

AGENDA
CITY OF SHORELINE PLANNING COMMISSION
REGULAR MEETING



Thursday, May 21, 2009
 7:00 p.m.

Shoreline Conference Center
 18560 1st Ave. NE | Mt. Rainier Room

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. DIRECTOR'S COMMENTS	7:03 p.m.
5. APPROVAL OF MINUTES	7:08 p.m.
a. May 7, 2009	
6. GENERAL PUBLIC COMMENT	7:10 p.m.
<p><i>During the General Public Comment period, the Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled later on the agenda. Each member of the public may comment for up to two minutes. However, the General Public Comment period will generally be limited to twenty minutes. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Speakers are asked to come to the front of the room to have their comments recorded and must clearly state their first and last name, and city of residence. During Public Hearings, the public testimony or comment follows the Staff Report. The rules for procedure for Public Hearings before the Planning Commission are further defined in Resolution No. 182.</i></p>	
7. PUBLIC HEARING <i>Quasi-Judicial Public Hearing</i>	7:15 p.m.
a. Rezone at 17802 Linden Ave N, #201781	
1. Staff Overview and Presentation of Preliminary Staff Recommendation	
2. Applicant Testimony	
3. Questions by the Commission to Staff and Applicant	
4. Public Testimony or Comment	
5. Final Questions by the Commission	
6. Closure of Public Hearing	
7. Deliberations	
8. Vote by Commission to Recommend Approval or Denial or Modification	
8. DIRECTOR'S REPORT	8:30 p.m.
9. UNFINISHED BUSINESS	8:40 p.m.
a. Tree Regulations Discussion	
10. NEW BUSINESS	9:20 p.m.
11. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	9:25 p.m.
12. AGENDA FOR June 5	9:29 p.m.
13. ADJOURNMENT	9:30 p.m.

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236.

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CITY OF SHORELINE

SHORELINE PLANNING COMMISSION SUMMARY MINUTES OF SPECIAL MEETING

May 7, 2009
7:00 P.M.

Shoreline Conference Center
Mt. Rainier Room

Commissioners Present

Chair Hall
Vice Chair Wagner
Commissioner Behrens
Commissioner Broili
Commissioner Kaje (arrived at 7:15 p.m.)
Commissioner Kuboi
Commissioner Perkowski
Commissioner Piro
Commissioner Pyle

Staff Present

Steve Cohn, Senior Planner, Planning & Development Services
Paul Cohen, Senior Planner, Planning & Development Services
Jessica Simulcik Smith, Planning Commission Clerk

CALL TO ORDER

Chair Kuboi called the regular meeting of the Shoreline Planning Commission to order at 7:05 p.m.

ROLL CALL

Upon roll call by the Commission Clerk, the following Commissioners were present: Chair Kuboi, Vice Chair Hall, and Commissioners Behrens, Broili, Kuboi, Perkowski, Piro and Pyle. Commissioner Kaje arrived at 7:15 p.m.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Mr. Cohn announced that Mr. Tovar was not present at the Commission Meeting because he was attending the City Council's retreat.

APPROVAL OF MINUTES

The March 26, 2009 minutes were approved as presented. The April 16, 2009 minutes were approved as amended.

GENERAL PUBLIC COMMENT

No one in the audience expressed a desire to address the Commission during this portion of the meeting.

STAFF REPORTS

Tree Regulations Background Information

Mr. Cohen explained that the purpose of this discussion is to compare the City's existing tree code to a selection of tree codes from other jurisdictions, as well as proposals that have been submitted by a Shoreline Citizen Group and the Innis Arden Club. He further explained that most codes that focus on tree preservation include many of the same components such as the intent, what is permitted, what is accepted, hazardous trees, retention requirements, replacement requirements, site design incentive, and flexibility by the director. The core component in all the examples revolves around retention, preservation and replacement. He suggested that if the Commission focuses on this core component, the solutions to other issues would probably emerge. He summarized that Lake Forest Park's language is most similar to Shoreline's existing code. By contrast, the Bellevue tree code is the most different. He noted that staff did not spend a lot of time reviewing the Seattle code language. Although Seattle is Shoreline's neighbor, their existing tree code has a different focus than Shoreline's code. He also reviewed Edmonds' code since they are an adjacent neighbor and have similar land issues.

