

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Shoreline Park and Ride Transit Oriented Development Stakeholder Meeting to Forward Bookend Concepts to State
AGENCIES:	Washington State Department of Transportation King County City of Shoreline <i>Kirk</i>
PRESENTED BY:	Kirk McKinley, City of Shoreline Planning Manager

EXECUTIVE / COUNCIL SUMMARY

The purpose of this Stakeholder meeting is to review the draft concept letter and "bookend concepts" for submittal to the State. This action will complete Phase I of the Transit Oriented Development (TOD) planning effort. The bookend concepts are intended to frame the discussion for the Washington State Department of Transportation (WSDOT) to respond to a proposal to develop a mixed use project on the Park and Ride site at 192nd and Aurora Avenue North. Staff will be sharing this information with the Hillwood Neighborhood on June 12, and will share their input with you on June 18.

When you last convened as Stakeholders on April 2, you directed the Technical Advisory Committee (TAC) to draft project principles (Attachment A), and to proceed with the development of the bookend concepts (Attachment C) for submittal to the State. The bookends were developed in a two stage process which began with the consultant team working together to develop several scenarios related to development potential (size, square feet, number of units, parking spaces, structure types and placement, etc.). The TAC then joined the consultant team to refine the several concepts down to two general bookends. These are also attached. The bookend concepts identify the differences in ownership (WSDOT owning and leasing versus selling property), land uses, parking scenarios, and transit operations. Each concept has a generalized layout of uses on two diagrams.

Since you met on April 2, staff has met with some potential users/tenants of the site. The YMCA and the Puget Sound Learning Center are still very interested in this site. The State has indicated that any development should include maintenance of the park and ride parking supply currently on the site (400 spaces). The State has also indicated that the project should include uses that are compatible with and support the TOD concept (single occupant trip reduction) such as housing. King County has indicated that transit functions should still remain. The community (as we shared on April 2) has several issues that will need to be addressed as we move into Phase II and III. These

issues include protection of the trees and rhododendrons, traffic impacts both east and west on 192nd, water quality, noise, and the need for public space.

In addition to the attachments listed below, a draft Shoreline TOD Concepts Appendix has been provided under separate cover. The Appendix includes the Process Diagram, Market Analysis Reports, a Preliminary Constraints Analysis, the Summary of Comments from the community outreach, the Transit Needs Report, draft letters of agreement, and work programs/schedules.

The transmittal letter asks the State to respond to the concepts within three months. Following a response from the State, the project will enter the second phase which includes charrettes, and ends with the preparation of a draft Master Plan. The work program for the second phase is also included in the Appendix.

BACKGROUND

The bookend concepts are intended to frame the options for the future development of this site for the State consideration and response. As you recall, the State owns this property. The park and ride function is managed by Metropolitan King County. The State has never before considered a proposal such as this where they are the single property owner of a site that is proposed for development. The State has indicated since this is a "change in course" for them, that they would appreciate a range of options that they could then analyze and consider. These options are presented as "bookend concepts" which are intended to span the range of potential options. The bookends are in keeping with the principles (Attachment A).

All options assume continuation (or enhancement) of the park and ride function. They all include examples of the land uses and extent of development based on market analysis, space, parking demand, community concerns, and transit operational constraints. The primary difference between the bookends is ownership. Concept One retains WSDOT as the owner of all or part of the site. Concept Two assumes that WSDOT relinquishes its ownership via sale or trade. The concepts also show different approaches to the parking layout dependent primarily on the ownership scenarios.

RECOMMENDATION

The Stakeholders are being asked to review and discuss the proposed package of material and direct staff to forward this information to the State.

Approved By: City Manager VJB City Attorney N/A

ATTACHMENTS

Attachment A: Shoreline Park and Ride Principles (May 7, 2001 draft)

Attachment B: Transmittal letter from Posthuma to Sullivan (draft June 1, 2001)

Attachment C: Concepts Package:

- Introduction/Summary of Project (draft)
- Concept 1 & Data Sheet (draft)
- Concept 2 & Data Sheet (draft)
- Neighborhood Considerations (map)

An Appendix has been provided under separate cover. Copies of this Appendix are available upon request from the City Clerk.

ATTACHMENT A

Shoreline Park and Ride TOD Principles -- Draft May 7, 2001

The Stakeholders of the Shoreline Park and Ride Transit Oriented Development Project have agreed upon the following principles to guide the planning and implementation of future development of this site.

- 1) The project should be mixed use. Housing should be a component of the project.
- 2) The park and ride function should be enhanced. Potential for shared parking shall be examined as a means by which additional park and ride capacity can be accommodated.
- 3) The project should be a net enhancement to the surrounding community. Enhancements can include sidewalks, screening, water quality (at Echo Lake), and traffic management, among others.
- 4) The development of this site should include usable public space.
- 5) The development design should be attractive, enhance the aesthetics of Aurora and strengthen the aesthetics of the nearby neighborhoods.
- 6) The planning process should be inclusive with participation by nearby residents, businesses, potential developers, and tenants. The charrette and design process shall include visual aids to assist participants in visualizing the options/potentials.
- 7) Transit related functions at Shoreline Park and Ride should be coordinated with transit needs system wide, including Aurora Village Transit Center and should be incorporated into King County's Six Year Transit Development Plan.
- 8) The project should be a hallmark for economic development and set an example for future economic redevelopment efforts in Shoreline.

ATTACHMENT B

DRAFT (June 1, 2000)

Maureen Sullivan, Area Administrator
Seattle/North King
Washington State Department of Transportation
15700 Dayton Avenue North
P.O. Box 330301
Seattle, WA 98133-9710

June 29, 2001

Dear Maureen:

I'm sending the Shoreline Transit Oriented Development (TOD) Project Concepts Submittal for your review (see attached). WSDOT, King County and the City of Shoreline agreed to a joint process for conducting a feasibility analysis of TOD at the Shoreline Park-and-Ride lot and developing a Master Plan for future development of the site. Based on that process, we look forward to a response from you within the next three months.

The enclosed concepts were developed as part of the agreed upon process and are supported by the project Stakeholders. These concepts represent the "bookends" of possible transit oriented development on the Shoreline Park-and-Ride site.

Please find the following documents attached:

- Summary Cover Page
- Concept 1 & Data Sheet
- Concept 2 & Data Sheet
- Neighborhood Considerations

The project concepts described in this submittal are proposed for development on the existing Shoreline Park-and-Ride lot, which is owned by the Washington State Department of Transportation. We understand that the State owns another parcel of property located northwest of the park-and-ride lot, which is not included in this proposal. However, that parcel could be included in future discussions, should the State choose to divest itself of the park-and-ride.

King County is committed to maintaining park-and-ride and transit facilities to accommodate existing and future demand within the Shoreline sub-area/corridor. The proposed concepts provide separate parking for commuters, along with additional space for shared parking. Shared parking provides additional parking capacity for commuters during peak commute hours, while providing parking space for other uses during the off-peak. A parking plan would be developed to clearly identify and secure parking for commuters during peak commute hours.

ATTACHMENT B

The Market Analysis conducted for this site, by Economics Research Associates, indicates that a Shoreline TOD project would be feasible, with a small funding gap of \$1.5 to \$2.0 million. However, development projects on leased land are more difficult to finance. Developers will require a lease term of 60 years or more in order to accommodate the initial 30-year loan plus at least one refinancing. A maximum 20-year lease may eliminate the opportunity for a TOD project on this site under a lease alternative.

I look forward to receiving your response to the Shoreline TOD Project Concepts Submittal. Inclusion of the following information in your response would be appreciated:

- Can the State move forward with either of these concepts?
- How can the concepts be revised to allow the State to move forward with the project?
- What processes are required for the State to proceed with the project?
- What are the restrictions or limitations?

If you have any questions, please call Nancy Gordon, Project Manager, at (206) 684-1411 or me at (206) 684-1007.

Sincerely,

Ron Posthuma
Assistant Director
King County Department of Transportation

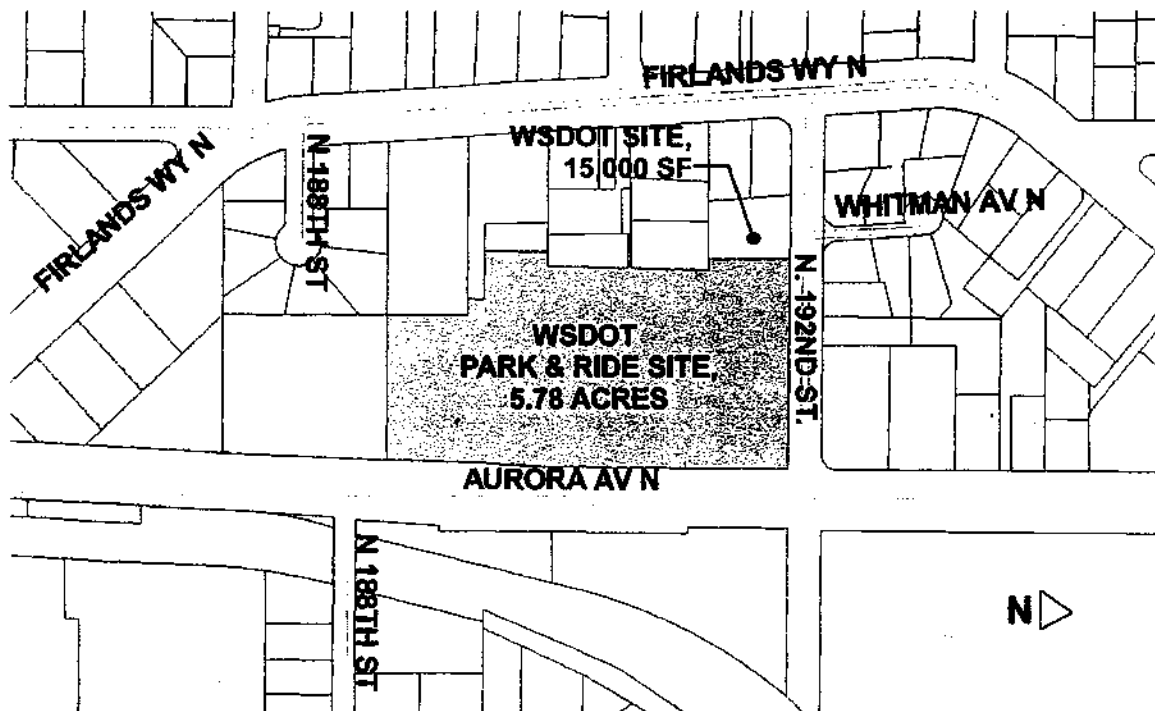
Enclosures

INTRODUCTION

Summary of Project

The following information is provided by King County TOD and the City of Shoreline to assist WSDOT in determining the redevelopment potential of the existing WSDOT park-and-ride site at N. 192nd and Aurora Avenue.

Vicinity Map



Baseline Information

The existing WSDOT park-and-ride site has 400 commuter parking stalls, and loading and layover areas and circulation. The park-and-ride site is 5.78 acres, and the adjacent smaller WSDOT parcel is 15,000 SF. The surrounding uses are primarily residential housing and commercial businesses.

CONCEPT 1

Concept 1 identifies a mix of land uses with residential housing focused away from Aurora Avenue and more active development opportunities fronting Aurora. The park-and-ride parking is included as a stand-alone structure. This concept anticipates preservation of the existing rhododendrons and trees.

Ownership Options

This concept assumes some ability for WSDOT to be a partner in the project. WSDOT could long-term lease the parcel or the air rights to prospective tenants. The parcel could also be subdivided, either through traditional methods or through condominium-type provisions. If WSDOT deems that commuter parking needs to be segregated (not shared with other uses), this parking could occur in a separate garage. Revenue from the other parcels/uses could be utilized to pay for the parking structure or replacement parking. Shared parking is optimal. This concept also assumes that WSDOT may have the ability to surplus part of the property for development. WSDOT could subdivide the parcel, maintaining ownership only of the portion containing a garage for commuter parking. The park-and-ride and transit functions will be retained at the site.

