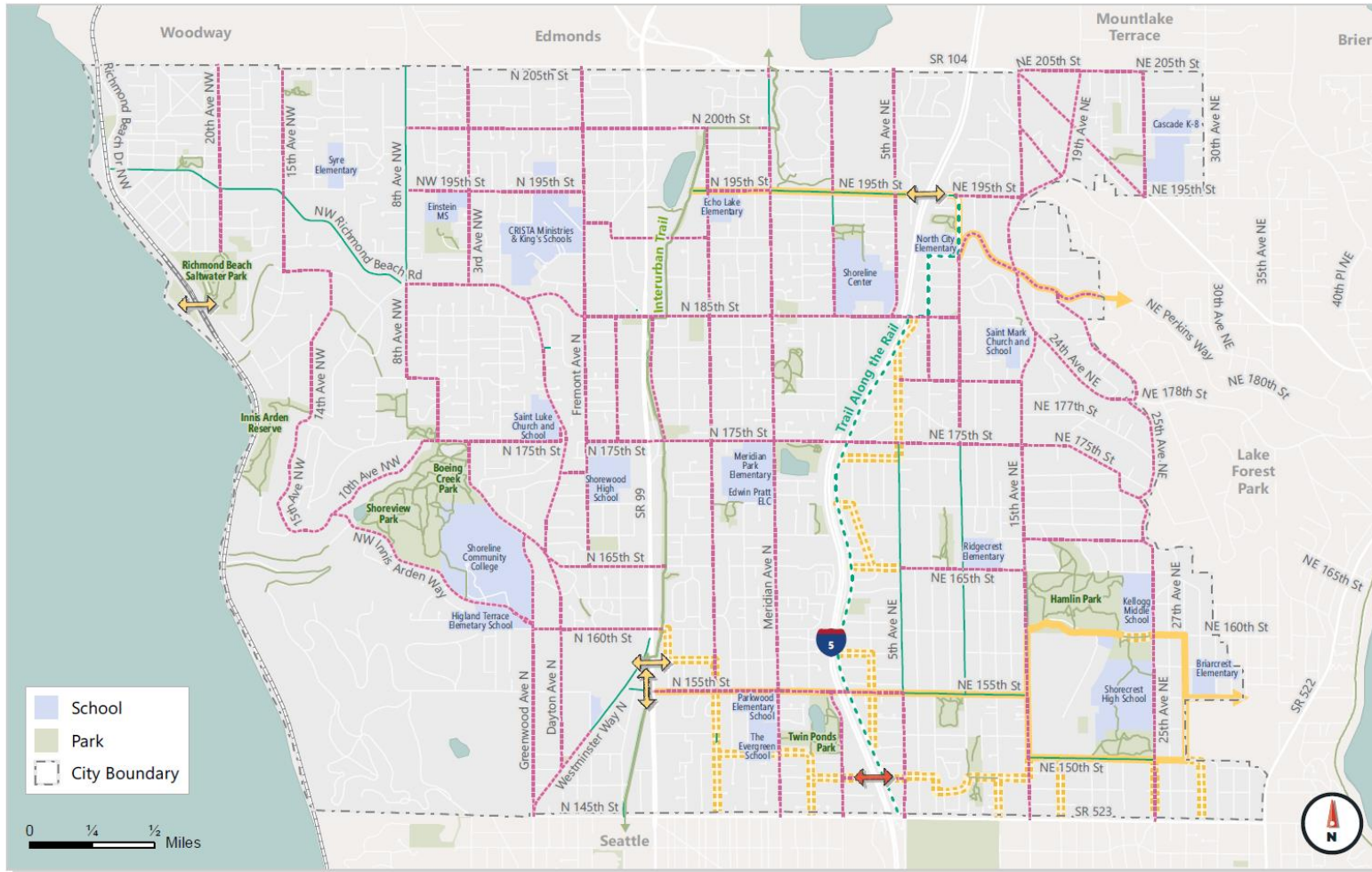
Figure 16. LTS designations by posted speed limit, traffic volume, and bicycle infrastructure

Speed Limit (mph)	Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane	Protected Bike Lane	Physically Separated Bike Path
≤25	Local streets	1	1	1	1	1	1
	Up to 7k	3	3	2	2	1	1
	≥7k	3	3	2	2	1	1
	<15k	4	3	2	2	1	1
30	15-25k	4	4	3	3	3	1
	≥25k	4	4	3	3	3	1
35	<25k	4	4	3	3	3	1
	≥25k	4	4	4	3	3	1
40	Any volume	4	4	4	4	3	1

It is important to provide bicycle facilities on a range of street types, including busy arterial streets, not just lower volume neighborhood streets. Bicyclists need to be able to connect to key destinations and commercial corridors which are often located along arterial streets. A successful modal network for bicycles will also consider how facilities are connected. When a bicycle facility along an arterial corridor comes to an intersecting arterial, the corridor LOS and associated intersection treatments should be carried across the arterial. Otherwise, the arterial intersection may become a barrier to bicycle travel.

As noted in **Policy T-61**, the City seeks to establish a low-stress bicycle network that connects major destinations, transit stops and stations, and residential and employment centers. **Figure 17** shows the Bicycle Modal Plan for the City of Shoreline.

Figure 17. Bicycle Plan



- Existing Bicycle Facility
- Existing Trail Connection
- Existing Trail
- ↔ Existing Pedestrian/Bicycle Bridge
- New or Improved Bicycle Facility\*
- Future Trail Connection
- Future Trail
- Future 148th St Pedestrian/Bicycle Bridge

City of Shoreline  
**Bicycle Plan**

\* Bike facility type to be determined based on Level of Traffic Stress (LTS) Vision.

## Transit Plan

Many Shoreline residents rely on public transit for their commuting needs; some must rely solely on this means of transportation to make local and broader regional connections. Since King County Metro, Community Transit, and Sound Transit operate the transit service in Shoreline, the City's role in transit service is focused on providing access to transit, supporting flexible microtransit options, and hosting transit service on Shoreline streets.

Although transit agencies are responsible for determining route locations, frequency, and bus stop treatments, the City is empowered to advocate for additional transit service (to enhance speed and reliability, and support connectivity and planned growth) and for transit stops and stations along City roadways. The City can also explore and advocate for microtransit services, either run by the transit agencies or other providers, that support first and last mile connections to the fixed route system.

The City actively engages with transit operators in developing priority connections and service standards. This process involves identifying the following:

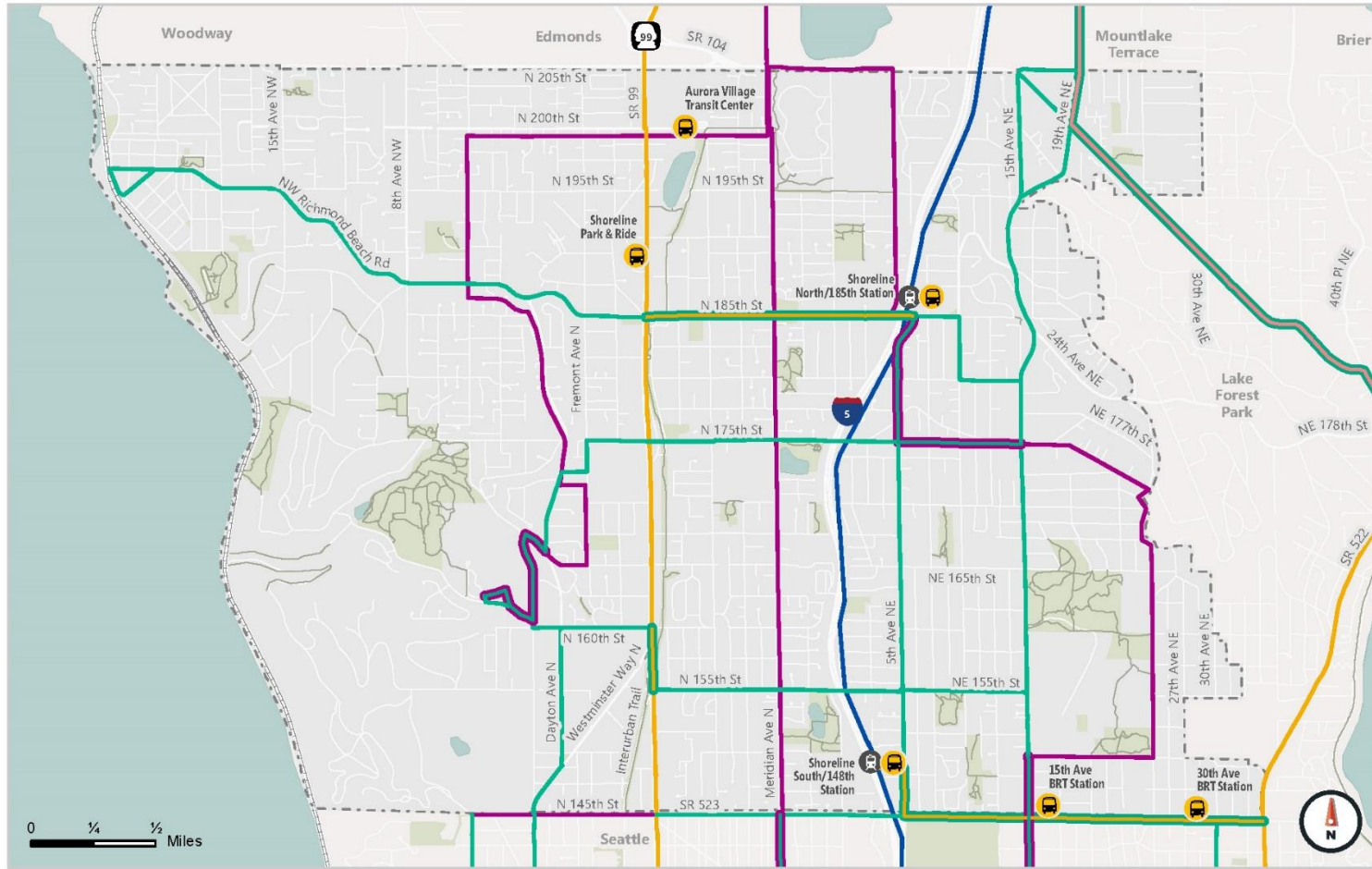
- Priority connections between key destinations (including neighborhood centers and major regional destinations) based on travel needs and demand, and desired connections between transit services.
- Frequent transit service that could connect Shoreline's growth centers to the region, and neighborhoods to urban centers and the regional transit spine. Each connection is designed to meet a wide variety of user groups and trip purposes, and meet the needs of multiple markets.
- Preferred travel paths that represent a balance between transit travel speed and coverage (access to transit) for Shoreline's growth centers and neighborhoods.
- Appropriate "Service Families" that define the desired level of service in terms of the frequency of service by time of day. These standards are established by identifying potential transit demand based on population and employment density measures (persons and jobs per acre), as well as overall travel demand measures (all-day person trips) along each corridor.

As noted in **Policy T-62**, the City will advocate for transit service that is aligned with Shoreline's land use and demographics, which is outlined in the Transit Modal Plan described in **Table 8** and shown in **Figure 18**.