Mr. Cohen referred to the two-page summaries that were prepared to compare Shoreline's tree code language to the Shoreline Citizens Group's proposal, the Innis Arden Club's proposal, and the tree code language from Lake Forest Park, Bellevue, and Edmonds. If available, a public information handout from the various jurisdictions was also provided.

Commissioner Broili asked Mr. Cohen to elaborate on his previous comment that Seattle's code language had a different focus. Mr. Cohen answered that the key difference is that their emphasis on tree preservation in residential properties was non-existent up until a recent emergency amendment. Shoreline's current code revolves around the fact that residential property is the great majority of the land use. Commercial properties are exempt from the tree preservation requirements. Chair Hall asked if Seattle has requirements for tree retention and replacement as part of development. Mr. Cohen answered that they do have tree retention requirements for commercial development, but they are complex and tied in with pervious surfaces, vegetation, and credits. If the Commission is interested in looking at retention requirements for commercial properties, it may be worthwhile to review Seattle's existing code language.

Mr. Cohen explained that the current tree retention requirements are based on zoning. Commissioner Behrens observed that there would be no restrictions on any type of use that is developed in a Regional

Business zone because the City doesn't regulate trees on any properties outside of the residential zones. Mr. Cohen pointed out that Regional Business, Industrial, Community Business, Neighborhood Business, North City, and Office zones are exempted from the tree retention requirements. Multi-Family zones up to R-48 would not be exempt from the requirements.

Vice Chair Wagner recalled a previous Commission discussion that the current code requires that replacement trees be protected indefinitely. She requested clarification from staff about whether or not the existing language would actually require this protection and if the City has the needed tools to enforce the requirement. Commissioner Pyle noted a citation that said that if a property owner removes more than the allowed number of trees and replaces the trees per the requirement ratio, each tree that is planted would become a protected tree for the life of the tree.

Commissioner Kaje clarified that if the 20% retention requirement is applied at a certain site, a property owner would be allowed to come in with a different proposal after three years. If that is the case, the baseline would be significantly lower so the property owner would only be required to retain a few trees. Mr. Cohen said it appears that the intent of the existing code language is to create a rate for cutting and replanting, and the Commission may want to consider whether that rate is appropriate or not in terms of maintaining the City's tree canopy. If a property owner is allowed to reapply for a tree cutting permit every three years, the baseline would continue to diminish.

Mr. Cohen advised that the proposal prepared by the Shoreline Citizens Group was modeled after Lake Forest Park's tree code, both of which try to establish a baseline. The citizen's proposal is based on tree units and the size of the trees. They recommend that 35 units per acre be maintained on a site at all times, which would be measured against a baseline number. Before Shoreline could apply this methodology, the City would need baseline information showing how many trees are located on every single residential property in the City, which Lake Forest Park has done. He summarized that this methodology would tend to encourage people to preserve the larger trees, which would allow much more flexibility on the site. However, there would be no guarantee.

Commissioner Pyle referred to Section 20.50.300.G, which states that replacement trees planted under the requirements of the subchapter on any parcel in the City shall be regulated as protected trees under Section 20.50.330.D. Section 20.50.330.D requires that the retention and planting plan and application and permit plan show all protected trees. The complication is there is no way to track what trees are protected unless the City has institutional knowledge of previous tree cutting permits. Subsection 2 allows the Director to put in place a protective mechanism such as notice on title. He summarized that the City already has sound regulations to protect retention and replacement trees, but does not have an effective mechanism for tracking.

Commissioner Behrens expressed concern that the regulations would be useless unless the City has the ability to enforce them. He questioned the cost associated with placing a notice on the title and asked if it would be possible to write some sort of tracking system into the ordinance. Mr. Cohen advised the property owner would bear the cost of placing a notice on title, but he doesn't know what that cost would be. Commissioner Broili explained that a conservation easement would be attached to the legal title that goes with the property no matter who owns it, and placing a notice on title is an onerous task.

Commissioner Behrens said he is a strong advocate for tracking and establishing a baseline forest or tree inventory. If having an accurate inventory and tracking tree removal and replacement is a positive economic opportunity for the City on a number of levels, they should move forward with the project. He suggested that an inventory and tracking system would be an important component of whatever tree code the City adopts.