Land Uses

This concept is based on WSDOT selling interest in the majority of the site. Development is envisioned as:

- a 45,000 SF YMCA (or similar use), parcel size @ 39,000 SF, at Aurora and N. 192nd
- a Park-and-Ride Garage, parcel size @ 56,000 SF, located adjacent to N. 192nd, has 3 levels, 1.5 levels are at street level, and 1.5 on a lower level
- a 15,000 SF Learning Center (or similar use), located at the south end of the site (the parcel size for the Center and the 112-unit housing complex is 340' x 138' and 46,000 SF)
- 2 housing complexes: 112 units adjacent to the Learning Center, and 85 units on southwest corner of site (parcel size @ 64,000 SF)

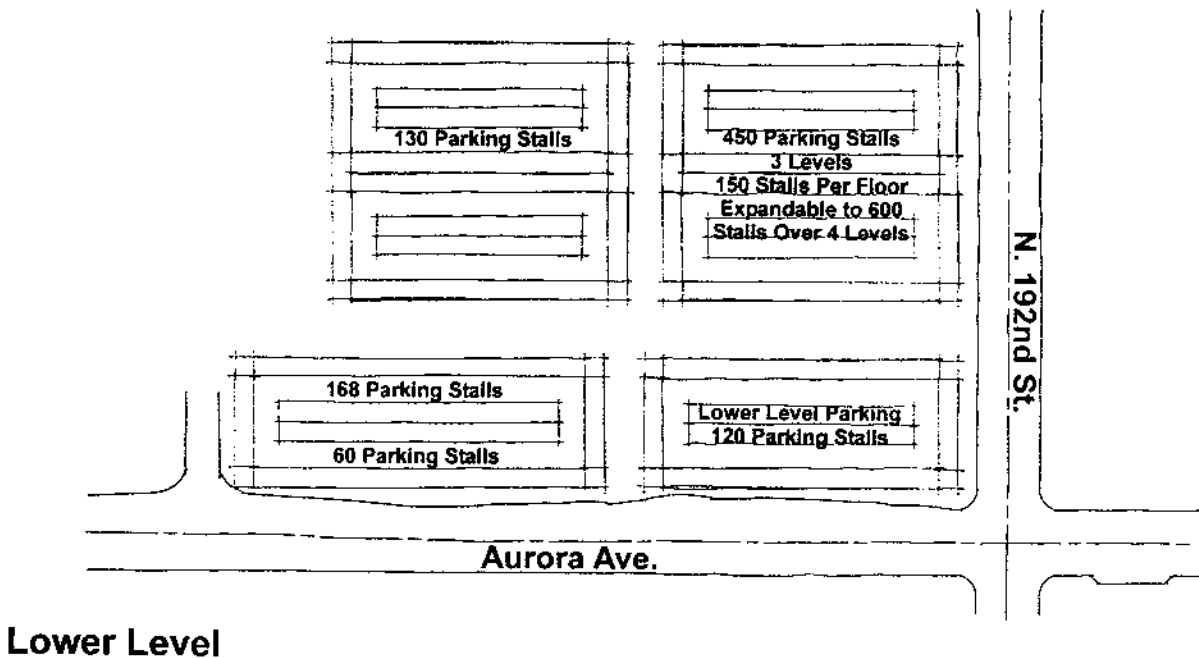
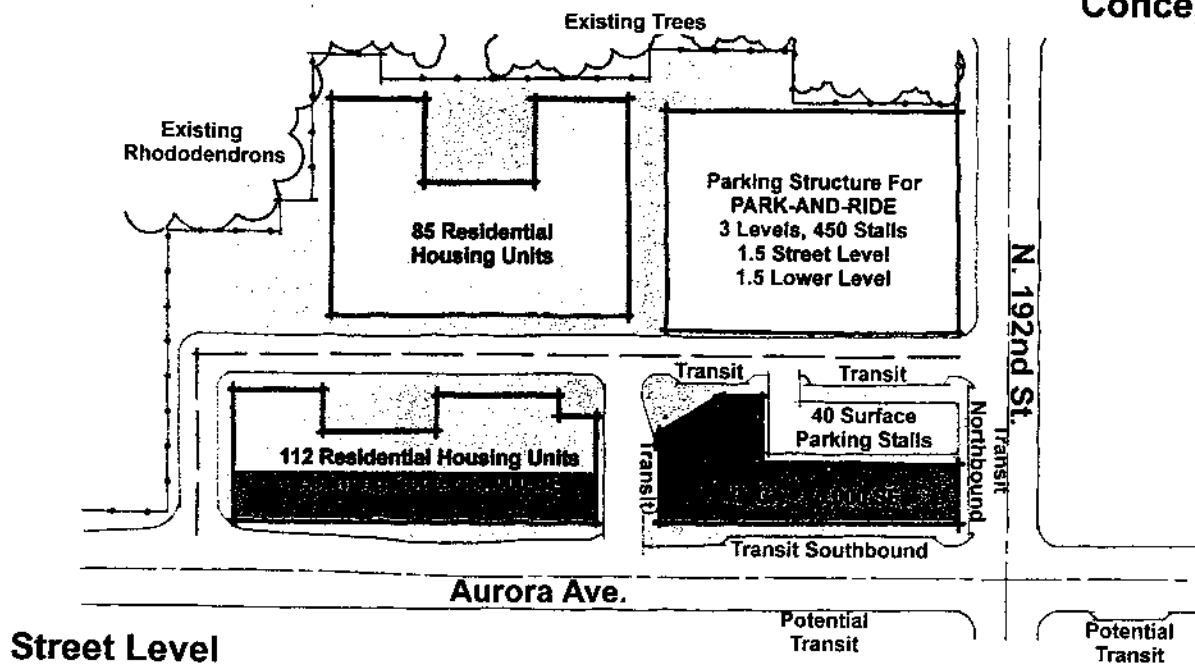
Parking Scenarios

- the YMCA has 40 parking stalls at street level, with 120 stalls on the lower level of the parcel
- the Park-and-Ride Garage has 450 stalls over 3 levels, with the potential to expand to 600 stalls
- the Learning Center has 60 parking stalls
- the 112-unit housing complex has 168 parking stalls; the 85-unit complex has 130 stalls

Transit Operations

- the park-and-ride and transit functions will be retained at the site:
- buses on Aurora can enter the site between the YMCA and Learning Center buildings
- 3 bus loading areas: 2 spaces on N. 192nd, 3 on Aurora southbound, 3 on Aurora northbound
- 4 bus layover areas: 1 space on the south side of the YMCA, and 3 spaces on its west side

Concept 1



Potential Ownership Opportunities



Shoreline Park & Ride Site

June 1, 2001

Merritt + Pardini

GGLO

CONCEPT 2

Concept 2 maximizes residential opportunities away from Aurora and provides for two development parcels along Aurora. This concept also anticipates preservation of the existing rhododendrons and trees. All parking is presumed to be below street level.

Ownership Options

This concept assumes no participation in the project by WSDOT and complete divestment of its interest in the parcel, by exchange or sale. The park-and-ride and transit functions will be retained at the site.

Land Uses

- 2 development parcels adjacent to Aurora: the north parcel could be used for a YMCA, parcel size @ 31,000 SF; alternatively, the YMCA or an additional Park-and-Ride Parking Garage could occupy the south parcel, size @ 42,000 SF
- 3 housing complexes on the west side of the site: one 60-unit complex, and two 50-unit, parcel size @ 79,000 SF

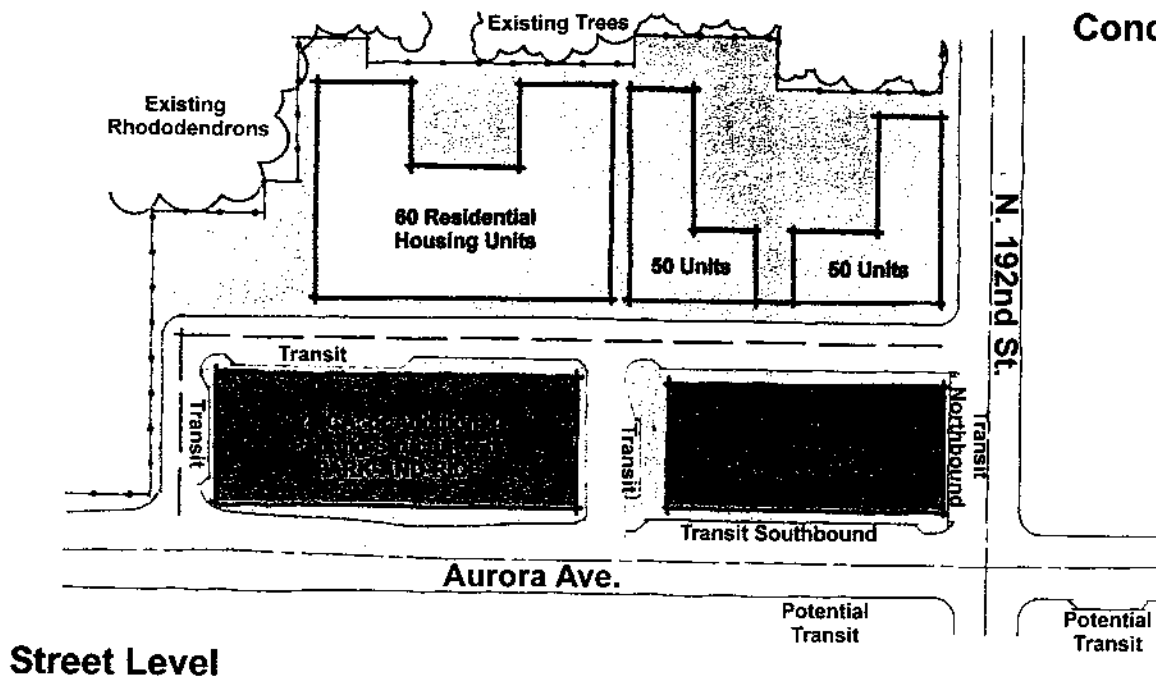
Parking Scenarios

- the lower level of the site would be one large garage, separated into areas for the residential housing complexes (240+ stalls) and the development parcels (700+ stalls)

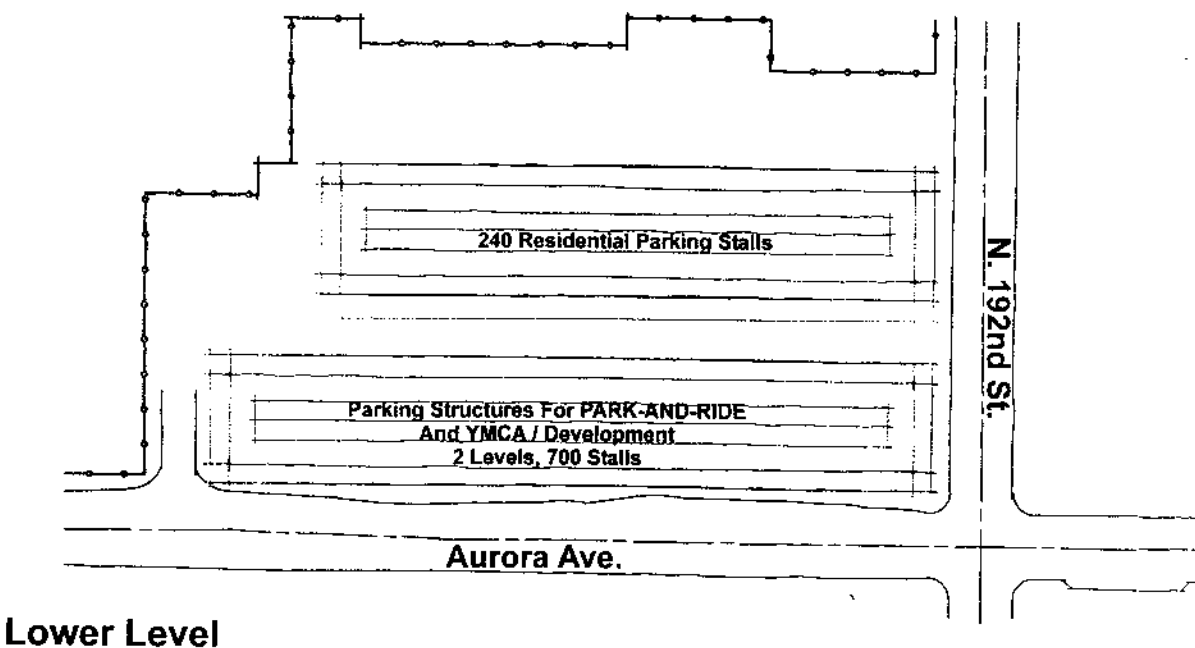
Transit Operations

- the park-and-ride and transit functions will be retained at the site:
- buses on Aurora can enter the site on its southern boundary
- 3 bus loading areas: 2 spaces on N. 192nd; 3 on Aurora southbound, 3 on Aurora northbound
- 4 bus layover areas: 2 spaces on south side of development parcel at south end of site, and 2 on its west side

Concept 2



Street Level



Lower Level

Potential Ownership Opportunities

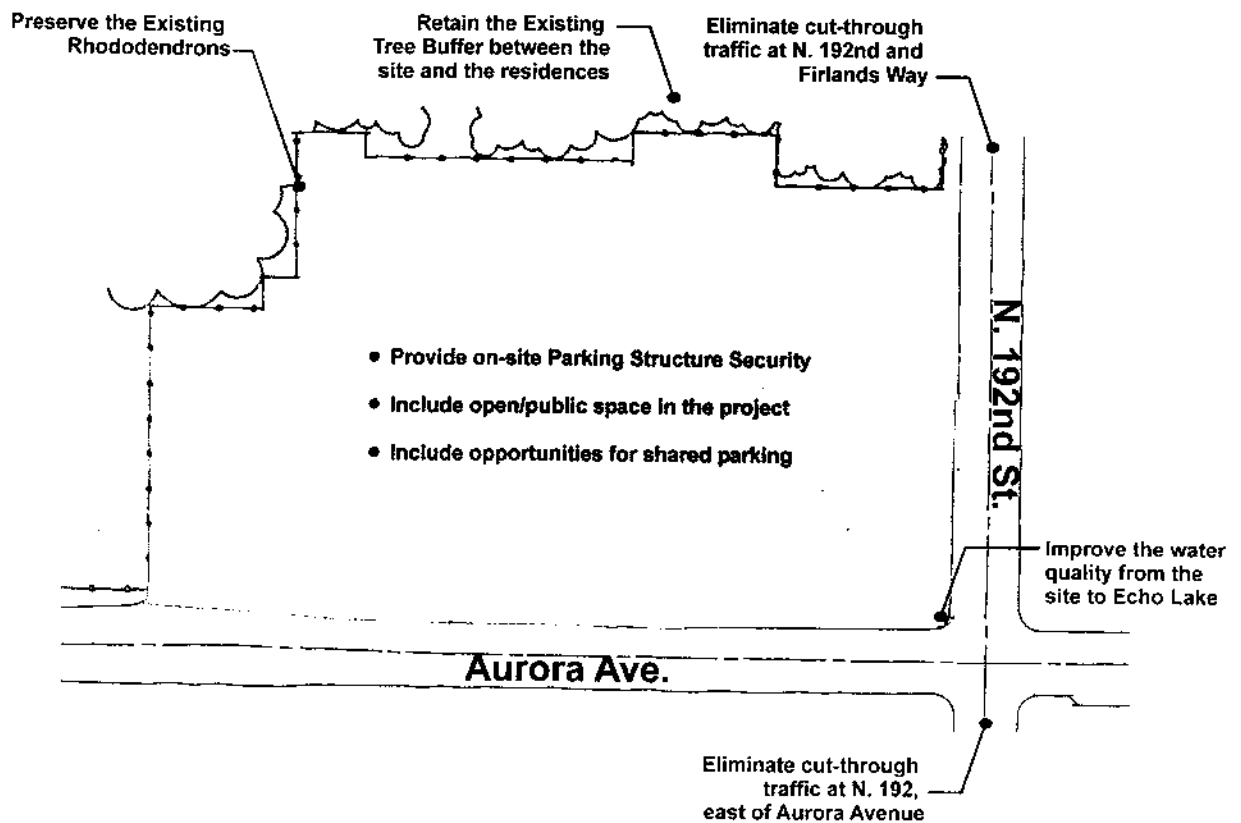


Shoreline Park & Ride Site

June 1, 2001

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Neighborhood Considerations

Shoreline Park & Ride



June 1, 2001

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CITY COUNCIL WORKSHOP ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Workshop on the Proposed Comprehensive Plan, Zoning Map, and Development Code Amendments
DATE: June 18, 2001
DEPARTMENT: Planning and Development Services
PRESENTED BY: Tim Stewart, Director *A.K. for TS*
Rachael Markle, Senior Planner *RM*