Table 8: Transit Accommodation

Policy	Performance Measure	Potential Projects/Actions
<b>Tier 1: Light Rail, BRT, Frequent, and Express Bus Service</b>		
Support frequent and reliable light rail/bus service.	Strive for target travel speeds along key transit routes.	Speed and reliability treatments, such as transit signal priority and queue jumps. Advocate for increased service/reduced headways.
Strive to maximize rider comfort and security.	Bus stop/sub shelter amenities.	<ul style="list-style-type: none"> <li>Investments in comfort/amenities at major stops and stations; e.g., lighting; seating; comfortable shelters; real time transit information.</li> </ul>
Strive to maximize rider access.	<p>Number of people that can access stops on a low stress network.</p> <p>High quality connections to light rail and BRT.</p>	<p>Sidewalks/trails connecting to stops and stations.</p> <p>Enhanced street crossings.</p> <p>Bike parking and amenities.</p> <p>Curb space management considerations.</p> <p>Develop shared-use mobility hubs.</p> <p>Advocate for increased transit service to light rail stations.</p>
<b>Tier 2: Local Bus Service</b>		
Support continuous service.	Strive for continuous service based on hours/day and days/week; minimum headways.	Advocate for continuous service.
Strive to maximize rider comfort and security.	Bus stop/bus shelter amenities.	<ul style="list-style-type: none"> <li>Investments in comfort/amenities at major stops and stations; e.g., lighting; seating; comfortable shelters.</li> </ul>
Strive to maximize rider access.	Number of people that can access stops on a low stress network.	<p>Accessible sidewalks/trails connecting to stops.</p> <p>Enhanced street crossings.</p> <p>Develop shared-use mobility hubs.</p>

Figure 18. Transit Plan



- City Boundary
- Light Rail Service
- Express Bus Service
- "Bus Rapid Transit" Bus Service
- Local Bus Service
- Frequent Bus Service
- Light Rail Station
- BRT Station\*

City of Shoreline  
**Transit Plan**

\*There are additional BRT stops on Aurora Avenue not shown on this map.

### Shared-Use Mobility Hub Plan

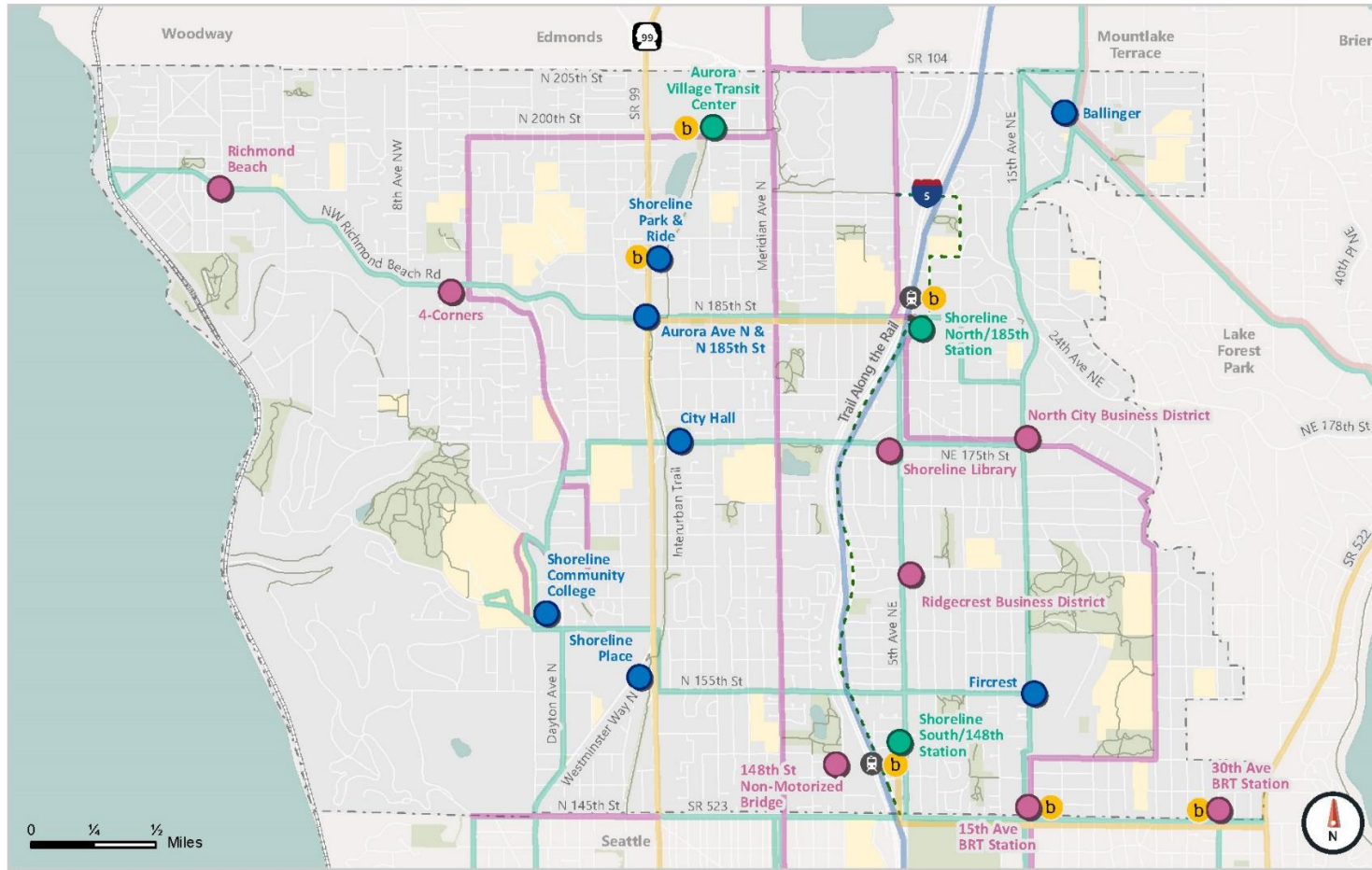
The City of Shoreline is interested in creating “mobility hubs” in strategic locations throughout the City to help people make trips without using personal cars. The hubs would provide centralized points throughout Shoreline where people could readily access “shared-use mobility” services, such as scootershare, bikeshare, carshare, rideshare (e.g., Uber and Lyft), carpool, vanpool, and micro/flexible transit forms of public transit such as bus and light rail. Mobility hubs can offer a range of services, such as bike parking and lockers, charging stations for personal and shared e-bikes, public art, Wi-Fi, bus shelters, and more. The City is particularly interested in integrating mobility hubs into mixed-use development surrounding the upcoming light rail stations and frequent bus service/Bus Rapid Transit, and connecting residents to neighborhoods, commercial services, and other key destinations.

**Policy T-64** states that Shoreline will provide mobility hubs at locations that support the City’s land use vision. Shoreline envisions having three “types” of mobility hubs, each with a range of features and amenities appropriate for the neighborhood and location. These are classified as:

- **Regional hubs** - A robust type of mobility hub co-located with major transit hubs, providing the most features and amenities. They will support the largest number of people from within and outside of Shoreline.
- **Central hubs** - A medium size mobility hub, providing sufficient amenities to support commuting, leisure, and recreation at and around hubs. They will connect people to key locations in Shoreline.
- **Neighborhood hubs** - The smallest type of mobility hub, providing simple and comfortable amenities to accommodate active transportation and transit access for local communities.

**Figure 19** shows the Shared-Use Mobility Hub Plan for the City of Shoreline. **Table 9** lists potential features and amenities by mobility hub type. Each hub would be analyzed and designed with public input to help determine the right amenities to include at each location.

Figure 19. Shared-Use Mobility Hub Plan



**Recommended Shared-Use Mobility Hubs**

- Regional Mobility Hub
- Central Mobility Hub
- Neighborhood Mobility Hub

- City Boundary
- Existing Trail
- Future Trail
- L Light Rail Station
- b BRT Station

- Light Rail Service
- "Bus Rapid Transit" Bus Service
- Frequent Bus Service
- Express Bus Service
- Local Bus Service

City of Shoreline  
**Shared-Use Mobility Hub Plan**



Table 9: Mobility Hub Potential Amenities

Typology	Potential Features and Amenities
<b>Regional Hubs</b>  <i>Example: Shoreline South/148th Station</i>	Amenities listed for Neighborhood Hubs and Central Hubs, and; <ul style="list-style-type: none"> <li>• Bus layover zones*</li> <li>• Wi-Fi &amp; cell phone charging stations</li> </ul>
<b>Central Hubs</b>  <i>Example: Shoreline Place</i>	Amenities listed for Neighborhood Hubs, and; <ul style="list-style-type: none"> <li>• Covered bus stops with real-time arrival and departure information*</li> <li>• Bike/scooter parking (lockers for long-term, racks in front of cafes and retail)</li> <li>• Well-marked sidewalks, pedestrian signals</li> <li>• Rideshare pick-up/drop-off zones and kiss-and-ride</li> <li>• EV car charging stations</li> <li>• Greenspace or retail/residential integration</li> <li>• Carshare parking</li> <li>• Drinking fountain</li> <li>• Portland Loo-style bathrooms</li> </ul>
<b>Neighborhood Hubs</b>  <i>Example: 4-Corners</i>	<ul style="list-style-type: none"> <li>• Covered bus stops*</li> <li>• Seating/lean rail, garbage and recycling cans</li> <li>• Pedestrian-scale lighting</li> <li>• Universal wayfinding signs</li> <li>• Bike/scooter parking (racks with the potential for lockers)</li> <li>• Bike repair station</li> <li>• EV bike charging station</li> <li>• Scootershare and bikeshare pick-up/drop-off zones</li> <li>• Public art</li> <li>• Crosswalk improvements</li> </ul>

\*Agency coordination/partnership opportunity

### Automobile Plan

The Automobile Plan for the City of Shoreline sets the standard for vehicle traffic flow on its main roadways compared to the level of delay acceptable to the City. The operational performance of intersections within Shoreline is measured using a standard methodology known as level of service (LOS). LOS represents the degree of congestion at an intersection based on a calculation of average delay per vehicle at the intersection. These measurements generally represent morning or afternoon “rush hour” delays and are often referred to as a.m. or p.m. “peak” hour. Individual LOS grades are assigned on a letter scale, A-F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays. It is not standard practice to strive for LOS A conditions as this may represent an overbuilt roadway with too much investment in vehicle capacity at the expense of other travel modes.

**Table 10** shows the definition of each LOS grade from the 6th Edition Highway Capacity Manual (HCM) methodology, which is based on average control delay per vehicle. Signalized intersections have higher delay thresholds compared with two-way and all-way stop-controlled intersections. Highway Capacity Manual methodologies prescribe how delay is measured at different types of intersections: for signalized and all-way stop intersections, LOS grades are based on the average delay for all vehicles entering the intersection; for two-way stop-controlled intersections, the delay from the most congested movement is used to assess LOS.