Mr. Cohen explained that one option would be to establish a baseline and review it every five years to determine if there has been a net gain or loss of tree canopy. Alternatively, the citizen's proposal and Lake Forest Park's tree ordinance uses a methodology that establishes a baseline and then tracks every tree on each property. Rather than determining the net loss or gain for the City as a whole, this methodology would consider individual properties. Commissioner Broilli suggested it might be appropriate to tie the two baseline methodologies together. They could start with a baseline and consider changes based on the City as a whole, but then move towards focusing on individual properties. Eventually, as permits come in, the City would be able to review the baseline inventory to determine the impact associated with a tree removal. He summarized that an urban forest management strategy would be meaningless unless the City has a baseline inventory. Mr. Cohen agreed.

Commissioner Pyle pointed out that a simple recording on title with King County currently costs \$65 per transaction. He suggested the City could create a simple form that would notice certain trees on the property. They could also provide the property owner with tree tags to identify the protected trees and indicate they are not to be removed. The City could inspect to make sure the tags are actually placed on the trees.

Commissioner Pyle said his understanding is that the City is considering the possibility of conducting an American Forest Study, which considers canopy coverage, impervious surface, etc. across the City. He suggested this type of study would be very valuable to have as baseline information to identify where the City is at this point in time. However, he expressed concern that applying tree regulations across the board could be seen as penalizing property owners who have been good stewards and not removed trees and vegetation in the past. These property owners would actually be held to a higher standard than those who have taken advantage of relatively flexible regulations. Mr. Cohen agreed that it might be seen as inequitable to establish a baseline and apply the tree code universally throughout the residential zones. However, if the City wants to use the baseline methodology, they must start somewhere.

Mr. Cohen pointed out that both the citizen group's proposal and the Lake Forest Park code allow the removal of two significant trees per year, which is parallel to the City's current limit of six significant trees every three years. The difference is that the citizen group's proposal and Lake Forest Park code requires a permit for any significant tree removal. This allows them to base the tree removal permit on the baseline inventory. One option would be for the City to tie in some flexibility to remove a certain number of trees over time, for whatever reason, as long as the baseline requirements are met.

Commissioner Behrens asked how the City knows when someone is removing more than six significant trees in a three-year time period if they do not require permits. Mr. Cohen said the City asks property owners to fill out a form about what they are removing on a property so the information can be put into

the tracking system. Commissioner Behrens pointed out that unless the City requires a permit for tree removal, they would not be able to keep an accurate inventory.

Mr. Cohen pointed out that roughly 80% of the City is zoned single-family, and nearly all of these zones allow up to 50% lot coverage. Even if the remaining 50% of the lot was covered with significant trees, a 35% tree retention requirement would only involve 17% of the lot. If the City's goal is to have a 40% canopy, there would be a gap. Requiring the replacement of trees on the remaining area on a 3 to 1 ratio would bring up the canopy, but the City must have a method for preserving the replacement trees into the future.

Mr. Cohen pointed out that most of the positive environmental impacts coming from tree preservation occur when preserving other forms of vegetation, as well. All plants have erosion control water absorption, carbon sequestration, wildlife habitat, and oxygen producing attributes. In addition, different types of vegetation are good because they provide plant community diversity. The percentage of lot coverage by vegetation is correlated to a large degree with the City's environmental health and the preservation of significant trees is a subset of that. When considering the City's chances of getting the 40% canopy citywide based on the current code, they must pull these ideas together. The City is also working on a solar access project, which is part of their sustainability strategies. They must consider whether the goal of solar access would be in conflict with the 40% forested canopy goal.

Mr. Cohen explained that counting trees, units or percentages is necessary but may not satisfy preservation of large, prominent trees. He suggested they also focus on identifying incentives and tradeoffs to encourage the retention of large trees. Most of the tree comments staff receives focus on the loss of large trees. He suggested that the presence of large trees is a part of Shoreline's identity and seen as a barometer of the City's environmental health.

Chair Hall asked how the 40% goal in the citizen's proposal would compare with the City's current requirement. He asked where the 40% number came from. Mr. Cohen said he does not know what the City's current canopy is, but the sustainability strategies talk about a goal of about 40%. Commissioner Pyle suggested that 40% comes from studies done by the American Forest Foundation. Their literature alludes to the fact that a canopy of 40% is really a stable point for sustaining commerce and the hydrologic function of the landscape. Chair Hall said he understands the scientific basis for the 40% number, but he question whether 40% is a realistic goal for the City. He said he would not want to adopt a policy statement that is impossible to obtain. Mr. Cohen agreed to find more information about the City's current tree canopy.