EXECUTIVE SUMMARY

The City's Comprehensive Plan was adopted November 23, 1998. RCW 36.70A.130 states "Each comprehensive land use plan and development regulations shall be subject to continuing review and evaluation by the county or city that adopted them." RCW 36.70A.130 provides basic direction for amending a Comprehensive Plan, including requirements for the scope of amendments and timing. In response, staff worked with the Planning Commission to develop the City's first Annual Comprehensive Plan Review and Amendment process.

Applications were made available to the public to propose amendments to the Comprehensive Plan. The Planning and Development Services Department received six (6) complete applications from the public to amend the Comprehensive Plan. Four applications were for text amendments to the Plan and two were site specific Comprehensive Plan land use map amendments. Staff conducted an internal amendment process and submitted ten (10) text amendments to be considered during the 2000-2001 cycle. In addition to these amendments this year's process includes the reconciliation of the Comprehensive Plan Land Use Map and the Development Code Zoning Map.

The Washington State Growth Management Act (GMA) also requires all jurisdictions planning under the GMA to formulate and implement development regulations consistent with the Comprehensive Plan. In 1995, the City adopted a zoning map established originally by King County for the Shoreline area. Then in 1998, the City adopted its own Comprehensive Plan. As required by the State's Growth Management Act, Shoreline's Comprehensive Plan incorporated a growth target of 1,600 -2,400 new housing units during the 20-year planning period. To accommodate this growth, the Comprehensive Plan land use map designates parcels throughout the City as medium and high density for the purpose of increasing density through zoning. As we compare the Comprehensive Plan and the Development Code Zoning Map we find that 881 parcels have inconsistencies between their Comprehensive Plan land use designation and current zoning designation. To resolve these inconsistencies for the purpose of

accommodating future growth, staff and Planning Commission recommends these actions:

Inconsistency Resolution	% of Inconsistencies Resolved
1. Amend Comprehensive Plan text	25%
2. Amend Comprehensive Plan Map	31%
3. Amend Zoning Map	44%

If the City's zoning map is not reconciled with its Comprehensive Plan land use map, the City is at risk of not accommodating growth as is required by all jurisdictions that are subject to planning under the Growth Management Act. The impact of implementing the Comprehensive Plan land use designations is the density in many areas of the City is expected to increase over the next 20 years to accommodate 1,600 – 2,400 new dwelling units.

Attached you will find a binder entitled "2000-2001 Annual Comprehensive Plan Amendment and Map Reconciliation Resources". This document provides detailed information on the Comprehensive Plan and Development Code text amendments (summary table, Planning Commission and staff recommendations, and findings); Maps (folio of reconciliation maps and associated information) and; background information (including items such as Planning Commission minutes and decision criteria).

The Planning Commission held the required Public Hearing on May 17, 2001. The Commission then deliberated and made a recommendation on all of the amendments at a Special Meeting on May 24, 2001 (see Attachment I: (J) Planning Commission Minutes). The City Council is the designated authority for the adoption of all Comprehensive Plan and Development Code amendments. Council now has the opportunity to review and consider the Planning Commission recommendation on each of the proposed amendments. A public hearing is tentatively scheduled for the July 9, 2001 Council meeting. The Council may then choose to adopt the Planning Commission recommendation or amend this recommendation.

RECOMMENDATION

The purpose of this workshop is to provide information on the Comprehensive Plan Amendment process and applications. Staff will brief the Council on the following:

- How to use the Summary Table of Comprehensive Plan and Development Code Text Amendments;
- How to read the Folio of Reconciliation Maps;
- How to use the Summary Table of Comprehensive Plan Land Use Map and Development Code Zoning Map Amendments in conjunction with the Folio of Reconciliation Maps;
- How and where to find the Planning Commission recommendation on all of the proposed amendments; and
- What amendments raised issues during the Planning Commission's review.

Approved By: City Manager  City Attorney 

BACKGROUND

On November 23, 1998 City Council adopted Shoreline's first Comprehensive Plan. The Comprehensive Plan is a vehicle that guides the physical, economic, and social development of the City for the next 20 years. Its purpose is to help Shoreline, as it grows, achieve its vision of the future. The City of Shoreline is required to plan under the Washington State Growth Management Act (GMA). The act requires that all jurisdictions planning under the GMA formulate and implement a Comprehensive Plan, as well as development regulations consistent with this plan. In addition, RCW 36.70A.130 states, "Each comprehensive land use plan and development regulations shall be subject to continuing review and evaluation by the county or city that adopted them."

Periodic review and evaluation of the Comprehensive Plan is important to address changing conditions and community needs. Amendments can include modification to the existing policies of the plan, the addition of new policies or the deletion of policies within the plan as well as changes to land use designations and supporting maps. All amendments to the Comprehensive Plan are reviewed simultaneously so that the cumulative effect can be considered.

On July 20, 2000 staff presented the Planning Commission with a report on the process for the annual amendment cycle and review of the application for amendments. The official kick-off of the 2001 annual cycle was held at the October 5, 2000 Planning Commission open house where applications were made available to the public. During public meetings on November 16, 2000 and December 7, 2000 staff presented to the Planning Commission the methodology that would be used in order to achieve consistency between the two maps. Information regarding the annual amendment cycle was advertised on the City's website, in the Shoreline Enterprise, Currents, and posted at the City's offices and Police centers beginning in October of 2000.

Staff conducted three workshops with the Planning Commission to review the proposed amendments. At the March 15, 2001 Workshop, staff gave an introduction to the Comprehensive Plan Amendment process and proposed amendments. At the April 5, 2001 and April 19, 2001 Workshop the Planning Commission discussed each of the proposed amendments to the Comprehensive Plan land use map and zoning map. At the conclusion of the Workshops, the Planning Commission provided staff with preliminary recommendations and/or comments on each of the proposed amendments to the Comprehensive Plan text, Comprehensive Plan Land Use map, and Zoning Map.

PUBLIC NOTICE AND SEPA DETERMINATION

The proposed amendments were made available for public review and comment on April 23, 2001. A notice of the May 17th Public Hearing on the proposed amendments and the request for written comments was published in the Seattle Times on April 23, 2001 and the Enterprise on April 26, 2001. Additional ads were placed in the Enterprise to appear on May 10, 2001. Information about the Public Hearing and written comment period were placed on the City's website and cable access station. In reference to the proposed amendments to the Comprehensive Plan Land Use map and the Zoning map, staff mailed approximately 3,000 detailed notices to both property owners and

occupants of parcels proposed to be redesignated and/or rezoned. The written comment period expired on May 9, 2001. The City received several public comment letters. A summary of the written comments and copies of the original letters are located in Attachment I: (H) and (I). A SEPA Checklist was prepared for proposed amendments. A Determination of Non Significance was issued on May 3, 2001 with the public comment period ending on May 17, 2001.

AMENDING THE COMPREHENSIVE PLAN, ZONING MAP, AND DEVELOPMENT CODE

The deadline for Comprehensive Plan amendment applications to be considered during the 2000-2001 cycle was December 31, 2000. The Planning and Development Services Department received six (6) complete applications from the public to amend the Comprehensive Plan. Four applications were for text amendments to the plan and two were site specific map amendments. Staff conducted an internal amendment process and submitted ten (10) text amendments to be considered during the 2000-2001 cycle. In addition to these amendments this year's process includes the reconciliation of the Comprehensive Plan Land Use Map and the Development Code Zoning Map (Note: The two site-specific map amendments requested by the public were incorporated into the citywide reconciliation amendment to streamline the process. Therefore, these two amendments were not noticed for separate public hearings.). The Planning Commission also requested that one amendment to the Development Code (Log #15) accompany the proposed amendments to the Comprehensive Plan and Zoning Map as part of the reconciliation process.

The following discussion about each of the amendments under consideration has been organized into two sub-sections: I) Comprehensive Plan and Development Code, and II) Map Reconciliation.

I. AMENDING THE COMPREHENSIVE PLAN AND DEVELOPMENT CODE TEXT

This year, Comprehensive Plan text changes are proposed for the Land Use Element, Shoreline Master Program Element, Transportation Element, Capital Facilities Element, and the Parks, Open Space and Recreation Services Plan Appendix. Staff reviewed and prepared recommendations on each amendment. The Planning Commission also proposed one amendment to the Development Code text, Amendment Log #15 would allow as a Conditional Use professional offices in the Residential 18 units per acre zone (R-18), Residential 24 units per acre zone (R-24), and Residential 48 units per acre zone (R-48). Please see Attachment I: (A) Summary Table of Amendments; (B) Findings; and (C) Amendment Applications.

II. MAP RECONCILIATION INTRODUCTION AND METHDOLOGY

The Shoreline Comprehensive Plan (adopted in November 1998) and the Shoreline Development Code (adopted in July 2000) are generally consistent with one another. There are a number of parcels throughout the City however, that retain inconsistent

zoning since the zoning was established prior to the adoption of the Comprehensive Plan in 1998.

An example of an inconsistency would be a parcel with a comprehensive land use designation of "high density" (for which the Comprehensive Plan identifies consistent zoning as R-12, R-18, R-24, and R-48), however the parcel has a zoning designation of R-4. Staff has therefore proposed an amendment (Amendment Log #010 found in Attachment I: (C) Amendment Applications) to reconcile these two maps. Although it has been proposed as a "Comprehensive Plan Amendment", the reconciliation will potentially involve changes to both the Comprehensive Plan document/land use map and/or the Development Code zoning map. For a complete list of all Comprehensive Plan land use designations and zoning designations considered consistent with those designations please see Attachment I: (G) Consistency Tables.

RESOLUTION

There are approximately 881 parcels throughout the City that require reconciliation measures. Planning Commission and staff recommend that the map inconsistencies be addressed as follows:

Inconsistency Resolution	% of Inconsistencies Resolved
1. Amend Comprehensive Plan text	25%
2. Amend Comprehensive Plan Map	31%
3. Amend Zoning Map	44%

If the recommended methods to resolve the inconsistencies by amending the Comprehensive Plan text and map are not supported, the inconsistent parcels will have to be rezoned. (Therefore, 881 rezones would be required – this year). Consistency may be achieved through any or all of these options. The Planning Commission has provided Council with a recommended method of resolution for each map inconsistency (See Attachment I: (E) Summary Table of Comprehensive Plan Land Use Map and the Development Code Zoning Map Amendments). Council may choose to adopt the Planning Commission recommendation on any or all of the inconsistent parcels or may choose one of the other methods listed above as appropriate.

RECONCILIATION: COMPREHENSIVE PLAN TEXT AMENDMENTS AND MAP CHANGES

Staff and the Planning Commission developed a methodology to determine the means by which reconciliation would be achieved (Attachment I: (L) Decision Criteria). For each map amendment, staff and Planning Commission began with the following two Questions as a guide to decision making:

Question #1: Can the inconsistency be resolved by an amendment to the Comprehensive Plan text/policies? If the answer is yes, apply the criteria (following). If the proposed amendment and method do not meet the criteria then proceed to Question #2.

Question #2: Is the Comprehensive Plan Land Use designation appropriate for the identified properties? Apply the criteria to determine if the existing Comprehensive

Plan Land Use designations are still appropriate. If the existing land use designation meets the criteria, then the method of resolution will be an amendment to the Zoning Map. If the existing Comprehensive Plan Land Use designation is found to not be appropriate, then the method of resolution may be an amendment to the Comprehensive Plan Land Use Map.