Table 10: Intersection LOS Criteria Based on Delay

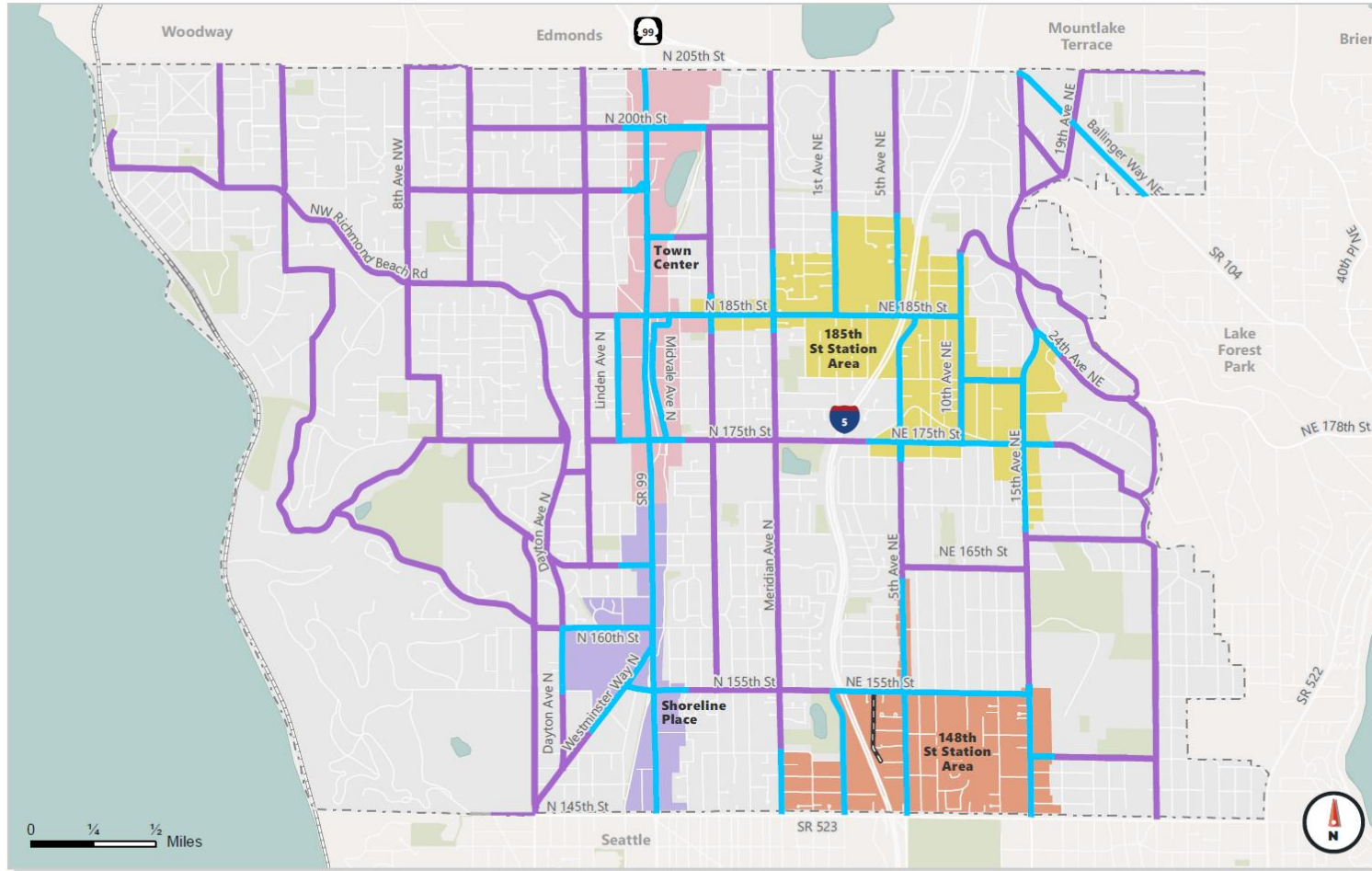
Level of Service	Signalized Intersections (seconds per vehicle)	Stop-Controlled Intersections (seconds per vehicle)
<b>A</b>	<= 10	<= 10
<b>B</b>	> 10 to 20	> 10 to 15
<b>C</b>	> 20 to 35	> 15 to 25
<b>D</b>	> 35 to 55	> 25 to 35
<b>E</b>	> 55 to 80	> 35 to 50
<b>F</b>	> 80	> 50

Source: 6th Edition Highway Capacity Manual

As noted in **Policy T-60**, the City of Shoreline Automobile Plan allows more automobile delay (LOS E) along State Routes and at intersections within the four designated King County [candidate] Countywide Centers in areas near the 148<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations, Aurora Square, and “Town Center” along Aurora Avenue where Shoreline will be concentrating the most growth in coming years. Intersections outside of these areas will be held to an LOS D standard (see **Figure 20**).

This balanced approach allows the City to incentivize growth in the Centers where denser land use and multimodal infrastructure is available to support more trips by foot, bike, and transit, while upholding a more stringent intersection delay standard in areas where less supportive multimodal infrastructure exists. As growth occurs and congestion increases in our denser land use areas, the City will continue to monitor traffic safety Citywide through its Annual Traffic Report. Additionally, the City will work proactively with redevelopment projects to identify potential safety impacts of increased traffic and mitigation where appropriate.

Figure 20. Automobile Plan



**King County Candidate Countywide Centers\***

- 148th St Station Area
- 185th St Station Area
- Shoreline Place
- Town Center

City Boundary

**Intersection Level of Service (LOS) Standards**

LOS D or better

LOS E or better\*\*

\*For illustrative purposes only.

\*\*For intersections along State Highways or within King County Candidate Countywide Centers

Future 3rd Ave NE Connector

City of Shoreline

**Automobile Plan**

## PROJECT NEEDS

The previous sections describe the City's vision for accommodating travel for everyone in Shoreline as guided by a framework of multimodal networks and policies to achieve this vision. This section describes the Transportation Element project needs, which if addressed, would provide a safer and more connected multimodal system utilizing a Complete Streets approach to improvements to address identified needs. The following section also describes the City's anticipated financial resources over the next 20 years to implement projects that address these needs.

During the Transportation Element development process, many transportation needs and project ideas to meet those needs were identified across the City. Project ideas came from a variety of sources including community ideas shared during the three outreach series, projects carried forward from past plans, projects identified as needed to provide sufficient capacity to accommodate Shoreline's planned growth, as well as projects that would help construct the modal networks presented in the previous section.

Overall, well over 100 ideas were identified (see **Table 11** that describes these project ideas). These project ideas are high-level, not prioritized or financially constrained, but encompass the complete list of possible project needs identified through this planning process. Project ideas are grouped into the following categories:

### Intersection (I) and Multimodal Corridor (MMC) Project Ideas

These project ideas provide capacity to accommodate anticipated future travel demand and build out pedestrian, bicycle, and transit modal networks to safely accommodate all users on Shoreline streets.

Notably, concepts include future capacity projects that the City has previously committed to:

- N 160<sup>th</sup> St / Greenwood Ave N / N Innis Arden Way – Roundabout to be installed.
- Meridian Ave N from N 155<sup>th</sup> St to N 175<sup>th</sup> St – Restripe with two-way left turn lane in key locations.
- N 185<sup>th</sup> St from 1<sup>st</sup> Ave NE to 5<sup>th</sup> Ave NE (west of I-5) – Sound Transit to rechannelize to three-lane cross section by station opening.
- 8<sup>th</sup> Ave NE and NE 185<sup>th</sup> Street – Sound Transit to install a Roundabout.
- 5<sup>th</sup> Ave NE and NE 185<sup>th</sup> Street – Sound Transit to install a signal.
- 5<sup>th</sup> Ave NE and NE 148<sup>th</sup> Street – Sound Transit to install a signal.
- 5<sup>th</sup> Ave NE and I-5 NB on ramp – Sound Transit to install a signal.

Project ideas also include the following additional capacity projects needed to meet the City's proposed LOS standard by 2044:

- Dayton Ave N & Carlyle Hall Road – Realign intersection geometry and signalize.
- 1st Ave NE & N 155th St – Redesign as urban compact roundabout.
- 25th Ave NE & NE 150th St – Redesign as urban compact roundabout.
- Meridian Ave N & N 175th St – Lane reconfigurations and signal phase changes to improve capacity.
- Meridian Ave N from N 155th St to N 175th St (NB) – Either widen or provide a segment LOS exemption.
- Meridian Ave N from N 175th St to N 185th St (NB) – Either widen or provide a segment LOS exemption.

The City has already begun design on two major corridors, 175th Street (Stone Ave to I-5) and 145th Street (Aurora Ave/Interurban Trail to I-5). These projects do not appear on the project ideas list, but the City is committed to securing funding to implement their construction.

### Unimproved Right-of-Way (R)

Areas with public access known as “unimproved right of way” that could accommodate a future pathway connection to expand the walking network.

### Trail Along the Rail (TAR)

An approximately 2.5 mile shared-use trail running roughly parallel to the planned Lynnwood Link Light Rail Extension alignment between 145th Street and 195th Street.

### Trail Connection (T)

Future on-street trail connections including the planned 145th Street Off-Corridor Bike Network and planned on-street connections to the Trail Along the Rail. These connections will help bicyclists navigate from trails to their final destinations. While these routes have various bicycle facility types, they tend to be on low-speed, low volume local streets.

### Bridge Project (B)

The only bridge concept is the 148th Street Non-Motorized Bridge, which will provide pedestrian and bicycle access across Interstate 5 to the Shoreline South/148th light rail station. The bridge is currently under design with several funding sources.

### Shared-Use Mobility Hubs (SUM)

Shared-use mobility hubs are places of connectivity where different modes of transportation come together seamlessly at concentrations of employment, housing, shopping, and recreation; and at major transit facilities. Shared-use mobility hubs can include space for bike share, scooter share, car share, as well as curb space for ride hailing services/pickups like Uber and Lyft. They also can provide creature comforts like public bathrooms, information kiosks, outdoor seating, bike parking, public art, and cell-phone recharging stations. There are 18 proposed locations for shared-use mobility hub projects which are categorized into the following three typologies:

- **Regional hubs** are near light rail stations or major bus stations and should have the most features and amenities, as they will support the largest quantity of people from within and outside of Shoreline.
- **Central hubs** connect to key locations in Shoreline and should have sufficient amenities to support commuting, leisure, and recreation at and around hubs.
- **Neighborhood hubs** are the smallest type of mobility hubs and should focus on simple, pedestrian-friendly, and comfortable amenities for local communities.

**Table 11** describes the full list of project ideas in the City. It is important to note that these project ideas are high-level only. Specific details, including specific designs and project termini, are subject to change.