Commissioner Broili recalled that earlier he raised the concept of a vegetation management plan or vegetation inventory rather than a tree inventory. As Mr. Cohen pointed out, vegetation in general serves many of the functions the City is looking to achieve. He suggested the ultimate goal of the tree code is to maintain the functionality that a forest would offer for economic reasons. Therefore, the City should focus on the bigger picture and not just trees by themselves. Mr. Cohen said that although the tree code focuses on trees, the Commission should keep in mind that a vegetation management plan concept could still accompany the tree code. Commissioner Broili observed that in urban forestry, it is

not just the trees that provide functionality, but the layers of plants all working together in a guild sort of approach that gives a complete set of functions. Mr. Cohen.

Mr. Cohen referred to the 40% number identified in the citizen's proposal. He pointed out that if every single-family property had trees on 50% of the lot, they might be able to achieve 40% citywide if you take out all the commercial areas, rights-of-ways. He observed that a 40% goal would be a tall order.

Commissioner Pyle pointed out that the Lake Forest Park code and the citizen's proposal are punitive in nature, in that a fine is identified for non-compliance. He said he does not necessarily want the City's code to be so punitive by nature. He suggested that, as a government, the City should address the issue from a stewardship and educational perspective by trying to promote the right thing without being so punitive. Chair Hall agreed that this also speaks to the relationship the City wants to have with the community.

Commissioner Broili observed that the City's ultimate underlying goal is to recreate or create the function that would come with a forested situation. Trees are important, but the real benefits to the City, property owners, and taxpayers are the functional qualities that an urban forest situation would bring. The Commission should keep in mind potential future codes that require vegetated roofs, etc. so that impervious surfaces can become part of the vegetative cover and move the City towards the functional qualities they are looking to achieve. While the City may not have a 40% forest cover in terms of trees, they could end up with a vegetative cover that may far exceed the 40%.

Commissioner Behrens questioned if it would be possible to waive grading permit fees based on the type of tree removal. In other words, if a developer maintains a tree cover at a higher than required, would it not be in the City's interest to give a break in the grading permit. In the long run, the City would receive some benefit by not having to pay so much money to address drainage issues, etc. Instead of punishing people for doing what they don't want them to do, the City could offer financial incentives to do what is to everyone's benefit in the long run. Mr. Cohen agreed that incentives should be a part of the code to achieve important goals that are more difficult to obtain.

Chair Hall suggested it would be helpful to first understand intent and purpose of the tree ordinance before they move forward with their more detailed discussion. At the request of Chair Hall, Mr. Cohen summarized the intent and purpose of each of the codes and proposals as follows:

- **Shoreline** – Preserve and enhance trees and reduce the environmental impacts of site development while promoting the reasonable use of the land.
- **Shoreline Citizen's Proposal** – Enhance the existing tree canopy to a minimum of 40% citywide. Promote economic, environmental and aesthetic benefits of retention. Enhance, maintain and protect public health, safety and welfare and minimize adverse impacts to land and wildlife.
- **Lake Forest Park** – Maintain the existing canopy with no net loss. Mitigate the economic, environmental and aesthetic consequences of removal, allowing flexibility for site development.
- **Bellevue** – Maintain and protect property values, enhance the visual appearance, and preserve the wooded character. Promote use of the natural systems, reduce impacts on storm drains and water resources, and provide a transition between various land uses.

- **Edmonds** – Promote the public health, safety and welfare. Preserve the physical aesthetic character of the city, protect the environment, implement SEPA, implement and further the goals and policies of the city’s comprehensive plan, and promote improved development of land use.

Commissioner Broili observed that the Bellevue’s intent statement is the only one that speaks to function. Implementing a good vegetation management plan would automatically improve property values. Bellevue’s statement talks about promoting utilization of natural systems and reducing the impacts of development on stormwater drainage systems and water resources. Both of these speak to functional qualities. He expressed his opinion that functionality should be a major focus of the City’s code.