After applying the criteria in relation to each inconsistent parcel or bundle of parcels, the following recommendations were made by the Planning Commission to achieve resolution (Log #'s refer to Attachment I: (C) Amendment Applications):

1. **Amendment Log 009** (text changes): Amend the Community Business, Mixed Use, and Regional Business land use designations to broaden the permitted zoning districts for each land use category.
2. **Amendment Log 010** (map changes): Amend the Comprehensive Plan Land Use Map and Zoning Map to achieve consistency for those inconsistent parcels that remain after implementing Amendment Log 009. These parcels have been "bundled" into approximately 65 groups in 10 geographic areas of the City. The "bundles" are those parcels that require either a Comprehensive Land Use Map change or a Development Code Map Change (there are approximately 170 acres that require a map change). A description of how to read the maps and the bundling is provided as the first page of the Map Folio in Attachment I: (D). The Planning Commission recommendation for map changes for these parcel bundles is described in Attachment I: (E) Summary Table of Comprehensive Plan Land Use Map and Development Code Zoning Map Amendments). In addition, the same Summary Table is printed, by Area, at the bottom of each page of the Map Folio. The Summary Table must be used in conjunction with the Map Folio.
3. **Amendment Log 011-014** (text and map changes): Establish three special study areas to address local neighborhood issues. The special study areas are proposed in areas of the City that may include the need for: Analysis of pedestrian and vehicular circulation and amenities, stakeholder input, drainage/watershed analysis, density analysis, and in-depth analysis of Comprehensive Plan designation and Zoning map consistency.

Each of these three items is equally important to achieve Citywide consistency between the Comprehensive Land Use Map and the Zoning Map. Without the amendments in items 1 and 3, more rezones or land use map changes would be required.

GROWTH TARGETS AND UNIT CALCULATION

In 1995, the City adopted its first zoning map. This is virtually the same zoning map that is in effect today, with the exception of those parcels that Council has rezoned at the property owner's request. Then in 1998, the City adopted its Comprehensive Plan. As required by the State's Growth Management Act, Shoreline's Comprehensive Plan has established a growth target of 1,600 –2,400 new housing units during the 20-year planning period. As a result, the Comprehensive Plan land use map identifies 100's of parcels throughout the City that require increased density zoning in order to accommodate growth targets.

Attachment I: (K) is an excerpt of the *Buildable Lands* data (years 1996-1999) that the City reported to King County to demonstrate its progress towards meeting the growth

target. The data shows that on average we are permitting approximately 95 dwelling units per year. This number indicates that the City is well on its way to achieving the housing target of 1,600 to 2,400 units.

In order to stay on track with the City's current growth target allocation and to anticipate future increases in the growth target, staff and the Planning Commission carefully tracked the impact of each proposed change to the Comprehensive Plan Land Use designation in terms of units lost or gained. By implementing the Planning Commission recommendation there will be an approximate net loss of 269 dwelling units during our planning horizon. Staff is comfortable with this value because it is less than the 546 anticipated units that will be accommodated by the North City Sub-Area Plan during the same planning period. Furthermore, future growth targets are likely to be accommodated through implementation of growth enhancement provisions in the Development Code such as construction of accessory dwelling units, cottage housing, and by allowing residential units in all zones; and adoption of future subarea plans.

DISCUSSION POINTS

The Planning Commission supported the majority of the staff recommendations and findings on the proposed Comprehensive Plan and Development Code text and map amendments. A few items worth noting are described below.

TEXT AMENDMENT ISSUES

LOG #003B

The Planning Commission is recommending adoption of Amendment Log # 003B. The intent of this amendment is to ensure compatibility of the height of industrial development with low and medium density residential zones. This is the only proposed amendment which the Planning Commission is recommending that staff does not support. Staff finds that Comprehensive Plan Land Use Goal VI which is, "To ensure that industrial uses are and will be appropriately sited and mitigated, and provide employment opportunities available to Shoreline residents" already addresses this issue. Further, the Development Code provides for safeguards between Residential and Industrial zones.

SPECIAL STUDY AREAS LOG #'s 012, 013, AND 014

During the Comprehensive Plan Land Use Map and Zoning Map reconciliation analysis staff identified three areas in the City that necessitate further study. The Study Areas identified are in Briarcrest, the Ballinger area, and the Business District at N 145th Street and 15th Avenue NE. The specific boundaries for the Study Areas were defined in relation to their natural drainage basins.

The current Comprehensive Plan Land Use Map indicates that these three areas are designated to receive the majority of the City's growth in housing units during the twenty-year planning period. Staff and the Planning Commission recommend that additional planning and analysis be conducted to ensure that these areas can accommodate the proposed growth. Issues in these areas may include the need for analysis of pedestrian circulation and amenities; stakeholder input (citizens, property owners, business owners, developers, interest groups, etc.); drainage analysis; density

analysis; in-depth analysis of Comprehensive Plan designation and Zoning map consistency; and watershed inventory and analysis.

The designation of these Special Study areas would limit any rezoning of property in these areas until an approved special district has been adopted. The underlying zoning would prevail until that time. Staff and the Planning Commission recommend three amendments for the establishment of Special Study Areas Log #'s 012, 013, and 014. The impact of not adopting amendment Log #'s 012, 013, and 014 is that 100's of parcels currently zoned R-6 (single family homes) would need to be rezoned to a medium or high density zone in order to be consistent. The other alternative would be to decrease the Comprehensive Plan designation to Low Density to match the existing zoning. However, Staff does not recommend this course of action due to the number of potential housing units that would be lost. A loss of this magnitude could render the City's Comprehensive Land Use Plan out of compliance with the State Growth Management Act.

In addition, many citizens attended the May 17th Public Hearing to learn more about how a Special Study Area designation would affect their property and neighborhood. A lot of public testimony was received in support of each of the Special Study Areas. Testimony was heard requesting the consolidation of Special Study Areas 9 and 10: Briarcrest and Paramount. Staff recommended and the Planning Commission supported keeping the Study Areas separate at least until the issues are identified.

MAP AMENDMENT ISSUES

AREA 3 BUNDLE B

There was a great deal of public interest in both the staff and Planning Commission proposals to reconcile the zoning and Comprehensive Plan designation of the Highland Park Place Dental Center at 701 North 182nd Street. This parcel was rezoned by King County in 1988 from single family residential (RS-7200) to RM-900-P subject to the P-Suffix condition that "the use of the site should be limited to medical/dental offices or uses allowed in the RS-7200 zone". The current Comprehensive Plan designates this property as Low Density Residential. The City of Shoreline zoning of this property is R-48 with the above P- Suffix condition. The current zoning is therefore not consistent with the Low-Density Residential designation. Staff proposed to resolve this inconsistency by implementing the Comprehensive Plan by rezoning the property to R-6, thereby rendering the current use a legal non-conforming use. The Planning Commission proposed to resolve the inconsistency by changing the Comprehensive Plan designation to Mixed Use and the zoning to Office to more accurately reflect how the parcel is currently developed and used.

During both the written comment period and the Public Hearing, testimony was heard from many of the Highland Park Place Medical Center occupants/owners requesting existing zoning including the condition remain. The Highland Park Place Dental Center occupants/owners were also very concerned about a zoning change that would render the property a non-conforming use. It was explained that the Planning Commission proposal to change the Comprehensive Plan to Mixed Use and zoning to Office would not create a non-conforming use. Therefore, the Planning Commission recommended to your Council its proposal and did not support the staff recommendation for this

parcel. Staff supports the Planning Commission recommendation. It is important to note that a few citizens testified in favor of the staff recommendation to implement the existing Comprehensive Plan and change the zoning of this parcel to R-6 to be consistent with the development and zoning in this area.

Area 8 Bundle F

Staff would also like to bring your Council's attention a proposed Comprehensive Plan map amendment located south of North City on 15th Avenue NE. This amendment, as recommended by the Planning Commission and staff, would change the Comprehensive Plan land use designation from High Density Residential to Low Density Residential, to make the Comprehensive Plan land use designation consistent with the existing R-6 zoning. Several comment letters were received and several persons provided public testimony in opposition to this proposed change. These respondents were interested in the Comprehensive Plan High-Density designation being retained and the zoning increased to achieve consistency. Staff and Planning Commission based their recommendations on the following facts:

- The area is predominantly comprised of single family residential uses.
- It is important for the success of the North City Subarea Plan to focus development within the delineated planning boundary.
- These parcels along 15th Avenue NE, south of North City are only one parcel deep and would require parcel consolidation to actually develop at a high-density level.
- Many of the parcels along 15th Avenue NE, south of North City have topographical changes that would restrict the ability to develop at a high-density level.

Therefore, the Planning Commission and staff supported the concept of reducing the potential density in this area by changing the Comprehensive Plan designation to be consistent with the zoning.

NEXT STEPS

The City Council is the designated authority for the adoption of all Comprehensive Plan and Development Code amendments. A Public Hearing is scheduled before City Council on July 9, 2001 for the purpose of hearing the public's final comments on the proposed amendments. Following the Public Hearing, Council may choose to adopt the Planning Commission's recommendation on the proposed amendments to the Comprehensive Plan, Zoning Map, and Development Code; or may choose may make amendments to the Planning Commission recommendation.

RECOMMENDATION

The purpose of this workshop is to provide information on the Comprehensive Plan Amendment process and applications. Staff will brief the Council on the following:

- How to use the Summary Table of Comprehensive Plan and Development Code Text Amendments;
- How to read the Folio of Reconciliation Maps;
- How to use the Summary Table of Comprehensive Plan Land Use map and Development Code Zoning Map Amendments in conjunction with the Folio of Reconciliation Maps;
- How and where to find the Planning Commission recommendation on all of the proposed amendments; and
- What amendments raised issues during the Planning Commission's review.

ATTACHMENT

Attachment I: 2000-2001 Annual Comprehensive Plan Amendment and Map Reconciliation Resources

This Attachment is available for viewing at the following locations:

- City Clerk's Office
17544 Midvale Avenue North
Shoreline, WA
- Planning and Development Services Office
1110 N. 175th Street, Suite 107
Shoreline, WA
- Shoreline Library
342 NE 175th Street
Shoreline, WA
- Richmond Beach Library
2402 NW 195th Place
Shoreline, WA
- Eastside Neighborhood Police Center
521 NE 165th Street
Shoreline, WA
- Westside Neighborhood Police Center
630 NW Richmond Beach Road
Shoreline, WA

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Annual Police Service Efforts and Accomplishments Report
DEPARTMENT: Police
PRESENTED BY: Chief Denise Pentony

EXECUTIVE / COUNCIL SUMMARY

The Shoreline Police and King County Sheriff's Office present your Council with the first ever Service Efforts and Accomplishments Report (SEA) for the City of Shoreline. This report combines the previous statistical data from crimes and clearance rates with analysis and interpretation. The overall purpose of this report is to provide a scorecard of the wellness of the City surrounding public safety issues and the effectiveness of your police force.

The report blends crime trend and workload data for the past five years, when available. It also examines citizens' satisfaction with police, perceptions of safety in the community and issues of citizen concern. Finally, information on problem solving projects is presented to address the community's concerns. The effectiveness of the problem solving projects will be measured over time by examining statistical data and by surveying citizens annually.

The purpose of this presentation this evening is to familiarize your Council with the report and data. Report highlights will be given and Shoreline will be compared to cities of like population and community makeup for the purpose of understanding how Shoreline measures up statewide on public safety issues.

Report Highlights:

- The SEA report is structured into Goals and Objective sections. There are two primary goals of the Shoreline Police and they are:
 1. *To reduce crime and the fear of crime*
 2. *To provide high quality, cost effective and accountable services to the City of Shoreline*
- Each goal has a number of objectives listed in succession of the goal. All objectives are designed to accomplish the goal. The objectives are a combination of workload, problem solving efforts, statistical analysis and citizen

input. These data become our benchmark to compare ourselves over a period of time and thus measures our performance in the delivery of police services.

- The overall scorecard is favorable for Shoreline. Crime rates are down to an all time low. Emergency response times are excellent. Although it has been three years since they were surveyed, it appears that citizens feel safe in their neighborhoods and are satisfied with police services. Shoreline's officer per thousand rate combined with support services from the King County Sheriff's Office provide for excellent coverage of calls for service and allow time for problem solving/proactive activities. Comparing to benchmark cities, Shoreline has a lower crime rate than almost all of the other cities and the lowest officer per thousand rate.
- For the first time, Shoreline Police are formally analyzing crime trends and initiating problem solving projects to reduce or eliminate repeat problems or to address quality of life issues. The crime trend data is also evaluated and programs are designed to respond to citizen concerns such as traffic complaints, noise complaints or adverse impacts of criminal activity. Many of these projects are listed in the SEA report. The effectiveness of our efforts will be realized in increased citizen satisfaction, a reduction of the fear of crime, reduced calls for service – especially repeat calls for service.

City Comparison:

City	Population	Commissioned	Commissioned Rate/1,000	Part 1	Part II	Cost per Capita
Auburn	42,000	79	2.03	100.4	94.6	\$214.27
Bellingham	64,070	104	1.62	69.3	66.3	N/A
Edmonds	36,950	51	1.32	27.9	27.0	\$168.00
Kennewick	54,693	77	1.51	62.8	59.2	\$163.45
Kirkland	45,090	60	1.34	33.7	32.1	\$179.47
Lakewood	64,200	75	1.18	83.0	71.7	179.82
Lynnwood	33,140	61	1.84	73.2	70.7	\$217.39
Olympia	40,210	66	1.64	64.2	61.0	\$185.02
Redmond	43,610	74	1.70	39.1	37.1	N/A
Renton	47,620	85	1.78	74.9	69.7	\$210.00
Shoreline	52,030	47	.92	39.1	37.1	\$108.50
Seattle	540,500	1,228	2.38	92.4	84.7	N/A
Yakima	65,500	109	1.66	100.6	95.4	N/A

*Data based on 1999 Washington Association of Sheriffs and Police Chiefs Annual Crime Report. Cost per capita is based on 2001 budgeted law enforcement costs/population, excluding jail, court and prosecution costs.