Table 11: Project Ideas List

Street	From	To	Description
<b>Multimodal Corridors</b>			
<b>20th Ave NW</b>	NW 205th St	NW 190th St	20th Ave NW from NW 205th St to NW 190th St improve to bike LTS 1 and fill Sidewalk Gaps
<b>15th Ave NW</b>	N 205th St	NW 188th St	15th Ave NW from N 205th St to NW 188th St improve to bike LTS 1 and fill sidewalk gaps
<b>NW 188th St</b>	15th Ave NW	Springdale Ct NW	NW 188th St from 15th Ave NW to Springdale Ct NW improve to bike LTS 1
<b>14th Ave NW / 15th Ave NW / NW 167th St</b>	NW 188th St	NW Innis Arden Way	14th Ave NW / 15th Ave NW from NW 188th St to NW Innis Arden Way improve to bike LTS 1 and fill sidewalk gaps
<b>10th Ave NW</b>	NW Innis Arden Way	NW 175th Street	10th Ave NW from NW Innis Arden Way to NW 175th Street improve to bike LTS 1 and fill sidewalk gaps
<b>NW/N 175th St/St Luke PI N</b>	10th Ave NW	Dayton Ave N	NW/N 175th St from 10th Ave NW to St Luke PI N/Dayton Ave N improve to bike LTS 1 and fill sidewalk gaps
<b>6th Ave NW</b>	NW 175th St	NW 180th St	6th Ave NW from NW 175th St to NW 180th St improve to bike LTS 2 and fill sidewalk gaps
<b>NW 180th St</b>	8th Ave NW	6th Ave NW	NW 180th St from 8th Ave NW to 6th Ave NW improve to bike LTS 2 and fill sidewalk gaps
<b>8th Ave NW</b>	NW 180th St	NW Richmond Beach Rd	8th Ave NW from NW 180th St to NW Richmond Beach Rd improve to bike LTS 2 and fill sidewalk gaps
<b>NW Innis Arden Way</b>	10th Ave NW	Greenwood Ave N	NW Innis Arden Way from 10th Ave NW to Greenwood Ave N improve to bike LTS 1 and fill sidewalk gaps
<b>Greenwood Ave N</b>	N 145th St	N 160th St	Greenwood Ave N from N 145th St to N 160th St improve to bike LTS 1 and fill sidewalk gaps
<b>Greenwood Ave N</b>	N 160th St	Carlyle Hall Rd N	Greenwood Ave N from N 160th St to Carlyle Hall Rd N improve to bike LTS 2 and fill sidewalk gaps
<b>Westminster Way N</b>	N 145th St	Fremont Ave N	Westminster Way N from N 145th St to Fremont Ave N improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service

<b>Dayton Ave N</b>	Westminster Way N	N 160th St	Dayton Ave N from Westminster Way N to N 160th St improve to bike LTS 2 and fill sidewalk gaps and accommodate frequent bus service
<b>Dayton Ave N</b>	N 160th St	Carlyle Hall Rd N	Dayton Ave N from N 160th St to Carlyle Hall Rd N improve to bike LTS 2 and fill sidewalk gaps
<b>Dayton Ave N</b>	Carlyle Hall Rd N	N 171st St	Dayton Ave N from Carlyle Hall Rd N to N 171st St improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service
<b>Dayton Ave N</b>	N 171st St	N Richmond Beach Rd	Dayton Ave N from N 171st St to N Richmond Beach Rd improve to bike LTS 1 and fill sidewalk gaps and accommodate local bus service
<b>N 160th St</b>	Greenwood Ave N	SR 99	N 160th St from Greenwood Ave N to SR 99 improve to bike LTS 2 and accommodate frequent bus service
<b>N 165th St</b>	Dayton Ave N	SR 99	N 165th St from Dayton Ave N to SR 99 improve to bike LTS 1 and fill sidewalk gaps
<b>Carlyle Hall Rd NW / 3rd Ave NW</b>	Dayton Ave N	NW 175th St	Carlyle Hall Rd NW / 3rd Ave NW from Dayton Ave N to NW 175th St improve to bike LTS 2 and fill sidewalk gaps
<b>N 155th St</b>	SR 99	Meridian Ave N	N 155th St from SR 99 to Meridian Ave N to improve auto capacity and provide bike LTS 2 and accommodate frequent bus service
<b>N 155th St</b>	Meridian Ave N	5th Ave NE	N 155th St from Meridian Ave N to 5th Ave NE improve to bike LTS 2 and accommodate frequent bus service
<b>Ashworth Ave N</b>	N 145th St	N 155th St	Ashworth Ave N from N 145th St to N 155th St improve to fill sidewalk gaps and build future trail connection
<b>N 150th St</b>	Ashworth Ave N	Meridian Ave N	N 150th St from Ashworth Ave N to Meridian Ave N improve to fill sidewalk gaps and build future trail connection
<b>Ashworth Ave N</b>	155th St	N 157th St	Ashworth Ave N from 155th St to N 157th St improve to bike LTS 1 and fill sidewalk gaps and build future trail connection
<b>Ashworth Ave N</b>	N 157th St	N 175th St	Ashworth Ave N from N 157th St to N 175th St improve to bike LTS 1 and fill sidewalk gaps
<b>Ashworth Ave N</b>	N 175th St	N 185th St	Ashworth Ave N from N 175th St to N 185th St improve to bike LTS 2 and fill sidewalk gaps
<b>Ashworth Ave N</b>	N 185th St	N 200th St	Ashworth Ave N from N 185th St to N 200th St improve to bike LTS 1 and fill sidewalk gaps

<b>Meridian Ave N</b>	N 145th St	N 175th St	Meridian Ave N from N 145th St to N 175th St improve to bike LTS 2 and accommodate local bus service
<b>Meridian Ave N</b>	N 175th St	N 185th St	Meridian Ave N from N 175th St to N 185th St to improve auto capacity and provide bike LTS 2 and accommodate local bus service
<b>Meridian Ave N</b>	N 185th St	N 195th St	Meridian Ave N from N 185th St to N 195th St improve to bike LTS 2 and accommodate local bus service
<b>Meridian Ave N</b>	N 195th St	N 200th St	Meridian Ave N from N 195th St to N 200th St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service
<b>Meridian Ave N</b>	N 200th St	N 205th St	Meridian Ave N from N 200th St to N 205th St improve to fill sidewalk gaps and accommodate local bus service
<b>NW Richmond Beach Rd</b>	8th Ave NW	Dayton Ave N	NW Richmond Beach Rd from 8th Ave NW to Dayton Ave N to improve auto capacity and provide bike LTS 2 and accommodate frequent bus service
<b>N Richmond Beach Rd</b>	Dayton Ave N	Fremont Ave N	N Richmond Beach Rd from Dayton Ave N to Fremont Ave N improve to bike LTS 2 and accommodate frequent bus service
<b>3rd Ave NW</b>	NW Richmond Beach Rd	NW 195th St	3rd Ave NW from NW Richmond Beach Rd to NW 195th St improve to bike LTS 1 and fill sidewalk gaps and accommodate local bus service
<b>3rd Ave NW</b>	NW 195th St	N 205th St	3rd Ave NW from NW 195th St to N 205th St improve to bike LTS 1 and fill sidewalk gaps and accommodate local bus service
<b>NW 200th St</b>	8th Ave NW	3rd Ave NW	NW 200th St from 8th Ave NW to 3rd Ave NW improve to bike LTS 1
<b>NW/N 200th St</b>	3rd Ave NW	Fremont Ave N	NW/N 200th St from 3rd Ave NW to Fremont Ave N improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service
<b>N 200th St</b>	Fremont Ave N	SR 99	N 200th St from Fremont Ave N to SR 99 improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service
<b>N 200th St</b>	SR 99	Ashworth Ave N	N 200th St from SR 99 to Ashworth Ave N improve to bike LTS 2 and accommodate local bus service
<b>Fremont Ave N</b>	N 165th St	N 172nd St	Fremont Ave N from N 165th St to N 172nd St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service
<b>Fremont Ave N</b>	N 172nd St	N 205th St	Fremont Ave N from N 172nd St to N 205th St improve to bike LTS 2 and fill sidewalk gaps



<b>N 172nd St</b>	Dayton Ave N	Fremont Ave N	N 172nd St from Dayton Ave N to Fremont Ave N improve to LTS 2 and accommodate local bus service
<b>N 193rd St</b>	Fremont Ave N	Firlands Way N	N 193rd St from Fremont Ave N to Firlands Way N improve to bike LTS 1
<b>Firlands Way N</b>	N 193rd St	N 192nd St	Firlands Way N from N 193rd St to N 192nd St improve to bike LTS 1 and fill sidewalk gaps
<b>N 192nd St</b>	Firlands Way N	Ashworth Ave N	N 192nd St from Firlands Way N to Ashworth Ave N improve to bike LTS 1
<b>N 195th St</b>	Ashworth Ave N	Meridian Ave N	N 195th St from Ashworth Ave N to Meridian Ave N improve to bike LTS 1
<b>Linden Ave N</b>	N 185th St	N 175th St	Linden Ave N from N 185th St to N 175th St improve to bike LTS 2 and fill sidewalk gaps
<b>Midvale Ave N</b>	N 185th St	N 175th St	Midvale Ave N from N 185th St to N 175th St improve to bike LTS 2
<b>N 185th St</b>	Fremont Ave N	SR 99	N 185th St from Fremont Ave N to SR 99 improve to bike LTS 1 and accommodate frequent bus service
<b>N 185th St</b>	SR 99	5th Ave NE (west of I-5)	N 185th St from SR 99 to 5th Ave NE improve to bike LTS 1 and accommodate Bus Rapi Transit
<b>N 185th St</b>	5th Ave NE (west of I-5)	10th Ave NE	N 185th St from 5th Ave NE to 10th Ave NE improve to bike LTS 1 and accommodate frequent bus service
<b>N 175th St</b>	Fremont Ave N	Stone Ave N	N 175th St from Fremont Ave N to Stone Ave N improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service
<b>N 175th St</b>	Stone Ave N	Meridian Ave N	N 175th St from Stone Ave N to Meridian Ave N improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service
<b>N 175th St</b>	Meridian Ave N	I-5	N 175th St from Meridian Ave N to I-5 improve to bike LTS 1 and accommodate frequent bus service
<b>N 175th St</b>	I-5	15th Ave NE	N 175th St from I-5 to 15th Ave NE improve to bike LTS 2 and accommodate frequent bus service, address safety concerns.
<b>N 175th St / 22nd Ave NE / NE 171st St</b>	15th Ave NE	25th Ave NE	N 175th St / 22nd Ave NE / NE 171st St from 15th Ave NE to 25th Ave NE improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service

