



Planning & Community
Development

17500 Midvale Avenue North
Shoreline, WA 98133-4905
206-801-2500 [phone]
206-801-2788 [fax]
pcd@shorelinewa.gov
www.shorelinewa.gov

Transportation Impact Fees

Attributes and Benefits

The City of Shoreline adopted Transportation Impact Fees (TIF) by Ordinance No. 690 effective January 1, 2015. This ordinance is found in Shoreline Municipal Code Chapter 12.40. See also the Transportation Impact Fees Development Handout for specific permit application information.

Transportation impact fees are typical for this area

Impact fees for transportation projects are common in this area and are currently in place in more than sixty cities in Washington State. Surrounding jurisdictions that utilize some form of transportation impact fees include Edmonds, Lynnwood, Mountlake Terrace, Mukilteo, Kenmore, and Bothell.

Traffic study requirements are minimized

By utilizing a fixed fee calculation for transportation impacts, applicants may find that previously required traffic study requirements can be greatly reduced or even eliminated. By minimizing these traffic study requirements the permit review process will be streamlined.

TIF benefit both the development and overall community

By focusing the transportation improvement projects to seven specific areas which are expected to be impacted by all growth in Shoreline, the benefits are felt across the entire city and not just in one area or at just one new development.

No one development has to fix a problem that impacts the overall community or benefits other developments

Costs are proportionately distributed among all development projects and no one project has to fix a “broken” intersection or street that receives citywide traffic.

TIF funds can be leveraged to match grant funds

Transportation grants that are awarded to jurisdictions often require that a financial “match” be provided. Monies collected as part of the TIF program can be used to provide a grant match for funding awarded for any of the seven designated growth projects. This grant money increases the amount of funding available for these transportation projects and allows them to be completed sooner.

Hours of Operation:

Monday 8:00 am–5:00 pm
Tuesday 8:00 am–5:00 pm
Wednesday 1:00 pm–5:00 pm
Thursday 8:00 am–5:00 pm
Friday 8:00 am–5:00 pm

Permit Processing Ends at 4:00 pm Daily

Citizen satisfaction survey desire for improved traffic flow

The 2014 Citizen Satisfaction Survey showed a significant increase of 11% in satisfaction with “flow of traffic and congestion” from 2004 to 2014. However, while satisfaction increased over the last decade only a little more than 50% of citizens are satisfied with traffic and congestion in Shoreline. This indicates that traffic and congestion is still a big area that citizens want to see better service and a clear opportunity for improvement. The TIF program and the projects funded by the fees will assist with traffic improvements that will help residents citywide and should help to increase their satisfaction with traffic and congestion.

Previous and future transportation improvements by the City

Since incorporation, the City has constructed transportation improvements throughout Shoreline. These include roadway maintenance, installation and replacement of curb ramps, traffic signal improvements, sidewalks and major roadway improvements, such as Aurora Avenue N and North City. In areas where complete frontage improvements are in place, developers will not need to fund these investments. Furthermore, the TIF program will provide funding for projects specifically identified to address traffic congestion and the City will not bear the entire cost for them, thereby allowing city funds to be spent on other types of projects.

Frontage improvements are not required for single family residences

Frontage improvements, such as construction of sidewalks, are not required for many single family residential projects including new construction of a single house on a parcel, accessory dwelling units, additions and remodels. This reduces the financial burden on these smaller projects.