RECOMMENDATION

No action is required. This report is for review and discussion.

Approved By: City Manager KTB City Attorney NJA

BACKGROUND / ANALYSIS

Report highlights are as follows:

- The Crime Rate or Part I Crime Rate is defined as a category of crimes established by the FBI which consists of murder, rape, robbery, aggravated assault, burglary, larceny, motor vehicle theft, and arson. Shoreline's year 2000 Crime Rate has dropped to an all time low of **32.6** per 1,000 residents. The dropping Crime Rate follows the nation-wide trend. Shoreline's rate, however, is 20 points below the national average of 52.2 per 1,000.
- Shoreline's response time to critical 911 calls (Priority X) was **2.91 minutes**. Response times to Priority 1 calls were 5.77 minutes, and to Priority 2 calls the average was 9.41 minutes. The response times have improved consistently over the past three years. The 1998 citizen survey revealed that about 72% of those surveyed were strongly satisfied/satisfied with police response times. The response times are well below those of other cities and unincorporated areas.
- Dispatched calls for service (DCFS) are up slightly. The average is approximately 13,500 calls per year. Self-initiated details (proactive & problem solving efforts) are up 3,242 details from 1999. For the past two years, Shoreline has benefited from the communications (911) staff taking "phone in" reports. This program has freed up time for officers to engage in proactive policing – as evidenced by the dramatic increase in on-view activity.
- During 2000, officers worked 30 narcotics activity reports, and 61 other drug related complaints. In addition they served 6 drug related search warrants and worked with landlords to evict 14 people from rental properties for drug related activities. These evictions continue to trend down from over 135 in the first three years as a city.
- Several problem-solving projects were started or continued in 2000 to address citizen concerns, to reduce criminal activity and to create a more efficient and effective workforce. The projects were: school traffic safety program, false alarm reduction program, hotel/motel trespass, drug house response and abatement program, school emergency response preparation, dogs of leash enforcement, noise problems and an accident reduction program targeted at problematic intersections.
- 6,047 citations were issued in 2000, which was a 26.4% increase over 1999. The "injury" accident rate increased by 6.2% (from 241 accidents to 256); "non-injury" accidents increased by 9.8% (from 358 to 393 accidents). "Hit and run injury" accidents decreased by 35% (from 20 in 1999 to 13 in 2000). An accident reduction project has been started to address the intersections having the highest rate of injury accidents in the City.

- The 1998 citizen survey revealed that police could improve by providing follow up and communicating more with victims and the community. In 2001 SPD will begin a victim call back program. Many other initiatives were started in 2000 such as newsletters, meetings and training for the community. A follow up survey will be conducted in the City of Shoreline to assess how effective our programs have been.
- The 1998 survey showed that 98% of people surveyed felt either safe or very safe in their neighborhood during the day and 66% felt safe/very safe at nighttime, with 17% feeling neither safe nor unsafe.
- The number of self-initiated and dispatched calls for service was 32,559 in 2000. There were only 9 citizen complaints filed against SPD officers. This equates to 0.28% complaints per 1,000 police contacts. This number is extremely low and indicates people are satisfied with the way in which they are contacted.

In examining the total number of crimes per category, the highest rates of incident are as follows:

Crime Type	Total Incidents in 2000
Larceny (theft) - \$250	741
Larceny + \$250	415
Vandalism	420
Assault 4 th degree	225 (134 are domestic violence related)
Forgery/Fraud	207
Driving Under the Influence	201
Auto Theft	181

*Data obtained from the 2000 Annual Report for the City of Shoreline, prepared by the King County Sheriff's Office Research, Planning and Information Services Unit.

Problem solving projects are either in progress or will be undertaken in 2001 to address the above issues.

SUMMARY

The overall public safety health of Shoreline is excellent. In the fall of 2001 a second citizen survey will be conducted. Those survey results will be compared against the baseline survey from 1998. Based on the findings, strategic initiatives will be developed to address citizens concerns. Those initiatives will become part of the work program for Shoreline Police in 2002.

RECOMMENDATION

No action is required. This report is for review and discussion.

ATTACHMENTS

A City of Shoreline 2000 Service Accomplishments and Efforts Report

City of Shoreline Police Department

Service Efforts and Accomplishments: 2000 **First Annual Report on Police Performance**



Created for the City of Shoreline by:

The King County Sheriff's Office
Research, Planning & Information Services Unit
516 Third Avenue, KCC-SO-0100
Seattle, WA 98104

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City of Shoreline Police

Service Efforts and Accomplishments: 2000

Letter from Chief Denise Pentony



April, 2001

Dear Citizens of Shoreline,

I am pleased to present this first annual Service Efforts and Accomplishments (SEA) report to our community. This report is designed to share our public safety goals and initiatives. Additionally, this report will summarize complex law enforcement issues and describe the state of public safety in Shoreline. This report far exceeds the traditional statistical reports issued in the past.

The good news for Shoreline is that it is a safe and thriving community. The "Crime Rate" has dropped to an all time low of 36.2 per 1,000 residents. This rate is down from 1999's rate of 39.1. This means that our community experienced significantly fewer violent crimes than in previous years. The crime rate is impacted by several factors. The most noticeable factors are related to the many initiatives that the Council, the community and police have implemented in the past five years. Partnerships with entities like the Council of Neighborhoods, Community Block Watch Associations and the two community police stations have proved vital to improving the effectiveness of our crime prevention efforts.

One of the major initiatives implemented by the Shoreline Police is Community Oriented Policing or COP. COP is the cornerstone philosophy of how we operate. The COP philosophy is to partner the community with police to solve problems and prevent crime from occurring. COP was designed to allow officers the time, training and tools necessary to perform preventative patrol and problem solving. Shoreline patrol staff have the opportunity to spend an average of 35% of their on duty time engaged in proactive problem solving efforts within the community while maintaining an extraordinary response time of **2.91 minutes** to critical incidents. Every Shoreline officer has received COP training. In 2000, excellent crime analysis capabilities became available. This analysis along with our officer's experience and community input, help officers focus their efforts on the community's concerns.

When Shoreline residents were surveyed in 1998, the top "crime" concerns expressed were violent crime, assault and drug dealing. The Street Crimes Unit has aggressively worked narcotics complaints in the city and worked to reduce illegal activities that draw criminals to Shoreline. In the 1998 survey, citizens told us that we could improve by taking the time to inform victims of crime regarding the criminal justice process and what they could expect from the police. We are implementing a Victim Callback program designed to communicate better with crime victims. Finally, a top action listed in the survey that the community and police could do to solve crime was to establish more Block Watch groups. Today we have 82 active Block Watches in Shoreline. It is our goal to ensure all residents of Shoreline have access to the Block Watch Program.

I hope that you are pleased with the progress we've made and that we will continue to work as "partners" to keep our community a safe place to live, visit, and raise our children.

Sincerely,

Denise J. Pentony, Chief of Police
City of Shoreline Police Department

City of Shoreline Police

Service Efforts and Accomplishments: 2000

Executive Summary

Mission

The mission of the Shoreline Police Department is to:

Provide quality, professional law enforcement services to improve public safety.

Goals & Objectives

In order to realize this mission the City of Shoreline Police Department has adopted the following Goals and Objectives:

Goal: Reduce crime and the fear of crime.

Objective: Use information for crime analysis.

Objective: Apprehend offenders.

Objective: Prevent crime.

Objective: Improve citizens' feeling of security.

Goal: Provide high-quality, cost-effective, and accountable services to the City of Shoreline, WA.

Objective: Provide responsive services to citizens.

Objective: Provide cost-effective services to citizens.

The following report contains information on the service efforts and accomplishments of the Shoreline Police Department to support its Mission, Goals and Objectives.

Report Highlights

As stated in Chief Pentony's letter (page 2), the highlights of the year 2000 were:

- Four year decline in the "Crime Rate" (page 5)
- Successful Community Oriented Policing crime prevention efforts and problem solving projects (details on pages 13-15 & 17)
- Citizen satisfaction survey results from survey conducted in 1998 (survey charts found on pages 10, 16 & 21)
- Excellent response times (page 19)
- High level of citizen satisfaction with police services (page 21)
- Few complaints against officers (page 22)

City of Shoreline Police

Service Efforts and Accomplishments: 2000

Goal: Reduce Crime and the Fear of Crime

The goal to reduce crime and the fear of crime is a standard goal of law enforcement agencies worldwide. Efforts to support this goal vary due to differences in laws, limitations and liabilities of law enforcement agencies, community preferences, socio-economic factors and available resources.

The objectives chosen to provide direction for Shoreline's police department in support of this goal are:

- use information for crime analysis,
- apprehend offenders,
- prevent crime, and
- improve citizens' feeling of security.

The measures on the following pages report the efforts and accomplishments of City of Shoreline's Police Department as reflected in the amount of crime (crime rates and statistics), crime incident case clearance rates, adult and juvenile arrest and charge statistics, workload of crime prevention efforts, citizen communications activities and citizen survey results.

City of Shoreline Police

Service Efforts and Accomplishments: 2000

Objective: Use Information for Crime Analysis

The "Crime Rate"

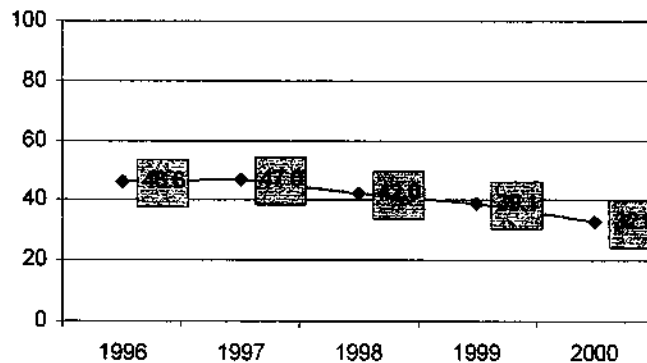
Total Part I Crimes

"Part I Crimes" is a category of crimes established by the U. S. Department of Justice Federal Bureau of Investigation (FBI) which consists of murder, rape, robbery, aggravated assault, burglary, larceny, motor vehicle theft and arson. Part I Crimes compared to the population are known as the "Crime Index" or "Crime Rate."

"Part II Crimes" consist of all other crimes not included in the Part I Crimes category. Part II crimes vary due to differences in local laws.

Part I Crimes Per 1,000 Residents

Commonly known as the "Crime Rate"



National Crime Rate

The (FBI) calculates and publishes the national crime rate based on the information sent to them by participating agencies. This information is usually released in the fourth quarter of the following year. Therefore, the most recent data available as of this report is the crime rate for 1999 (published in October, 2000).

U. S. National Crime Rate (1999)

52.5

City of Shoreline Police

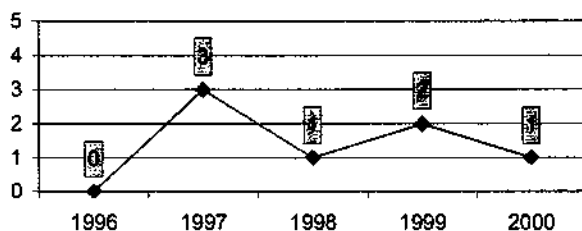
Service Efforts and Accomplishments: 2000

Crimes Against Persons

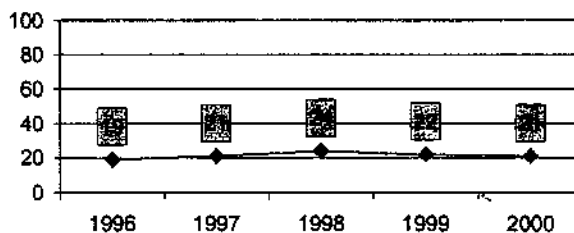
Part I Crimes Against Persons

Part I Crimes include crimes categorized as "violent crimes" or "crimes against persons." The following are Shoreline's Part I Crimes Against Persons for the last five years.

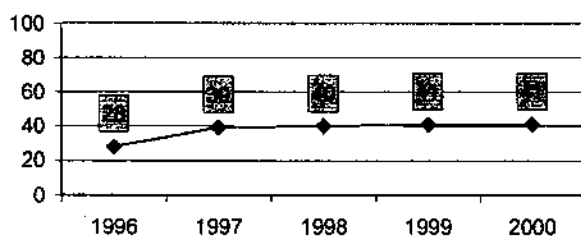
Murder



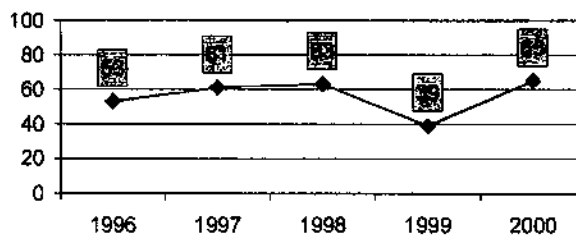
Rape



Robbery



Aggravated Assault



City of Shoreline Police

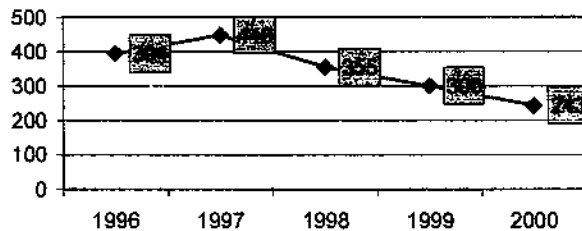
Service Efforts and Accomplishments: 2000

Crimes Against Property

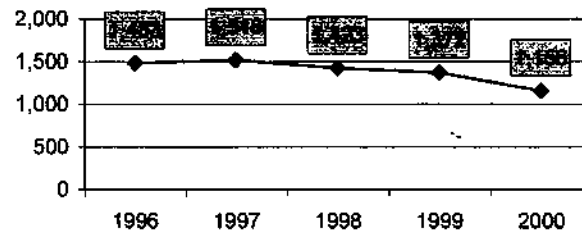
Part I Crimes Against Property

The second group of crimes that make up the Part I Crimes are known as "non-violent crimes," "crimes against property," or "property crimes." The following are Shoreline's Part I Crimes Against Property for the last five years.