<b>1st Ave NE</b>	NE 195th St	NE 205th St	1st Ave NE from NE 195th St to NE 205th St improve to bike LTS 2 and fill sidewalk gaps
<b>1st Ave NE</b>	N/NE 185th St	N/NE 193rd St	1st Ave NE from N/NE 185th St to N/NE 193rd St improve to bike LTS 2
<b>5th Ave NE</b>	NE 185th St	NE 205th St	5th Ave NE from NE 185th St to NE 205th St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service
<b>10th Ave NE</b>	NE 175th St	NE 180th St	10th Ave NE from NE 175th St to NE 180th St improve to bike LTS 2 and fill sidewalk gaps
<b>10th Ave NE</b>	NE 180th St	N 185th St	10th Ave NE from NE 180th St to N 185th St improve to bike LTS 2 and fill sidewalk gaps and accommodate frequent bus service
<b>10th Ave NE</b>	N 185th St	NE 190th St	10th Ave NE from N 185th St to NE 190th St improve to bike LTS 2 and fill sidewalk gaps
<b>8th Ave NE</b>	NE 180th St	N 185th St	8th Ave NE from NE 180th St to N 185th St improve to bike LTS 1 and fill sidewalk gaps
<b>NE 180th St</b>	5th Ave NE	10th Ave NE	NE 180th St from 5th Ave NE to 10th Ave NE improve to bike LTS 1
<b>NE 180th St</b>	10th Ave NE	15th Ave NE	NE 180th St from 10th Ave NE to 15th Ave NE improve to fill sidewalk gaps and accommodate frequent bus service
<b>NE 205th St</b>	15th Ave NE	19th Ave NE	NE 205th St from 15th Ave NE to 19th Ave NE improve to bike LTS 1 and accommodate frequent bus service
<b>NE 205th St</b>	19th Ave NE	25th Ave NE	NE 205th St from 19th Ave NE to 25th Ave NE improve to bike LTS 1
<b>15th Ave NE</b>	NE 205th St	NE 196th St	15th Ave NE from NE 205th St to NE 196th St improve to bike LTS 2 and accommodate frequent bus service
<b>Forest Park Dr NE</b>	15th Ave NE	NE 196th St	Forest Park Dr NE from 15th Ave NE to NE 196th St improve to bike LTS 1 and fill sidewalk gaps
<b>Ballinger Way NE</b>	15th Ave NE	19th Ave NE	Ballinger Way NE from 15th Ave NE to 19th Ave NE improve to bike LTS 1 and accommodate frequent bus service
<b>Ballinger Way NE</b>	19th Ave NE	25th Ave NE	Ballinger Way NE from 19th Ave NE to 25th Ave NE improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service
<b>19th Ave NE / NE 196th St</b>	NE 205th St	NE 195th St	19th Ave NE / NE 196th St from NE 205th St to NE 195th St improve to bike LTS 2 and fill sidewalk gaps and accommodate frequent bus service

<b>25th Ave NE</b>	NE 205th St	NE 195th St	25th Ave NE from NE 205th St to NE 195th St improve to bike LTS 1 and fill sidewalk gaps
<b>15th Ave NE</b>	NE 195th St	24th Ave NE	15th Ave NE from NE 195th St to 24th Ave NE improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service
<b>24th Ave NE</b>	15th Ave NE	25th Ave NE	24th Ave NE from 15th Ave NE to 25th Ave NE improve to bike LTS 2 and fill sidewalk gaps
<b>25th Ave NE</b>	NE 178th St	NE Perkins Way	25th Ave NE from NE 178th St to NE Perkins Way improve to bike LTS 2 and fill sidewalk gaps
<b>25th Ave NE</b>	NE 178th St	NE 171st St	25th Ave NE from NE 178th St to NE 171st St improve to bike LTS 2 and fill sidewalk gaps
<b>25th Ave NE</b>	NE 171st St	NE 150th St	25th Ave NE from NE 171st St to NE 150th St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service
<b>25th Ave NE</b>	NE 150th St	NE 145th St	25th Ave NE from NE 150th St to NE 145th St improve to bike LTS 2 and build future trail connection
<b>15th Ave NE</b>	24th Ave NE	NE 180th St	15th Ave NE from 24th Ave NE to NE 180th St improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service
<b>15th Ave NE</b>	NE 180th St	Hamlin Park Rd	15th Ave NE from NE 180th St to Hamlin Park Rd improve to bike LTS 2 and accommodate frequent bus service
<b>NE 168th St</b>	15th Ave NE	25th Ave NE	NE 168th St from 15th Ave NE to 25th Ave NE improve to bike LTS 1 and fill sidewalk gaps
<b>NE 165th St</b>	5th Ave NE	15th Ave NE	NE 165th St from 5th Ave NE to 15th Ave NE improve to bike LTS 1 and fill sidewalk gaps
<b>15th Ave NE</b>	Hamlin Park Rd	NE 155th St	15th Ave NE from Hamlin Park Rd to NE 155th St improve to fill sidewalk gaps and accommodate frequent bus service
<b>15th Ave NE</b>	NE 155th St	NE 150th St	15th Ave NE from NE 155th St to NE 150th St to improve auto capacity and fill sidewalk gaps and accommodate frequent bus service
<b>15th Ave NE</b>	NE 150th St	N 145th St	15th Ave NE from NE 150th St to N 145th St to improve auto capacity and provide bike LTS 1 and accommodate frequent bus service
<b>NE 150th St</b>	15th Ave NE	25th Ave NE	NE 150th St from 15th Ave NE to 25th Ave NE improve to fill sidewalk gaps and accommodate local bus service
<b>NE 150th St</b>	25th Ave NE	28th Ave NE	NE 150th St from 25th Ave NE to 28th Ave NE improve to fill sidewalk gaps and build future trail connection

<b>28th Ave NE</b>	NE 150th St	NE 145th St	28th Ave NE from NE 150th St to NE 145th St to build future trail connection
<b>17th Ave NE</b>	NE 150th St	NE 145th St	17th Ave NE from NE 150th St to NE 145th St to build future trail connection
<b>5th Ave NE</b>	NE 155th St	NE 145th St	5th Ave NE from NE 155th St to NE 145th St improve to bike LTS 2 and accommodate frequent bus service
<b>1st Ave NE</b>	N 155th St	N 145th St	1st Ave NE from N 155th St to N 145th St improve to bike LTS 2 and fill sidewalk gaps
<b>Triangle formed by Richmond Beach Dr NW / NW 195th Pl / NW 196th St</b>			Triangle formed by Richmond Beach Dr NW / NW 195th Pl / NW 196th St improve to fill sidewalk gaps and accommodate frequent bus service
<b>NW 196th St</b>	23rd Ave NW	20th Ave NW	NW 196th St from 23rd Ave NW to 20th Ave NW improve to fill sidewalk gaps and accommodate frequent bus service
<b>NE 174th St</b>	1st Ave NE	5th Ave NE	NE 174th St from 1st Ave NE to 5th Ave NE to build future trail connection
<b>Unimproved Right-of-Way</b>			
<b>N 148th St</b>	Linden Ave N	Interurban Trail	Unopened Right of Way
<b>3<sup>rd</sup> Ave NE Connector</b>	NE 149 <sup>th</sup> St	NE 151 <sup>st</sup> St	Unopened Right of Way
<b>Linden Ave N</b>	N 150th St	150 feet south of N 150th St	Unopened Right of Way
<b>Linden Ave N</b>	Southern termini of Linden Ave N (between N 148th St and N 145th St)	N 145th St	Unopened Right of Way
<b>Ashworth Ave N</b>	N 152nd St	Ashworth Ave N (northern termini south of N 152nd St)	Unopened Right of Way
<b>N 157th St</b>	Ashworth Ave N	Densmore Ave N	Unopened Right of Way
<b>N 165th St</b>	Ashworth Ave N	Densmore Ave N	Unopened Right of Way

<b>Corliss Ave N connection</b>	Corliss Ave N (northern termini south of N 171st St)	Corliss Ave N (southern termini south of N 171st St)	Unopened Right of Way
<b>Corliss PI N connection</b>	Corliss PI N	Corliss Ave N (southern termini south of N 171st St)	Unopened Right of Way
<b>NE 147th St</b>	27th Ave NE	28th Ave NE	Unopened Right of Way
<b>Near 15th PI NE</b>	NE 185th St	NE 184th PI	Unopened Right of Way
<b>NE 195th St</b>	10th Ave NE	11th Ave NE	Unopened Right of Way
<b>Near NE 195th St</b>	14th Ave NE	15th Ave NE	Unopened Right of Way
<b>Near NE 200th Ct</b>	12th Ave NE	15th Ave NE	Unopened Right of Way
<b>N 188th St</b>	Ashworth Ave N	Densmore Ave N	Unopened Right of Way
<b>Near N 193rd St</b>	Palatine Ave N	Greenwood Ave N	Unopened Right of Way
<b>N 198th St</b>	Near Dayton Ave N	Fremont Ave N	Unopened Right of Way
<b>Greenwood PI N</b>	Near NW 200th St	Greenwood PI N (northern termini south of NW 200th St)	Unopened Right of Way
<b>5th Ave NW</b>	NW 197th St	NW 196th PI	Unopened Right of Way
<b>Near intersection of NW 200th St and 5th Ave NW</b>	NW 200th St	5th Ave NW	Unopened Right of Way
<b>12th Ave NW</b>	Southern termini of 12th Ave NW south of NW 196th St	Northern termini of 12th Ave NW north of NW Richmond Beach Rd	Unopened Right of Way
<b>NW 198th St</b>	15th Ave NE	Eastern termini of NW 198th St west of 15th Ave NE	Unopened Right of Way
<b>17th Ave NW</b>	17th PI NW/16th Ave NW	17th Ave NW	Unopened Right of Way
<b>8th Ave NW</b>	Near Sunset Park		Unopened Right of Way
<b>8th Ave NW</b>	NW 177th PI	NW 175th St	Unopened Right of Way
<b>Daytona PI N</b>	N 188th St	N Richmond Beach Rd	Unopened Right of Way

<b>Near 148th St</b>	through Paramount Open Space		Unopened Right of Way
<b>N 167th St</b>	Whitman Ave N	Aurora Ave N	Unopened Right of Way
<b>NE 152nd St</b>	10th Ave NE	11th Ave NE	Unopened Right of Way
<b>West side of Paramount Open Space</b>			Unopened Right of Way
<b>Trail Connections</b>			
<b>near 148th St</b>	I-5	15th Ave NE	Eastside Off-Corridor Bike Network
<b>5th Ave NE/ NE 174th St</b>	NE 185th St	NE 174th St/1st Ave NE	Eastside Off-Corridor Bike Network
<b>NE 150th St</b>	15th Ave NE	17th Ave NE	Eastside Off-Corridor Bike Network
<b>N 150th St/Corliss Ave N</b>	Meridian Ave N	N 145th St	145th Street Off-Corridor Bicycle Network
<b>12th Ave NE</b>	NE 148th St	NE 145th St	Eastside Off-Corridor Bike Network
<b>25th Ave NE</b>	25th Ave NE	NE 150th St	Off-Corridor Trail Network
<b>multiple local streets</b>	Interurban Trail	N 145th St	Off-Corridor Trail Network
<b>near NE 160th St</b>	near Hamlin Park	west of 25th Ave NE	Trail Network
<b>NE 165th St</b>	I-5	5th Ave NE	Off-Corridor Trail Network
<b>3rd Ave NE</b>	NE 170th St	NE 165th St	Off-Corridor Trail Network
<b>NE 158th St / 3rd Ave NE</b>	1st Ave NE	NE 149th St	NE 158th St / 3rd Ave NE from 1st Ave NE to NE 149th St to build on-street future trail connection
<b>Trail Along the Rail</b>			
<b>TAR Segment</b>	NE 195th St	NE 189th St	Trail Along the Rail; Phase 1
<b>TAR Segment</b>	NE 155th St	NE 149th St	Trail Along the Rail; Phase 2
<b>TAR Segment</b>	NE 159th St	N 155th St	Trail Along the Rail; Phase 3
<b>TAR Segment</b>	NE 163rd St	NE 161st St	Trail Along the Rail; Phase 3
<b>TAR Segment</b>	NE 170th St	NE 163rd St	Trail Along the Rail; Phase 3
<b>TAR Segment</b>	N 175th St	NE 174th St	Trail Along the Rail; Phase 3
<b>TAR Segment</b>	NE 180th St	N 175th St	Trail Along the Rail; Phase 4
<b>Shared Use Mobility Hubs</b>			