Commissioner Pyle explained that Bellevue is in the process of rewriting their tree regulations, as well. They are very wealthy in terms of publicly owned land, and they have a very robust urban forestry program that is well managed. Most of their major natural resources are located within tracts that are owned and managed by the public and tree removal rarely occurs. They actually have a full-time forester who works within their forest resources, and they manage their forest resources in a way that allows them to promote these exact functions. On a parcel-by-parcel basis, Bellevue’s Code is not quite so specific to that intent. It is more along the lines of how many square feet of impact are you causing. Their true tree regulations are not found in the development or land use codes. They are actually in the clearing and grading code. Their tree regulations require a clearing and grading permit to remove trees if the removal would exceed 1,000 square feet of drip line. This is related to the interaction that staff can have with the property owner with regards to how they are managing their construction and tree removal and how they are dealing with erosion at the ground level and the long-term impact of rain falling on the bare area where the tree has been removed. He summarized that Bellevue does not necessarily limit the number of trees that can be removed, but they limit tree removal in critical areas or critical area buffers, etc.

Mr. Cohen reviewed that Bellevue has no provisions for a baseline re-measurement for protection after development. However, they have very clear cut requirements for Bridal Trails and new and expanding single-family areas. These requirements are straight forward and easy to administer. Basically, all trees within the setback areas must be retained. Between 15% and 30% of the trees within the interior of a property must be retained, depending on the area. He noted that Bellevue allows a property owner to remove a tree without a permit as long as it doesn’t involve more than 1,000 square feet of drip line. Therefore, a property owner could be allowed to remove up to 20 trees without a permit.

Chair Hall said the Commission should keep in mind that they don’t want to create a situation where property owners are motivated to preemptively cut down six significant trees out of fear that some severe regulation is coming down the road.

Mr. Cohen said the Commission may want to consider Bellevue’s approach of requiring that everything on the perimeter has to be preserved. Rather than using a percentage or unit number, which can change depending on what’s on the lot, a perimeter method would be easier to apply and would result in a buildable footprint in the interior.

Mr. Cohen reviewed that Edmonds requires a permit to remove trees, except on undeveloped, single-family lots, and unimproved lots with no potential to subdivide, and in emergency situations. They do not allow tree removal on any portion of properties within critical areas. Commissioner Pyle pointed out that Edmonds does not allow tree removal on slopes that exceed 25%. Because a significant portion of Edmonds is located on a slope, their code is fairly restrictive.

Mr. Cohen said the focus of the Innis Arden Club's proposal is on hazardous trees, which is an important part of the code.

Mr. Cohen suggested the Commission identify examples or issues they want staff to focus on for their next discussion. He said he could provide a graphic comparison of how the different concepts would be applied now and over time.

PUBLIC COMMENT

Kyle Roquet, CRISTA Ministries, said he lives in Edmonds but works in Shoreline. He advised that CRISTA Ministries has an interest in tracking the City's tree code amendments because they are in the midst of their master plan program. He suggested there are cases where a tree replacement requirement of 3 to 1 would result in a situation where a tremendous number of trees would have to be replaced but the property would not accommodate them all. It would be useful for Shoreline to have a program where property owners could bank trees with the City, and the trees could be planted on public lands or other places where there is a space and/or need. He said he knows that City-owned lands are fairly saturated with trees already.

Peter Eglick, Attorney for the Innis Arden Club, pointed out that Innis Arden is a big part of the Shoreline community, with more than 500 lots. In addition, they own and administer over 50 acres of reserve tracts, and all but one of them are heavily forested with trees. These facts create a lot of issues that are not addressed or recognized in the Commission's materials or discussion. He pointed out that the Innis Arden Club did not prepare a proposal specifically for the tree code review process, but they did prepare a hazardous tree proposal that was presented to the Commission as the club's response to the City's tree ordinance. The Shoreline Citizen Group's proposal was prepared by a group of citizens, many of whom are very much in opposition of the Innis Arden covenants. The club was not invited to participate in the citizen group's proposal, which was carried out behind closed doors and presented to City Council as something that should be adopted in a hurry. This process has left the club at a disadvantage.