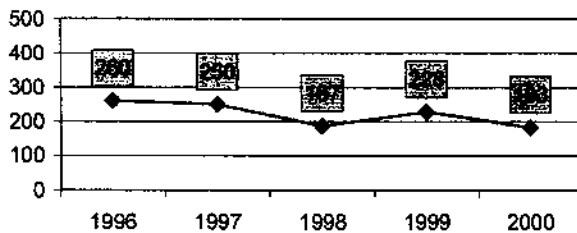
Burglary



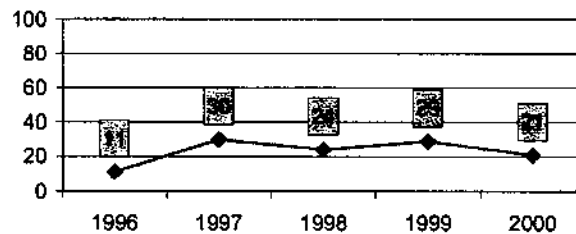
Larceny



Vehicle Theft



Arson



City of Shoreline Police

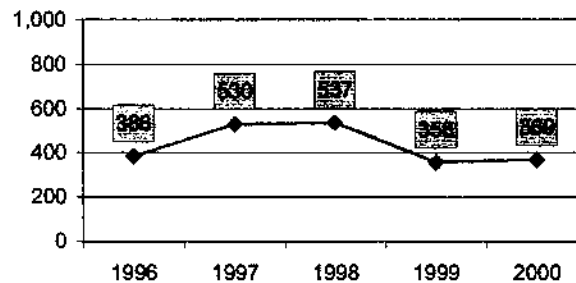
Service Efforts and Accomplishments: 2000

Domestic Violence Crimes

In Washington State "Domestic Violence Crime" refers to any crime which is committed by a spouse, former spouse, person related by blood or marriage, persons who have a child in common, former/current roommates, persons who have or had a dating relationship, and/or persons related to the suspect by the parent-child (biological or legal) relationship. In some cases, the age of the victim or suspect may determine whether or not the legal definition above is met.

"Domestic Violence Incidents" includes all documented police activity related to domestic violence incidents which includes all case reports and citations as well as possibly containing other related activity such as Field Interview Reports (FIR) and assistance to other agencies.

Total Domestic Violence Incidents



The ten most frequently occurring domestic violence crimes in Shoreline in 2000 were:

<u>Crime</u>	<u>Reported Incidents</u>
Assault Fourth Degree, (misdemeanor)	134
Violation of Court Orders (misdemeanor)	69
Other, miscellaneous Part II crimes	33
Assaults (felony)*	33
Vandalism	19
Family/Juvenile offenses	13
Violation of Court Orders (felony)	12
Auto Theft	2
Sexual Offenses	2
Kidnapping	2

* This number does not include homicides which would be reported separately. There were no domestic violence related homicides in Shoreline in 2000.

City of Shoreline Police

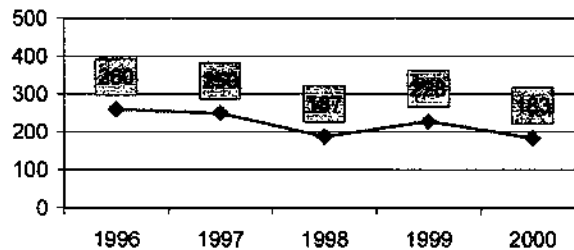
Service Efforts and Accomplishments: 2000

Automobile/Vehicle Related Crimes

Vehicle Thefts

Vehicle Thefts includes thefts of all vehicles including trucks, buses, boats, recreational vehicles and other non-licensed off-road vehicles.

Vehicle Theft

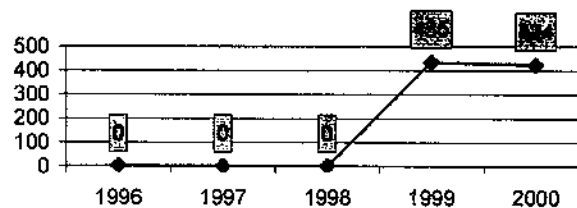


Thefts from Vehicles and Attempted Thefts

Thefts From Vehicles and Attempted Thefts include thefts of property **from** a vehicle including: any part or accessory item attached to the vehicle (gasoline, tires, tape decks, antennas, etc.), and personal property left in a vehicle (purses, gifts, tools), as well as vehicle prowls (no property successfully taken).

Thefts from Vehicles and Attempted Thefts ("Prowls")

Data unavailable prior to 1999



City of Shoreline Police

Service Efforts and Accomplishments: 2000

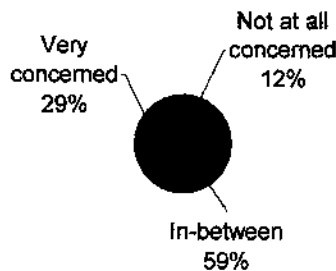
Traffic Incident Information

The City of Shoreline has contracted with the King County Sheriff's Office and the First Northwest Group to administer the Police Satisfaction Survey again in 2001. The following are results from the survey conducted by the King County Sheriff's Office for the City of Shoreline in 1998.

Citizen Survey Results: Speeding Traffic

Citizens of Shoreline were asked how concerned they were about speeding traffic. 29.0% stated they were "very concerned."

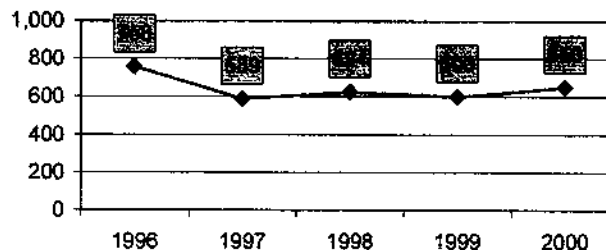
How concerned are you about speeding traffic?



Traffic Report Data

Collision information includes reports for all injury, non-injury and fatality vehicle collisions taken by the City of Shoreline Police Department.

Collisions



City of Shoreline Police

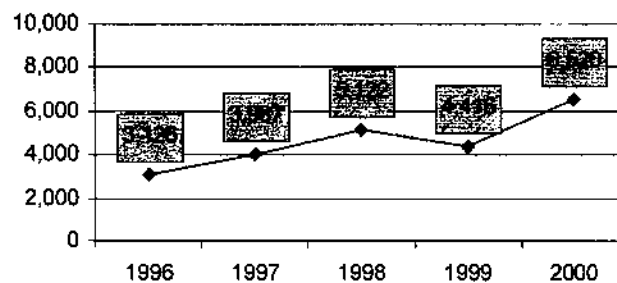
Service Efforts and Accomplishments: 2000

Traffic Incident Information, continued

Traffic Report Data, continued

Citation information includes reports of Driving While Intoxicated (DWI) violations, Moving/Hazardous violations (such as all accidents, speeding and reckless driving), and Non-moving Compliance violations (such as defective equipment and parking violations).

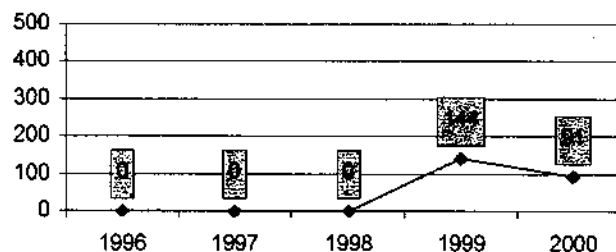
Traffic Citations



Citizen Traffic Complaints includes all reports citizens make regarding chronic traffic violations and requests for traffic enforcement. These complaints are then distributed to Shoreline's police officers to provide follow-up enforcement and/or a problem solving response (see Problem Solving Projects on pages 14-15).

Citizen Traffic Complaints

Data unavailable prior to 1999



City of Shoreline Police

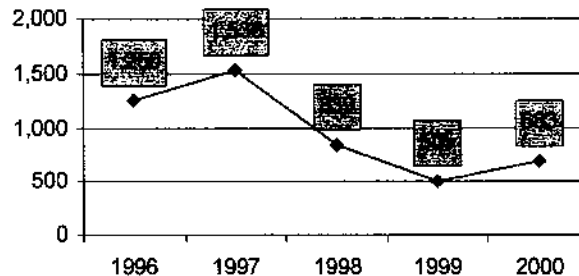
Service Efforts and Accomplishments: 2000

Objective: Apprehend Offenders

Cases Closed "Cleared by Arrest"

The "cleared" cases below are cases known as "cleared by arrest." Although not every case suspect is "arrested," each suspect in these cases has been recommended for criminal charges which may eventually result in an arrest or another form of punitive action (such as a citation). Cases "cleared by arrest" are sent to the King County Prosecutor's office with the officer's or detective's recommendation to file criminal charges. A prosecuting attorney is solely responsible for the decision of whether to formally file charges and prosecute defendants.

Part I & II Cases Cleared



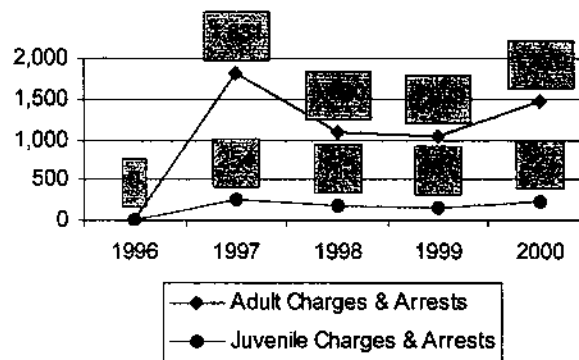
NOTE: Upon the printing of this report it was discovered that the 1998 - 2000 cases cleared statistics were incomplete. Indications are the statistics are low and do not include officer arrests and case closures. These figures will be updated in the 2001 SEA Report.

Charges and Arrests

Of all the cases "cleared by arrest" (see above), the following are the charges & arrests by adult/juvenile status. (Note: Numbers will differ from the number of cases "cleared by arrest" due to differences in reporting standards.)

Adult & Juvenile Charges & Arrests

Data unavailable prior to 1997



City of Shoreline Police

Service Efforts and Accomplishments: 2000

Objective: Prevent Crime

Crime Prevention Efforts

Crime Prevention Groups

In 2000, the City of Shoreline had 82 Block Watch groups. The first all-city Block Watch Captain's meeting was held in September. The meeting was designed to partner the City's Neighborhood Associations with the Block Watch groups to learn about emergency preparedness for their respective neighborhoods. A Block Watch Handbook was created and provided to current captains to assist in holding meetings and to help train new participants. Police volunteers for the program developed a computer database listing captains and participating neighbors. This will help organize the program and will help in disseminating information to the Block Watch participants. Over 20 Block Watches participated in 2000's National Night Out Against Crime.

Also in 2000, plans were developed to implement a Shoreline Business Watch Program in 2001. The program will be offered in partnership with Shoreline Rotary and Shoreline Police. The goal for 2001 is to ensure all residents and businesses in Shoreline are aware of Block and Business Watch Programs and have access to participate if they so choose.

Community Training/Activities

Shoreline Storefront Officers provided the following training/services in 2000:

Residential Crime Prevention Meetings	103
Residential Security Surveys	24
Vacation House Checks	168
Community Meetings/Activities	84
Informational Contacts	806
Problem Oriented Policing Contacts	219

More Information

For more information on Crime Prevention Programs and services, contact the Shoreline Police Department at (206) 546-6730.

City of Shoreline Police

Service Efforts and Accomplishments: 2000

Problem Solving Projects/Programs

In 2000, the City of Shoreline Police Department undertook the following problem solving projects in response to the community's concerns and emerging crime trends. These projects are part of the Community Policing Plan and were established to reduce repeat occurrences of crime, address disorder in the community and to prevent crime from occurring. In each problem-solving project, partnerships were developed with interested stakeholders.

Shoreline School Safety Traffic Program

School zone safety has long been a priority with the police department. Three traffic officers enforce school zone safety as their primary responsibility. In addition to that, all of the day shift patrol officers are radar certified and radar equipped and enforce the school zones on a regular basis. Officers are also assigned to trail school buses within the City to ensure that motorists are obeying bus safety regulations. A program has also been developed in conjunction with the school district to report drivers who fail to stop for school buses. In this program, bus drivers are trained to identify and report these drivers to the police department who then send out a warning letter to the registered owner of the offending vehicle. The police department also has a radar trailer that is periodically placed in school zones to alert drivers of their speed.

False Alarm Reduction Program

The City of Shoreline Police Department recognized that false alarms within the city were excessive. Efforts have been made to research this problem and involve the residents and business owners of the City in its solution. As this effort has progressed, changes have been proposed to the current Shoreline False Alarm Ordinance that was adopted from King County Code. These changes will be presented to the Shoreline City Council for adoption with the intent to reduce false alarms in the City through a multi-faceted approach involving education, training and enforcement.

Hotel/ Motel Trespass Program

The police department continued their long-standing program of monitoring hotels and motels within the City. In this program, officers train the motel managers and clerks in crime prevention activities and how to screen potential tenants to reduce problem clients. All motels within the City have agreed to mutually enforce a trespass ordinance whereby if a person is served a notice not to return to one motel in the City, all the motel managers agree to enforce the provisions of that notice at all of the motels.