<b>Ashworth Avenue N &amp; N 200<sup>th</sup> Street</b>	-	-	Aurora Village Transit Center
<b>NE 185<sup>th</sup> Street &amp; 5<sup>th</sup> Avenue NE</b>	-	-	Shoreline North/185th Station
<b>NE 151<sup>st</sup> Street &amp; 5<sup>th</sup> Avenue NE</b>	-	-	Shoreline South/148th Station
<b>Westminster Way N &amp; N 155<sup>th</sup> Street</b>	-	-	Shoreline Place
<b>N 160<sup>th</sup> Street &amp; Dayton Avenue N</b>	-	-	Shoreline Community College
<b>N 185<sup>th</sup> Street &amp; Aurora Avenue N</b>	-	-	Aurora Ave N & N 185th St
<b>Aurora Avenue N &amp; N 192<sup>nd</sup> Street</b>	-	-	Shoreline Park & Ride
<b>NW Richmond Beach Road &amp; 3<sup>rd</sup> Avenue NW</b>	-	-	4-Corners
<b>NE 175<sup>th</sup> Street &amp; 15<sup>th</sup> Avenue NE</b>	-	-	North City Business District
<b>NE 165<sup>th</sup> Street &amp; 5<sup>th</sup> Avenue NE</b>	-	-	Ridgecrest Business District
<b>N 149<sup>th</sup> Street &amp; 1<sup>st</sup> Avenue NE</b>	-	-	148th St Non-Motorized Bridge
<b>15<sup>th</sup> Avenue NE &amp; NE 146<sup>th</sup> Street</b>	-	-	15th Ave BRT Station
<b>NE 155<sup>th</sup> Street &amp; 15<sup>th</sup> Avenue NE</b>	-	-	Fircrest
<b>Ballinger Way NE &amp; 19<sup>th</sup> Avenue NE</b>	-	-	Ballinger
<b>NE 145<sup>th</sup> Street &amp; 30<sup>th</sup> Avenue NE</b>	-	-	30th Ave BRT Station
<b>N 175<sup>th</sup> Street &amp; Midvale Avenue N</b>	-	-	City Hall

<b>NW 195<sup>th</sup> Street &amp; 20<sup>th</sup> Avenue NW</b>	-	-	Richmond Beach
<b>N 175<sup>th</sup> Street &amp; 5<sup>th</sup> Avenue NE</b>	-	-	Shoreline Library
<b>Bridges</b>			
<b>NE 148<sup>th</sup> Street</b>	-	-	148th St Bridge
<b>Intersections</b>			
<b>Meridian Avenue N &amp; N 175th Street</b>	-	-	Meridian Avenue N & N 175th Street
<b>Dayton Avenue N &amp; Carlyle Hall Road</b>	-	-	Dayton Avenue N & Carlyle Hall Road
<b>1st Ave NE &amp; N 155th Street</b>	-	-	1st Ave NE & N 155th Street
<b>25th Ave NE &amp; NE 150th Street</b>	-	-	25th Ave NE & NE 150th Street
<b>N 160th St &amp; Greenwood Ave N &amp; N Innis Arden Way</b>	-	-	N 160th St & Greenwood Ave N & N Innis Arden Way
<b>145th Corridor</b>			
<b>N 145<sup>th</sup> Street</b>	Greenwood Avenue N	Interurban Trail	Greenwood to the Interurban Trail
<b>N 145<sup>th</sup> Street</b>	Interurban Trail	Wallingford Ave N	Interurban Trail to Wallingford Ave N
<b>N 145<sup>th</sup> Street</b>	Wallingford Ave N	Corliss Ave N	Wallingford to Corliss Ave N



## FUNDING AND IMPLEMENTATION

The previous section presents an expansive list of the types of projects that would be needed to complete the City of Shoreline’s overall transportation vision. A key planning requirement of the Growth Management Act is the concept of fiscal restraint in transportation planning. A fiscally-constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the plan, an inventory of past revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

Revenues that fund transportation operations and capital in Shoreline include those from outside sources and grants, general city funds, real estate excise taxes, vehicle license fees, sales tax, impact fees, and gas tax receipts. Each of these funding sources has different eligibility requirements, in terms of activities they can fund. For example, the City of Shoreline collects vehicle license fees, which are dedicated to the maintenance and rehabilitation of existing streets.

Table 12: Anticipated Funding for Capital Projects

Revenues	2023-2044 Total
Real Estate Excise Tax ( <b>REET 2</b> ) is an optional tax collected on the sale of qualifying real estate sales. REET is dependent on the amount of real estate sales and tends to fluctuate from year to year. REET 2 revenues are restricted to transportation and park needs; the City of Shoreline has a policy to use REET 2 for transportation capital funding.	\$20,800,000*
<b>Grants</b> from federal, state, and local (King County Metro and Sound Transit) agencies are available to help fund transportation projects. Grants are competitive and the City competes with other jurisdictions based on need, service population, project potential, project deliverability, and expected impact/value.	\$40,000,000
Transportation Benefit District Sales Tax ( <b>TBD Sales Tax</b> ) is collected on taxable retail sales within the TBD boundaries. TBD Sales Taxes must be voter approved and reauthorized every 20 years. In 2018, Shoreline voters approved the maximum TBD sales tax rate of 0.2% to be used for sidewalk expansion and repair. Voters will next consider TBD Sales Tax in 2038.	\$71,560,000
<b>Transportation Impact Fees</b> are authorized by the Washington State Growth Management Act. Impact Fees are only levied on new development as a means to pay for the increased demand that development puts on infrastructure. The City of Shoreline has enacted impact fees to pay for development-related transportation capital projects. Impact fees are calculated from the identified capital needs in planning documents such as the Transportation Master Plan or Capital Facilities Plan, and should be updated with those plans to remain current. The City of Shoreline will update its transportation impact fees following adoption of the Transportation Element.	\$36,820,000
<b>Miscellaneous revenue sources</b> come from a variety of non-specified sources and have increased as a transportation capital source in the past two years and thus are assumed to contribute to funding the City’s transportation system over the planning horizon.	\$19,470,000

<b>General Fund Transfers</b> are not a specific revenue source but movement of unrestricted or transportation-eligible monies from the City general fund (for example, property and sales tax). Some grants require matching a portion of the grant amount which is typically done from general funds.	\$12,590,000
<b>Total Capital Revenues</b>	<b>\$201,240,000</b>

\* Note: Half of REET 2 revenues are spent on capital rehabilitation projects like overlays and traffic signal upgrades and this practice is expected to continue.

While \$201 million is a substantial amount of funding for transportation, it is nowhere close to the level of revenue that would be needed to fully fund the project needs presented in the prior section. **Table 13** and **Figure 21** present the projects that the City of Shoreline has already committed to funding, as well as projects that would be needed to meet the City’s concurrency requirements through 2044. These projects total \$160 million in capital, leaving approximately \$41 million for a more discretionary list of high priority complete streets projects, trails, and transit-oriented improvements that could help advance the City’s transportation vision.

Table 13: Fiscally Constrained 2023-2044 Project List – Committed and Concurrency Projects

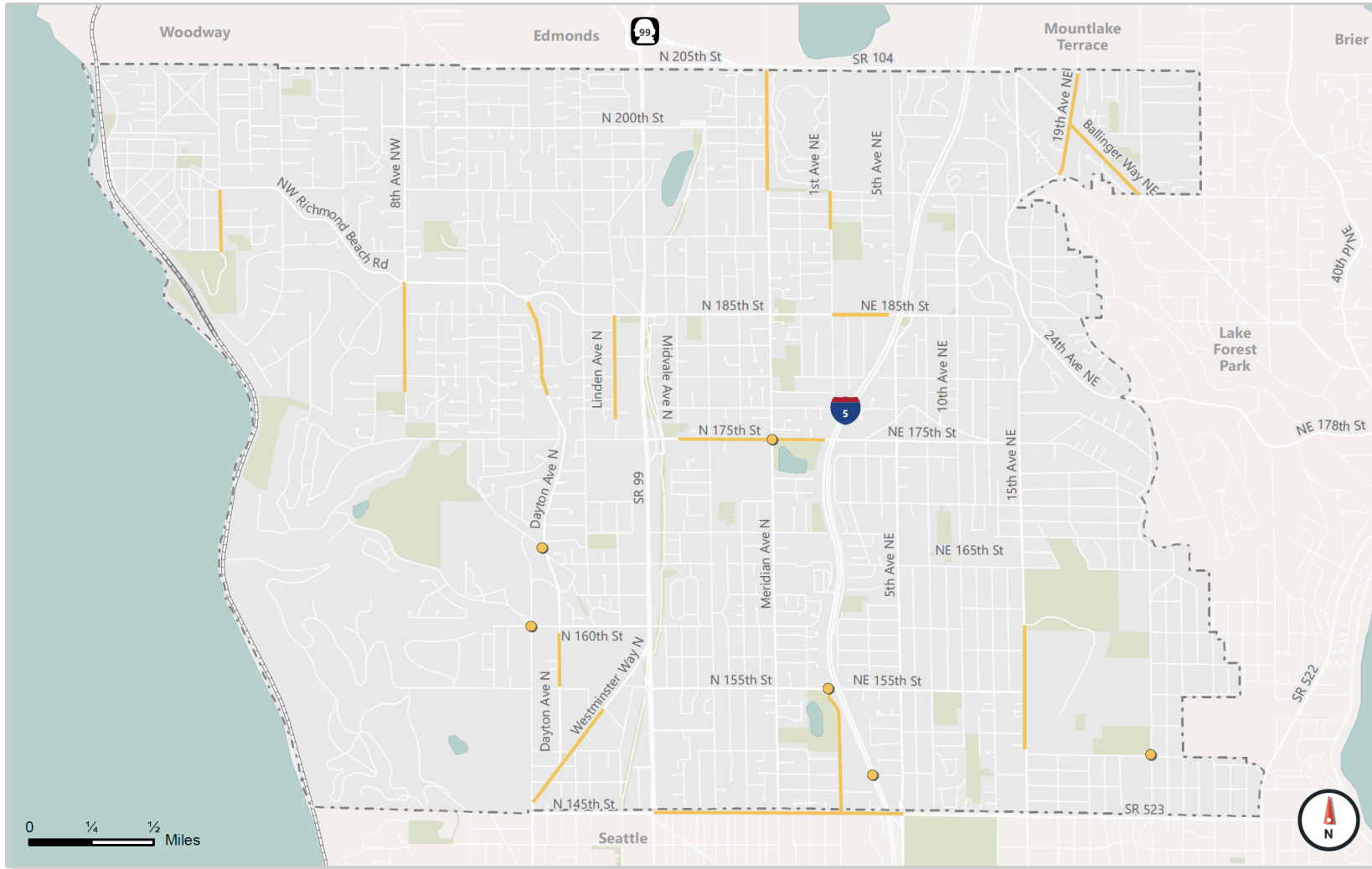
Project	Description	Category	2023-2044 Anticipated City Cost	Sources
New sidewalks program & sidewalk maintenance	Construction of 12-TBD funded sidewalk projects and funding for sidewalk maintenance	Committed	\$71,560,000	TBD Sales Tax
148 <sup>th</sup> Street Non-motorized Bridge	N 148th Street non-motorized bridge crossing (based on Council’s selection of a preferred alignment during the feasibility study phase) of Interstate 5 to the Shoreline South/148th Station.	Committed	\$10,100,000	Federal, King County Trails Levy, Sound Transit, State legislature, and other undefined future funds
1st Ave NE Sidewalks (N 145th to N 155th)	This project will design and construct sidewalks on 1st Ave NE from N 145th to N 155th. This route was identified and prioritized as part of the Sound Transit Multimodal Access Improvements to provide pedestrian and bicycle improvements to	Committed	\$1,300,000	Sound Transit Light rail access mitigation funds