Drug House Response and Abatement Program

In this program, detectives in the street crimes unit screen tips from the general public, City workers, and other police agencies to identify houses within the City of Shoreline where it is suspected that drug dealing is occurring. Detectives will then develop a strategy to determine if drugs are actually being dealt at the location, using varying tactics that may involve contact with neighbors and uniform patrol assistance. If narcotics activity is confirmed, then detectives will develop a plan to either arrest the occupants of the home or to have the tenants legally evicted from the house.

City of Shoreline Police

Service Efforts and Accomplishments: 2000

Problem Solving Projects/Programs, Continued

School Emergency Response Preparedness

The Shoreline Police Department has been very active in preparing for emergencies within the schools in partnership with the Shoreline School District, Shoreline Fire Department and the Shoreline City Office of Emergency Management. As a result of this inter-agency cooperation, a resource book has been produced that contains emergency contact information, maps, diagrams and aerial photos for all of the schools in the Shoreline School District.

Accident Reduction Program

Analysis showed a high number of accidents occurring on Aurora Avenue, between 155th and 175th streets. Traffic officers focused enforcement efforts on the leading causes (violations) of accidents in this area.

Other Shoreline Police Projects/Programs

Youth Initiatives:

School Resource Officer Program. Each of the Shoreline elementary and middle schools have a part time School Resource Officer (SRO) assigned. A full time officer began working between Shoreline's two high schools in January 2001.

Explorer Program: In the fall of 2000, a Shoreline Police Explorer Post was started. Eighteen students are participating in the program now. The program is open to all interested youth between the ages of 14 and 19.

Teen Centers (The Rec): Officers are assigned to work on Friday and Saturday to each center to ensure the safety of youth attending and to interact positively with the youth.

Party Patrol. Each year Shoreline Police participate in the North King County Party Patrol. Warning letters are sent to parents and students advising them of the dangers of drinking and driving and the no tolerance policy for youth and alcohol. The purpose of the program is to prevent any death or serious injury accidents related to alcohol among youth near the graduation season.

DUI Reenactment Program. Each year police, fire and emergency workers host a mock driving while intoxicated accident at the high schools. The event is to show youth the consequences of drinking and driving. The students participate in the event by serving as actors, police, emergency workers and panelists when debriefing the scenario.

Alcohol Compliance Checks: Each year police participate with the Liquor Control Agents to ensure that local establishments do not sell alcohol to minors. This program has been highly effective in reducing the incidents of alcohol sales to minors.

Shoreline Police T.I.P. Line: The Shoreline Police have an anonymous tip line to help solve crimes. The T.I.P. line is not to report crimes in progress or for an immediate police response but is available 24 hours per day. The T.I.P. Line number is **(206) 546-7861**.

City of Shoreline Police

Service Efforts and Accomplishments: 2000

Objective: Improve Citizens' Feeling of Security

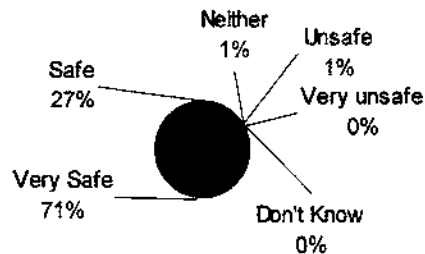
Citizens' Feeling of Safety in Their Neighborhood

The following summarize additional results from the survey conducted by the King County Sheriff's Office for the City of Shoreline in 1998 regarding citizen's perception of safety.

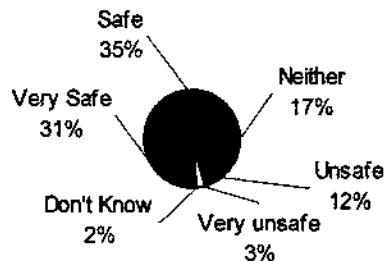
Citizen Survey Results: Feeling of Safety

Citizens of Shoreline gave the following responses to survey questions about safety in their neighborhoods.

How safe would you feel walking alone during the day in your neighborhood?



How safe would you feel being outside and alone in your neighborhood at night?



City of Shoreline Police

Service Efforts and Accomplishments: 2000

Public Communication and Education Efforts

Newsletters

The City of Shoreline Police Department submits articles for publication in the City of Shoreline *Currents* newsletter and the local paper, the *Shoreline Enterprise*. Additionally, the police department provides articles to the neighborhood association for inclusion in their newsletters. Block Watch – Crime Watch newsletters are published quarterly by the police. In 2000, the storefront officers published 24 newsletters. They included articles on the Shoreline Police volunteer program, emergency preparedness, home security, police reporting procedures, bicycle safety, theft prevention, identity theft and fraud, and other crime prevention tips.

Training

In 2000, Shoreline Police held many school presentations through the School Resource Officer (SRO) Program. There are currently 10 officers active in this program. The classes taught by SRO's include DUI reenactments, stranger-danger, how to use 9-1-1, forensics lessons, search and seizure, and classroom discussions on drugs and alcohol, traffic safety, and many topics geared to particular classes. Officers also conducted training in the schools and in the community on bicycle and scooter safety.

Community Meetings

Shoreline Police conducted three sex offender notification meetings in partnership with the King County Sheriffs Office. Officers also conducted numerous Block Watch meetings, made presentations to business groups on such topics as identity theft, bank robbery procedures and organizing Business Watch Programs. Officers also attended neighborhood meetings within their patrol district each month with some also attending monthly Council of Neighborhoods meetings.

Police Volunteer/Community Police Station Programs

There are currently 25 active volunteers within the Shoreline Police Volunteer Program. They work in conjunction with two storefront officers and participate in programs such as the Block Watch Program, vacation house checks, calling elderly shut-ins, the Victim/Witness Call Back Program, Court Reminder Program and monitoring the pawnshop activity within the City. Volunteers also update the business contact cards on a regular basis and maintain that information on a separate database. Officers and volunteers also conducted home safety surveys requested by residents of the City.

Westside Neighborhood Center
630 NW Richmond Beach Road
Shoreline, WA 98177
(206) 546-3636

Eastside Neighborhood Center
521 NE 165th Street
Shoreline, WA 98133
(206) 363-8424

Main Station
1206 N 185th
Shoreline, WA
(206) 546-6730

For additional information regarding these programs, contact the local Neighborhood Center or City of Shoreline Police Department at (206) 546-6730 or visit us online at www.cityofshoreline.com.

City of Shoreline Police

Service Efforts and Accomplishments: 2000

Goal: Provide High-quality, Cost-effective, and Accountable Services to the City of Shoreline, WA

The goal "to provide high-quality, cost-effective, and accountable services" is a goal any service industry might strive to reach. It reflects a concern for the appropriate and effective use of community resources. Efforts to support this goal are made in partnership with elected officials and police administrators, taking into consideration problem areas, community concerns for quality of life and available resources.

The objectives chosen to provide direction for Shoreline's police department in support of this goal are:

- provide responsive services to citizens, and
- provide cost-effective services to citizens.

The measures on the following pages report the efforts and accomplishments of City of Shoreline's Police Department using traditional responsiveness measures (such as response times and complaints) as well as citizen survey information. Additionally, cost information is shown in ratios of costs by the population, by available revenue, by staffing and by volume of work.

City of Shoreline Police

Service Efforts and Accomplishments: 2000

Objective: Provide Responsive Services to Citizens

Response to Calls

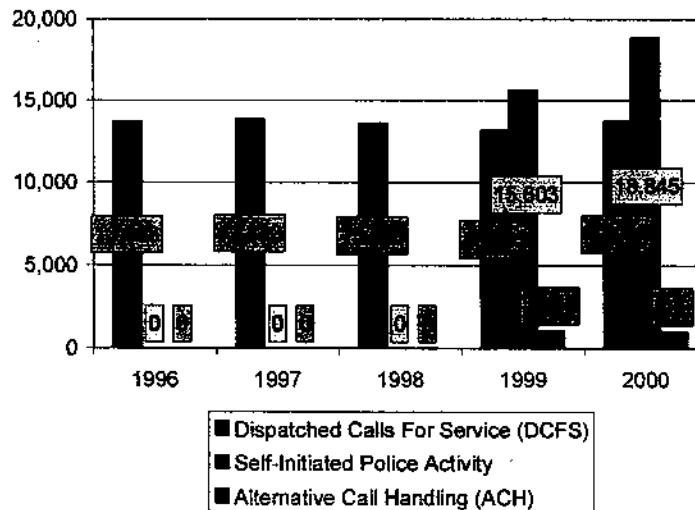
Dispatched Calls for Service (DCFS), Self-initiated Police Activities and Alternative Call Handling (ACH) Reports

Police engage in a variety of activities in a workday. Primarily police activity is captured in the number of "calls" responded to during a day. A "call" may be an incident called in by a citizen to the 9-1-1 center or a call may be "self initiated" by the officer responding to a crime they've witnessed or to chronic problems in a neighborhood (see Problem Solving Projects on pages 14-15). In addition to the calls responded to by officers, the Alternative Call Handling (ACH) program allows 9-1-1 center operators to take certain police reports over the phone in order to allow police officers more time to respond to citizens who need an officer present at the location of their incident.

Below are the numbers of Dispatched Calls for Service (DCFS), Self-initiated Police Activities and Alternative Call Handling (ACH) incidents reported for years 1996-2000.

Police Calls

Self-initiated & ACH data prior to 1999 unavailable



City of Shoreline Police

Service Efforts and Accomplishments: 2000

Response Times to High Priority Calls

Response Times to High Priority Calls

Call Priorities and Response Times

When calls for police assistance are received by the Communications (9-1-1) Center, they are entered into the Computer Aided Dispatch (CAD) system and given a "priority" based on the criteria described below. If the call receiver is in doubt as to the appropriate priority, the call is assigned the higher of the two priority designators in question.

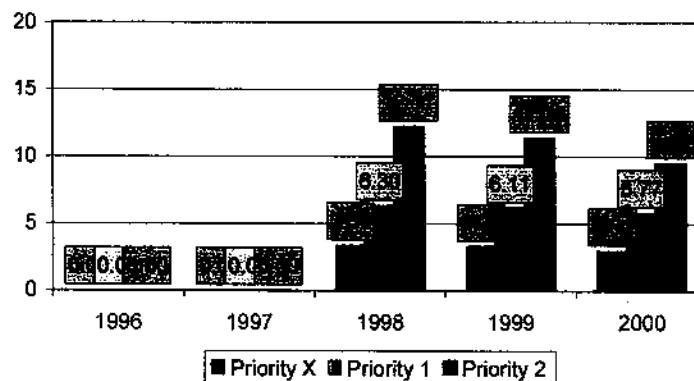
"Priority X" designates critical dispatches, those incidents which pose an obvious danger to the life of an officer or citizen. It is used for felony crimes in-progress where the possibility of confrontation between a victim and suspect exists. Examples include: shootings, stabbings, robberies or burglaries.

"Priority 1" designates immediate dispatches; those calls that require immediate police action. Examples include: silent alarms, injury traffic accidents, in-progress crimes or crimes so recent that the suspect may still be in the immediate area.

"Priority 2" designates prompt dispatches; those calls that could escalate to a more serious degree if not policed quickly. Examples include: verbal disturbances, audible alarms and blocking traffic accidents.

Average Response Times* to High Priority Calls in Minutes

Data prior to 1998 unavailable



* The 9-1-1 Center for the City of Shoreline Police measures response times from the time a citizen's phone call is received to the time an officer arrives at the location of the incident.

City of Shoreline Police

Service Efforts and Accomplishments: 2000

Citizen Survey Results Re: Officer Responsiveness

The following are results from the survey conducted by the King County Sheriff's Office for the City of Shoreline in 1998 regarding how responsive officers were to residents.

Citizen Survey Results: Officer Responsiveness

Citizens of Shoreline who interacted with the police gave the following responses to survey questions about police officer responsiveness. Citizens were asked to what degree they agreed or disagreed with the statement beginning, "Police could have ..." and ending with the variety of options shown in the chart below.

Police could have ...					
	Strongly Disagree	Disagree	Un-decided	Agree	Strongly Agree
a Responded faster	52.8%	19.4%	13.9%	5.6%	8.3%
b Been more sympathetic	47.2%	22.2%	8.3%	13.9%	8.3%
c Been more objective	44.4%	16.7%	16.7%	11.1%	11.1%
d Taken more time	38.9%	25.0%	16.7%	2.8%	16.7%
e Offered more explanation	36.1%	27.8%	13.9%	5.6%	16.7%
f Taken more effort to understand my problem	38.9%	27.8%	8.3%	13.9%	11.1%
g Followed up to let me know what they did	27.8%	11.1%	19.4%	25.0%	16.7%
h Given me the name of someone to talk to	36.1%	16.7%	19.4%	13.9%	13.9%
i Taken more control of the situation	47.2%	11.1%	16.7%	13.9%	11.1%
j Told me how to get in touch with them	44.4%	16.7%	11.1%	8.3%	19.4%
k Offered an alternative solution to help	36.1%	19.4%	13.9%	11.1%	19.4%

The survey results (above) show that the majority of Shoreline residents feel satisfied with all areas of officer responsiveness. However, the results also show that Shoreline Police can improve in several areas, such as taking more time with people, offering more and better explanations, and re-contacting victims to let them know the status or results of their police report. The Shoreline Police intend to implement a Victim Callback program types of crimes (such as burglaries) to address the re-contacting concern in 2001.

City of Shoreline Police

Service Efforts and Accomplishments: 2000

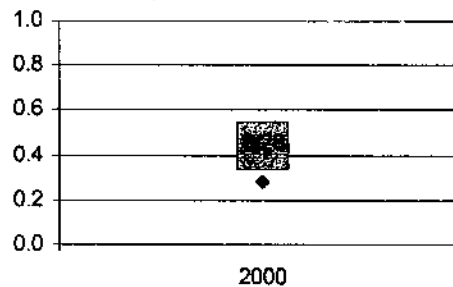
Complaints by Citizens Against Officers

Complaints by Citizens Against Officers

Although citizens made formal complaints against officers prior to the year 2000, complaints were not tallied for reporting purposes prior to 2000. Complaint counts prior to 2000 and Self-initiated Police Activity counts prior to 1999 were not available for this report.

Complaints per 1,000 Police Contacts

Data prior to 2000 unavailable



	1999	2000
Number of Complaints	NA	9
Number of Police Contacts (DCFS & Self-initiated Police Contacts)	28,788	32,559

City of Shoreline Police

Service Efforts and Accomplishments: 2000

Objective: Provide Cost-effective Services to Citizens

Costs of Services

The City of Shoreline contracts with the King County Sheriff's Office (KCSO) for police services. Among other benefits, contracting for services from a larger law enforcement agency allows for cost savings through "economies of scale." Specific economies of scale provided through the contract with KCSO include:

- Existing Mutual Aid Agreements with other law enforcement agencies in Washington State,
- A large pool of officers if back-up help is necessary,
- Coverage if your officers are away,
- Expertise of specialized units to assist officers,
- More experienced officers to select from for staffing, and
- Costs shared throughout the department keeping city costs down.

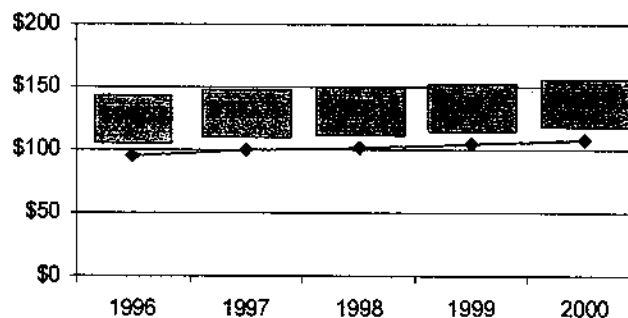
Costs for police services vary depending on a city's resources and the level and type of police services the community wants. The dollar amounts and staffing levels shown below are taken from the adopted contracts for police services for the years indicated. The City of Shoreline may have had additional funds or expenditures for special projects or programs as part of the city's law enforcement budget which are **not** reflected in this report.

The following are four ways of putting the cost-to-services picture together for the City of Shoreline. (NOTE: Dollar amounts shown have **not** been adjusted for inflation.)

Cost per Capita

Cost Per Capita shows the contract cost for police services divided by Shoreline's population (for example: year 2000 contract cost (\$5,752,984) divided by year 2000 population (53,025) = \$108.50). (The year 2000 U.S. Census data was used for the year 2000 calculations shown below. For years prior to 2000, population estimates based on the 1990 U.S. Census data were used.)

Cost Per Capita



City of Shoreline Police

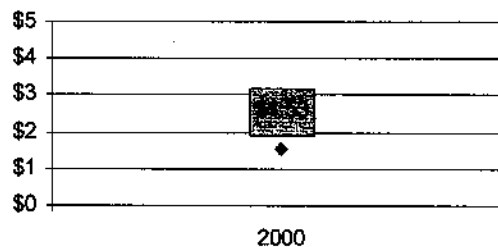
Service Efforts and Accomplishments: 2000

Cost per \$1,000 of Assessed Real Property Value

Cost Per \$1,000 of Assessed Real Property Value shows Shoreline's contract cost in relationship to the property values (a.k.a. primary revenue source) of Shoreline.

Cost Per \$1,000 of Assessed Real Property Value

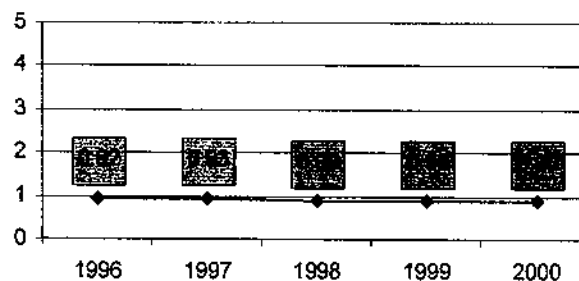
Data unavailable prior to 2000



Commissioned Officers per 1,000 Residents

Commissioned Officers Per 1,000 Residents shows how many commissioned police officers are employed by Shoreline for every 1,000 residents. This number includes commissioned officers who work in supervisory or other non-patrol related positions as well as special services officers who work part-time for the City, but does not include professional (i.e. non-police) support staff.

Commissioned Officers Per 1,000 Residents



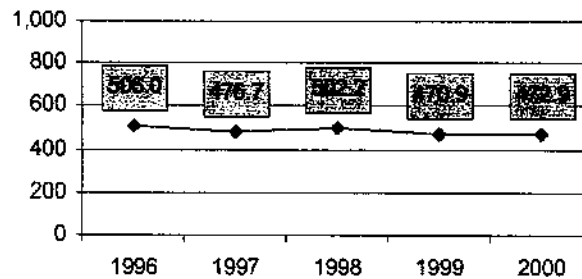
City of Shoreline Police

Service Efforts and Accomplishments: 2000

Dispatched Calls for Service (DCFS) per Patrol Officer

Dispatched Calls for Service (DCFS) Per Patrol Officer gives a picture of the average number of dispatched calls one patrol officer responds to within a year. This number only uses dispatched calls Shoreline pays for and does not include the number of responses an officer initiates (such as witnessing and responding to traffic violations). Also, the numbers below are **patrol only** and exclude non-patrol commissioned officers (such as supervisors or special duty officers/detectives).

**Dispatched Calls for Service (DCFS)
Per Patrol Officer**



Glossary

Adult Arrests: An arrest is counted every time an adult is cited for a criminal offense or is booked.

More specifically:

1. It includes all adult bookings, plus
2. All adult citations that are classified as criminal non-traffic.
3. When an adult is both cited and booked, it is counted only once.

Cases Cleared/Clearance: This refers to the solving of an offense by arrest or, in some circumstances, by exceptional means (e.g., the suspect died, is imprisoned on another charge, victim refuses to testify, etc.).

CAD: See "Computer Aided Dispatch" below.

Cases Cleared/Clearance: This refers to the solving of an offense by arrest or, in some circumstances, by exceptional means (e.g., the suspect died, is imprisoned on another charge, victim refuses to testify, etc.).

Cleared by Arrest: This is a case that is closed by identifying at least one suspect and charges against that suspect(s) are recommended to the Prosecuting Attorney. Although called "cleared by arrest" this closure does not require physical booking into a jail or juvenile detention facility. It also does not require the charging of all suspects if/when there are multiple suspects involved in a crime. This category includes criminal citations into district and municipal courts for misdemeanors, felony filings into Superior Court, and all filings into Juvenile Court.

Other clearance codes:

1. "Cleared Exceptional" refers to a case in which a crime and a suspect involved in the crime have both been confirmed but, due to circumstances outside the control of law enforcement, charges are not being recommended to the Prosecuting Attorney. (One example of this is when the suspect is already being charged for the crime by another police jurisdiction.)
2. "Cleared Unfounded" refers to a case in which it is discovered that the reported incident was either not true or was not a crime.
3. "Cleared Administrative" refers to an incident found to be non-criminal in nature, but which requires some police action to close the incident (e.g., handling of lost and found property).
4. "Cleared Inactive" refers to cases in which all investigative leads have been exhausted (or none existed) and the case cannot be closed by any other clearance classifications.

Citation: Often called a "ticket," a citation is a written document issued to a citizen who commits a crime or violates a law. The citation describes the crime and/or the law that has been violated and identifies the punishment that has been standardized by the court system (i.e., the standardized monetary amounts payable for traffic violations). While citations prescribe a penalty for a crime, they may be challenged through the court system. They usually include instructions for the cited citizen to appeal the citation.

Computer Aided Dispatch (CAD): A computerized communication system used by emergency response agencies for dispatching and tracking calls for emergency assistance.

Domestic Violence: Domestic violence is a subcategory of other crimes. Virtually any crime can be subclassified as domestic violence. In the State of Washington, domestic violence is defined as a crime of violence against the person or property of a spouse, former spouse, persons related by blood or marriage, persons who have a child in common, former/current roommates, persons who have or had a dating relationship, and persons related to the suspect by the parent-child (biological or legal) relationship. In some cases, the age of the victim or suspect may determine whether or not the legal definition above is met.

Dispatched Calls For Service (DCFS): Dispatched calls for service are calls received in the Communications Center and to which one or more patrol cars are dispatched.

Felony: Felony crimes are more serious in terms of either harm or loss to persons or property than misdemeanors, and usually are punished by more restrictive methods than citations. Felonies have subclasses (A, B and C) that are based on the extent of harm to a person or the dollar value of loss or damage to property.

Identifier Codes for Priority of Dispatched Police Calls: The Computer Aided Dispatch (CAD) systems used by 9-1-1 Centers use a system of codes to identify the types of calls to which police are being dispatched. Along with categorizing the type of incident, the codes also assign the call a priority level based on the urgency required for the police response. The following are the priority levels used by the Communications (9-1-1) Center for the various types of police calls:

- **Priority 0 (9-1-1 Dispatch):** This code is used when a dispatcher sends a police unit to an incident based on the location, name and phone number information automatically generated by the 9-1-1 CAD system based on the origin of the call. This may be necessary when a caller is unable (for whatever reasons) to give the information or gives minimal information before the call is somehow terminated. Open phone lines and disconnected lines to which a call-receiver is unable to re-contact the caller are also examples of Priority 0 calls.
- **Priority X (Critical Dispatch):** This code is used for incidents which pose an obvious danger to the life of an officer or citizen. Examples are felony crimes in progress, "help the officer" situations, shootings, stabbings, in-progress robberies and in-progress burglaries where the possibility of a confrontation between a victim and a suspect exists.
- **Priority 1 (Immediate Dispatch):** This code is used for incidents requiring immediate police action. Examples are silent alarms at banks or businesses, silent residential alarms, injury accidents, major disturbances with weapons involved, in-progress burglaries of unoccupied structures, and other types of crimes in-progress (or which have just occurred) where a suspect may still be in the immediate area.
- **Priority 2 (Prompt Dispatch):** This code is used for events that involve situations that could escalate to a more serious degree if not policed quickly. Examples are verbal disturbances, audible residential or audible commercial alarms and blocking accidents, and incidents of shoplifters in custody who are not causing a problem.
- **Priority 3 (Routine Dispatch):** This code is used for low priority incidents in which time is not the critical factor in the proper handling of the call. Examples are burglaries or larcenies that are not in progress, "cold" vehicle thefts and abandoned vehicle calls.
- **Priority 4 (Dispatch as available):** This code is used for special circumstances or "seasonal" calls. Examples are reports of snowball throwing during winter months or firecracker complaints around July 4th.

Misdemeanor: Crimes that inflict harm or loss but to a lesser extent than a felony (e.g., assault fourth degree or simple assault). Misdemeanors usually are punished through monetary payment via a citation and/or other restrictions (such as restraining orders or no trespass orders).

Part I Crimes: This is a category of crimes established by the Federal Bureau of Investigation (FBI). It includes criminal homicide (which includes murder and non-negligent manslaughter, but excludes deaths by negligence, attempts to kill, suicides, accidental deaths, justifiable homicide, and traffic fatalities), forcible rape, robbery, aggravated assault, burglary, larceny-theft, motor vehicle theft, and arson.

Part I Crimes Against Persons: These crimes are also referred to as "violent crimes." They consist of criminal homicide (as defined above), forcible rape, robbery, and aggravated assault.

Part I Crimes Against Property: These are burglary, larceny, motor vehicle theft, and arson.

Part II Crimes: This is a category of crimes consisting of all other crimes not included in the Part I Crimes category. Part II crimes vary due to differences in local laws, but typically include one or more of the following crimes: all other assaults (simple), forgery and counterfeiting, fraud, embezzlement, stolen property (buying, receiving and/or possessing), vandalism, weapons (carrying, possessing, etc.), prostitution and commercialized vice, sex offenses (including statutory rape, indecent exposure, etc. but excluding forcible rape, prostitution and commercialized vice), drug violations, gambling, offenses against families and children, driving under the influence of alcohol or drugs, liquor violations, drunkenness, disorderly conduct, and others.

Data Sources

The data compiled in this report was collected from the following sources and, as such, is subject to the data standards and limitations of the source agency:

- City of Shoreline Police (information regarding: crime prevention activities, problem solving projects and public communication and education efforts)
- Federal Bureau of Investigation (FBI) annual statistical report *Crime in the United States: 1999*
- King County Regional Policy and Planning Department (demographic information)
- King County Sheriff's Office:
 - Annual Statistical Reports
 - Computer Aided Dispatch (CAD) system reports
 - Internal Investigations Unit statistical reports
 - Interlocal Agreements - Exhibit Bs (contract cost and staffing information)
- King County Tax Assessor's Office (real property values)
- Washington State Courts, Courts of Limited Jurisdiction annual caseload reports (traffic citation information); available on the Internet at: www.courts.wa.gov/caseload

Appendix A: Organization Chart

City of Shoreline Police: 2000