Project	Description	Category	2023-2044 Anticipated City Cost	Sources
	the South Shoreline/N 148th Street Station.			
145 <sup>th</sup> Corridor: Aurora to I-5	This multi-year phased roadway reconstruction project includes design, environmental, right-of-way and construction of improvements to SR523 (N/NE 145th Street) between Interstate 5 (I-5) and Aurora Ave N (SR 99). The project will enhance safety, operations and mobility and address transit demand associated with the South Shoreline/N 148th Street Station and planned growth within the station subarea.	Committed	\$27,000,000	Federal, Connecting Washington, Roads Capital Fund, other undefined future funds
145 <sup>th</sup> and I-5 Interchange	This project constructs two multi-lane roundabouts at the intersection of NE 145th and the I-5 southbound offramp and at the 5th Ave. NE intersection. The roundabouts replace the functions of the existing signalized intersections and the left turn lanes on the overpass bridge deck, allowing re-channelization of the bridge deck to include two travel lanes in each direction, bicycle/pedestrian facilities on the north side of the bridge deck and existing sidewalk on the south side.	Committed	\$0	Federal, Sound Transit, Transportation Improvement Board, and other undefined future funds
175 <sup>th</sup> Corridor: Stone Avenue N to I-5	Planned improvements include reconstruction of the existing street to provide two traffic lanes in each median and turn pockets, bicycle lanes (integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible,	Committed	\$45,500,000	Federal, State, Transportation impact fees, other undefined future funds

Project	Description	Category	2023-2044 Anticipated City Cost	Sources
	illumination, landscaping, retaining walls, and various intersection improvements.			
N 160th St & Greenwood Ave N & N Innis Arden Way	Project will design and construct a roundabout at this intersection as a mitigation requirement for development of the Shoreline Community College. The design will be coordinated with Shoreline Community College, Metro Transit and the Shoreline School District.	Committed	\$0	Shoreline Community College
N 185th St from 1st Ave NE to 5th Ave NE (west of I-5)	Sound Transit to rechannelize to three-lane cross section by station opening.	Committed	\$0	Sound Transit
8th Ave NE and NE 185th Street	Sound Transit to install a Roundabout.	Committed	\$0	Sound Transit
5th Ave NE and NE 185th Street	Sound Transit to install a signal.	Committed	\$0	Sound Transit
5th Ave NE and NE 148th Street	Sound Transit to install a signal.	Committed	\$0	Sound Transit
5th Ave NE and I-5 NB on ramp	Sound Transit to install a signal.	Committed	\$0	Sound Transit
Meridian Ave N & N 175th St	Lane reconfigurations and signal phase changes to improve capacity.	Concurrency	n/a**	Impact fees, undefined local funds
Dayton Ave N & Carlyle Hall Rd	Realign intersection geometry and signalize.	Concurrency	\$1,080,000	Impact fees, undefined local funds
1st Ave NE & N 155th St	Redesign as urban compact roundabout.	Concurrency	\$1,310,000	Impact fees, undefined local funds
25th Ave NE & NE 150th St	Redesign as urban compact roundabout.	Concurrency	\$1,310,000	Impact fees, undefined local funds
<b>Total</b>			<b>\$160,000,000</b>	

\* This project is included in the 175th: I-5 to Stone Way corridor project.

Figure 21. Fiscally Constrained 2023-2044 Project List – Committed and Concurrency Projects



—●— Concurrency & Other Committed Project
   City Boundary

City of Shoreline  
**Committed Project List**

Based on the potential revenue for transportation projects over the next 20 years and removing any currently committed projects and concurrency projects that must be addressed over this period (shown in the preceding table and map), the City has approximately \$41 million available to fund additional transportation projects.

As a tool to help guide the consideration of final projects totaling approximately \$41 million to be added to a financially constrained project list, the project ideas created in Table 11 were scored by a set of prioritization metrics and performance measures (see **Table 14**). Various project ideas received higher rankings than others. The following package of projects were found to both advance the City of Shoreline transportation vision and goals, while fitting within the fiscal constraint of this Transportation Element.

The City could fund the top ranked **Shared Use Mobility Hubs** totaling approximately \$5.25 million:

- Aurora Ave N & N 185th St
- Richmond Beach - NW 195th Street & 20th Ave NW
- 15th Ave BRT Station - 15th Ave NE & NE 146th St
- City Hall – N 175th St & Midvale Ave N
- Shoreline North/185th Station
- 4-Corners (NW Richmond Beach Rd and somewhere 8th Ave NW to 3rd Ave NW)

As funding for this type of project is available, the City would need to verify that the above is still an appropriate list and surrounding facilities are in place to support these hubs. A hub that could replace one on this list might include the hub near the Shoreline South/148th Street light rail station since large investments are under way to support all types of users at this station facility.

For approximately \$1 million, the City could also advance the **Eastside Off-Corridor Bike Network** (the portion from 5th Ave NE to 15th Ave NE), which scored highest in trail ideas. A pre-design study would need to be completed first. The entire Eastside Off-Corridor Bike Network will continue east of 15th Ave NE and the entire length should be completed to be consistent and complete.

The City could enhance access to the Shoreline South/148<sup>th</sup> Street light rail station through construction of the **3<sup>rd</sup> Avenue Connector**. This \$4.1 million project would provide a curbside street design that would better connect the Shoreline South/148<sup>th</sup> Street light rail station to the 148<sup>th</sup> Non-motorized Bridge, 155<sup>th</sup> Street, adjacent neighborhoods, and planned Trail Along the Rail. The woonerf would provide a slow, shared space that would facilitate placemaking and comfortable pedestrian/bicycle movements.

Finally, the City could fund two high-scoring **Multimodal Corridors** that would advance mobility priorities in this TE and appear to fit within available funds with high-level, estimated total project costs estimated at \$28.6 million:

- **N 175th St:** Extend multimodal improvements from Fremont Ave N to Stone Ave; improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service.
- **185th Corridor:** The City developed a 185th Street corridor improvement strategy that includes N/NE 185th St from Fremont Ave N to 10th Ave NE; 10th Ave NE from NE 185th St to NE 180th St; and NE 180th St from 10th Ave NE to 15th Ave NE. Improvements for this corridor include bike improvements to LTS1; pedestrian improvements; and accommodations for frequent bus service.

It is unknown how much of these costs could be recovered if re-development contributes to some of these improvements over the 20-year period or if the City is very successful in securing competitive grants. However, these provide a framework for how the City could spend available funding to expand mobility over the life of this TE. Depending on final costs of these projects, other pedestrian/bicycle oriented investments, including sidewalks, trails, and new connections could be considered.

### Options to Increase Revenue

Like all Washington State cities, the City of Shoreline has **limited dedicated transportation funding options**, many of which the City is already using. Expected future collections for the identified dedicated transportation funding options are included below; the potential impact on funding shortfalls depends on the City's final capital plan.

**Transportation Benefit District** sales tax and vehicle licensing fees are independent taxing districts created by ordinance. This is a flexible source of funding that can be applied for either capital or programmatic expenditures. The City of Shoreline uses both the sales and use tax and vehicle licensing fees options. While the City is levying the maximum allowable sales and use tax rate, the vehicle licensing fee (VLF) could be increased from the current \$40 up to \$100. The fee could be raised to \$50 without voter approval; any increase above \$50 would require a vote of the people. Since the 2019 increase to \$40, VLF revenues have averaged \$1.5 million. Based on the estimated number of registered vehicles in the City of Shoreline provided by the Washington State Department of Licensing, increasing the **VLF to \$50 would increase annual revenues to approximately \$2 to \$3 million.**<sup>6</sup> With voter approval, the maximum \$100 per vehicle fee from a VLF would raise **\$4 to \$6 million annually.**

**Local Improvement Districts (LIDs)** are special purpose financing mechanisms that can be created by cities to fund capital improvements in specific areas. LIDs generate funds by implementing proportionate special assessments on property owners that benefit from improvements. LID revenues are limited in their use to specific capital projects that benefit owners in the special purpose area for which they were created. Cities are authorized to form LIDs under RCW 35.43 without voter approval; however, LID formation is a complex process and must first be demonstrated to be financially feasible. Additionally, if the City receives protests from "property owners who would pay at least 60% of the total cost of the improvement"<sup>7</sup> the LID would be dissolved.

The City does not currently use LIDs. **The potential amount LIDs could generate is dependent on the planned projects** within the area. To generate LID revenue in the future, the City would have to identify specific projects that fit the general requirements of a LID on a case-by-case basis.

**Commercial Parking Tax** is levied on commercial parking lots, either collected from businesses or from customers at the time of sale. The City of Shoreline currently has no commercial parking lots. Cities are not restricted in the amount that can be levied, but use of revenues is restricted to transportation. As a City with more than 8,000 residents, the City of Shoreline would need to develop and adopt a program

<sup>6</sup> The Washington State Department of Licensing estimated 59,805 registered vehicles in the City of Shoreline with an expectation that this estimate is a lower than expected total because of data issues within DOL's database. However, even after accounting for the 1% administration fee for DOL, Shoreline's collected vehicle license fees are only two thirds of what would be expected. This difference could be from individuals not renewing.

<sup>7</sup> Municipal Research Services Center, "[Local Improvement Districts](#)," last modified April 2, 2021.

connected to the City's other transportation planning efforts and identify the geographic boundaries in which revenues will be collected and expended.<sup>8</sup> This program would only generate revenue once commercial parking is provided in the City.

Example jurisdictions with commercial parking taxes include the cities of Mukilteo, SeaTac, Seattle, and Tukwila. SeaTac levies the tax on a per transaction basis whereas the other three levy a percent of sales. Rates range from 8%-25%. The Washington State Department of Revenue (DOR) data suggest that sales for parking lots and related personal service industries run from \$0 to \$200,000<sup>9</sup>. Applying the low and high area example rates suggests that **a commercial parking tax would raise \$0 to \$40,000 annually.**

**Red Light and School Speed Zone Enforcement Cameras** create infractions for failing to stop at red lights or for speeding by photographing cars in individual intersections. The Washington State Supreme Court is responsible for setting traffic infraction penalties 46.63.110(1)), which currently lists a \$48 fine for failure to stop. Jurisdictions can increase the fee, up to \$250 per infraction. Based on infraction rates and the percentage of people that pay their penalties, the City of Shoreline could generate **approximately \$150,000 in annual revenue per camera.** Revenues need to be balanced against the cost of buying, installing, and maintaining the units.

**Business License Fees** are charged to businesses operating within the City's bounds. As a code city, Shoreline's ability to levy business licenses is controlled by RCW 35A.82.020. Currently, the City collects \$40 per year for businesses earning \$2,000 or more in revenues annually. Since 2017, the City also collects business and occupation (B&O) tax for those businesses with gross receipts of \$500,000 or more annually.

The City could move to levying business license fees on a sliding scale dependent on gross receipts or employment (head tax). As business generates economic activity for the City, there is a trade-off between encouraging increased business activity in a city and charging businesses for the ability to conduct business within a jurisdiction's borders; as MRSC suggests, "fees charged should be fair and bear a reasonable relation to the costs." Increased revenues could be earmarked for transportation purposes, although these fees are not restricted in use and could always be reappropriated by Council action or financial policy.

In addition to transportation specific revenue options, the City has other revenue and financing options that can be used for transportation. Some of these options create additional revenues for the City but others are revenue neutral, suggesting a reduction of spending in other places.

**Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds** are financing tools cities can levy. Debt bears additional costs through interest, and any use of bonding capacity for transportation projects reduces the remaining bonding capacity available for other city projects. LTGO bonds will impact the General Fund, while UTGO bonds will have an additional tax burden.

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<sup>8</sup> [RCW 82.80.070](#)(3)(a-d).

<sup>9</sup> The Washington State Department of Revenue provides total taxable retail sales by North American Industry Classification System codes. However, data are suppressed when the number of businesses is low enough to provide identifiable data (typically less than 4 businesses). For Parking Lots and Garages (NAICS 812930) the data are suppressed, but by moving up a level of specification to NAICS cluster 8129 and running reports for the other six-digit industry groupings, data suggest that sales run from \$0 to \$200,000.



Cities, TBDs, and LIDs may issue general obligation bonds, by special election or council decision, to finance projects of general benefit to the jurisdiction. In addition to the principal and interest costs of issuing debt, there are usually costs associated with issuing bonds, including administrative time, legal and underwriting costs, and insurance costs. The Washington State Constitution limits the amount of debt municipalities can incur to 5.0% of the City's assessed value of taxable properties; the Washington State Legislature has statutorily limited the debt carrying capacity further to 2.5% of the assessed value. Taking on additional bond debt will affect cities' credit rating, so best practices suggest using less than two-thirds of the debt capacity to maintain credit rating.

LTGO bonds can be used for any purpose, but funding for debt service must be made available from existing revenue sources. UTGO bonds can be used only for capital purposes, and replacement of equipment is not permitted.

Redirecting unrestricted funds currently used for other purposes (e.g., using REET 1 – a 0.25% real estate excise tax a city can impose - for transportation purposes) could provide around **\$30 million (2021\$)** from 2023-2044.

In addition to the above funding options, it is important to note that the City of Shoreline is an active regional partner that routinely secures grant funding for projects (approximately \$2 million per year). Regional partnerships and attracting outside funding through federal, state, and regional grants should continue to be a funding source that supports implementation of Shoreline's multimodal transportation system.



## Implementation

The Transportation Element will guide local and regional transportation investments and define the City's future transportation policies, programs, and projects for the next 20 years. The Transportation Element helps the City assess the relative importance of transportation projects and programs; as Shoreline growth takes place and the need for improved and new facilities is warranted, scheduling the planning, engineering, and construction of projects becomes key. The Transportation Element establishes a methodology for prioritizing projects to be included in the future Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP).

Since the City operates within a finite set of resources, it is important to develop a transparent, equitable, and data-driven process for prioritizing implementation of the transportation projects over the next 20 years. Building on the project evaluation criteria, the City developed the project prioritization metrics and performance measures presented in **Table 14** to understand and communicate the City's progress toward implementing priority projects, as well as overall progress in achieving the City's transportation Vision and Goals.



Following these criteria over time will ensure that Shoreline's transportation system realizes the vision that is outlined in the Transportation Element.

Table 14: Project Prioritization Metrics and Performance Measures



Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
<p><b>Safety</b></p> 	<p><b>Safety Metrics</b></p> <p>Location of improvement has a <b>collision history</b> (auto and/or pedestrian/bike):</p> <ul style="list-style-type: none"> <li>At least <b>one injury collision</b> within the past</li> <li>At least <b>one pedestrian or bike/auto</b></li> <li><b>Two</b> or more <b>pedestrian or bike/auto</b></li> </ul> <p>Location of improvement is along a street with <b>speed limit:</b></p> <ul style="list-style-type: none"> <li>≤ 25 mph</li> <li>≤ 30 mph</li> <li>≤ 35 mph</li> </ul> <p>Location of improvement has a <b>street</b></p> <ul style="list-style-type: none"> <li>Collector Arterial</li> <li>Minor Arterial</li> <li>Principal Arterial</li> </ul>	<p><b>Safety Performance Measures</b></p> <p>Report number of <b>injury and fatal collisions</b> citywide through the <b>Annual Traffic Report</b>.</p>
<p><b>Equity</b></p> 	<p><b>Equity Metrics</b></p> <p><b>Equity Priority Areas based on the aggregated score of the following metrics:</b></p> <ul style="list-style-type: none"> <li>Improvement is within an area of concentrated need based on <b>Age</b>:                             <ul style="list-style-type: none"> <li>Under 18 years</li> <li>60 years or older<sup>10</sup></li> </ul> </li> <li>Improvement is within an area of concentrated need based on <b>income</b></li> <li>Improvement serves a concentrated <b>community of color</b> <ul style="list-style-type: none"> <li>Top 20% of population density of households of people of color.</li> </ul> </li> <li>Improvement serves a concentrated community with <b>disabilities</b></li> </ul>	<p><b>Equity Performance Measures</b></p> <p>Report number of newly constructed or renovated <b>multimodal projects</b> in <b>Equity Priority Areas</b> and number of <b>public engagement activities</b> for each of the projects.</p>

<sup>10</sup> Eligibility for the Older Americans Act starts at age 60.

<sup>11</sup> Eligibility threshold for King County Housing Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 50%-80% of median income as "Low Income".

Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
	<i>Improvement serves a concentrated community of <b>limited English speakers</b></i>	
<b>Multimodality</b>  	<b>Climate Resiliency<sup>12</sup> - Multimodality Metrics</b>	<b>CR-Multimodality Performance Measures</b>
	<i>Improvement is located along an <b>existing or proposed transit route</b>.</i>	<i>Report number of newly constructed <b>multimodal projects</b> along an <b>existing or proposed transit route</b>.</i>
	<i>Improvement is located within a <b>¼ mile radius</b> of a <b>bus stop</b>.</i>	<i>Report number of newly constructed <b>multimodal projects</b> within a <b>¼ mile radius</b> of a <b>bus stop</b>.</i>
	<i>Improvement is located within a <b>½ mile radius</b> of an <b>existing or planned BRT stop or light rail station</b>.</i>	<i>Report number of newly constructed <b>multimodal projects</b> within a <b>½ mile radius</b> of an <b>existing or planned BRT stop or light rail station</b>.</i>
	<i>Improvement connects to an existing or proposed location of a <b>shared-use mobility hub</b> or <b>park and ride</b>.</i>	<i>Report number of newly constructed <b>multimodal connections</b> to an existing or proposed location of a <b>shared-use mobility hub</b> or <b>park and ride</b>.</i>
<b>Connectivity</b>  	<b>Climate Resiliency - Connectivity Metrics</b>	<b>Climate Resiliency - Connectivity Performance Measures</b>
	<i>Improvement is located within a <b>¼ mile radius</b> of a <b>school</b>.</i>	<i>Report number of newly constructed <b>pedestrian and/or bicycle projects</b> within a <b>¼ mile radius</b> of a <b>school</b>.</i>
	<i>Improvement is located within a <b>¼ mile radius</b> of a <b>park</b>.</i>	<i>Report number of newly constructed <b>pedestrian and/or bicycle projects</b> within a <b>¼ mile radius</b> of a <b>park</b>.</i>
	<i>Closes gap or extends an <b>existing pedestrian or bicycle facility</b>.</i>	<i>Report number of newly constructed <b>pedestrian and/or bicycle projects</b> that <b>close a gap or extend an existing pedestrian and/or bicycle facility</b>.</i>
<b>Climate Resiliency</b>	<b>Climate Resiliency – Built Environment Metrics</b>	<b>Climate Resiliency – Built Environment Performance Measures</b>

<sup>12</sup> Climate Resiliency prefix appears in several categories to show interrelated climate resiliency metrics without double counting points.

Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
	<p>Improvement is within a <b>Surface Water Vulnerabilities</b> area per the City's Climate Impacts Tool and will include measures to reduce surface water runoff.</p>	<p>Report number of newly constructed <b>multimodal projects</b> in <b>Surface Water Vulnerabilities</b> areas and number of measures used to <b>reduce surface water runoff</b> for each project.</p>
	<p>Improvement is within an <b>Urban Heat Island</b> area per the City's Climate Impacts Tool and will include measures to mitigate urban heat island effect.</p>	<p>Report number of newly constructed <b>multimodal projects</b> in <b>Urban Heat Island</b> areas and number of measures used to <b>mitigate urban heat island effect</b> for each project.</p>
	<p>Refer to <b>Multimodality</b> and <b>Connectivity</b> for metrics for reducing transportation-related greenhouse gas (GHG) emissions by encouraging taking other travel modes than driving.</p>	<p>Report <b>Shoreline Vehicle Miles Traveled (VMT)</b> per capita and its resulting <b>GHG emissions</b>.</p> <p>Report number of <b>trees removed</b> and <b>trees planted</b> for all newly constructed <b>multimodal projects</b> and its projected net amount of <b>CO2 sequestered</b> over 20 years.</p>
<p><b>Community Vibrancy</b></p> 	<p><b>Community Vibrancy Metrics</b></p> <p>Improvement enhances <b>multimodal access to an activity center</b> (within a ¼ mile radius of a retail/business area or civic/community building).</p> <p>Improvement provides an <b>alternative to walking or bicycling along a motorized facility</b> e.g., ped/bike bridge, trail/path through park or unopened right of way, etc.</p> <p>Improvement provides <b>places for public art, culture, and/or community gathering</b> e.g., locations of shared-use mobility hubs, trailheads, gateways, park frontages.</p>	<p><b>Community Vibrancy Performance Measures</b></p> <p>Report number of newly constructed <b>multimodal projects</b> within a ¼ mile radius of an activity center.</p> <p>Report number of newly constructed or renovated <b>ped/bike bridges, trails, and paths</b>.</p> <p>Report number of newly constructed or renovated <b>places for public art, culture, and/or community gathering</b>.</p>