Mr. Eglick suggested proposals are needed that specifically address situations such as the large Innis Arden reserve tracts. Under the current code, they are only allowed to remove six trees from their nine-acre heavily forested reserve tract within a three-year period, which is the same as a small, single-family property owner would be allowed to remove. He suggested the Commission direct staff to work with the club to come forward with a proposal that addresses their unique situation, the following four principles in particular:

- Innis Arden has view covenants that have existed for more than ½ century and have been upheld repeatedly by the courts. Some of the people who worked on the citizen group’s proposal were quite active in trying to get the view covenants overturned or declared unenforceable, but they did not prevail. The courts reaffirmed that the covenants are enforceable.
- The Innis Arden Club has a concern about hazardous trees. Their reserve tracts are owned by the Innis Arden Board of Directors and Innis Arden Corporation, but they are maintained for the use of their lot owners (members). They are to be used as recreational properties, and they have maintained hiking trails and improved recreational areas. Many of these areas have hazardous trees. They have had a difficult time getting the City to work with them in a fair and efficient way to address hazardous trees. They currently have a request into the City as a result of a letter they received from a well known land use firm stating that if the club doesn’t get rid of five hazardous trees near their client’s property, they will sue. They are having a hard time working this through the City. There needs to be a better, more efficient, and fair way of dealing with hazardous trees, particularly for property owners that are stewards of large forested tracts.
- They need regulations that are not only efficient, but reasonable and non-arbitrary. For example, he challenged the Commission to define the term “landmark tree” in such a way that the City could get a replicable decision time after time from a group of experts in a room. Courts have determined that standards that are vague and discretionary are not permissible. When reading the standards, the Commission should consider whether or not the City would be able to describe the circumstances in which an exception would have to be granted and in which this definition would have to apply in a way that was predictable. If they can’t, their code will not pass muster.
- Proportionality is very important to Innis Arden. One significant concern is that Innis Arden feels they already have provided a significant number of trees. They have over 50 acres with thousands of trees. Application of the current and proposed regulations would be completely disproportionate. He referred to the Citizens Alliance Case, which had to do with how much of a property had to be set aside in rural King County. No one thought the case would go anywhere, but the Court of Appeals held that the Citizens Alliance was right and the impact of the flat 35% set aside was absolutely inappropriate because it was disproportionate and was not measured by each property owners’ situation based on individualized data. That decision was upheld just a few months ago when the Washington Supreme Court refused to take review of the decision.

Mr. Eglick summarized that if the code remains as it is and further regulations are adopted that don’t address the issue of proportionality, whatever is adopted will be open to serious question. He suggested there are ways to address these problems. For example, several years ago the Innis Arden Club presented a proposal to the City for a mechanism that would allow property owners such as Innis Arden the ability to propose and get approval of vegetation management plans that would allow some flexibility into the process and eliminate the problem of proportionality. However, this proposal was rejected. He suggested now would be a good time for the Commission to ask staff to work with the Innis Arden Club to look at what can be put together to meet the needs of both the City and Innis Arden.

Commissioner Broili asked how much of the 50 acres of open space at Innis Arden is located within critical areas. Mr. Eglick answered that approximately 80%, but it might be a little less. He added that as the Commission talks about inventorying the trees in the City, it is important to keep in mind that

this work has already been done for the Innis Arden reserves and a copy could be provided to the Commission. He expressed disappointment that every time they work with the City on a tree issue, they are asked to provide another copy of the maps.

Commissioner Pyle clarified that when the Innis Arden Club's proposal was considered by the Commission in 2006, the Commission did not actually vote it down. It was taken off the agenda, and they never continued with the work. They did not actually recommend City Council deny the proposal. Mr. Eglick again suggested that perhaps this is a good time to pick up the discussion. He understands that it is very much the current thing to work on urban forest issues and tree preservation. But it is also very much a current thing to deal with what some people are calling "municipalization" of private forests. There needs to be a balance, and a vegetation master plan provision would be a good way to strike that balance.

CONTINUED DISCUSSION REGARDING TREE REGULATION BACKGROUND INFORMATION

Commissioner Kaje said he would like to give more thought to Bellevue's approach of prohibiting tree removal within the setback areas. He recognized that the concept may not apply the same in all types of zoning. As an example, he shared that his neighbor recently cut down seven significant trees, all of them right on the property lines and only one had been declared hazardous. None of these trees were removed to provide space for additional development. This situation points to the question of function and the reasonable use of the property. While their goal was to bring more sunlight onto their property, the tree removal had a dramatic affect on the surrounding properties.

Commissioner Kaje suggested as they develop proposed new code language, the Commission should carefully consider potential loopholes and the serial loss of vegetation. Whatever approach they decide upon, they need to make sure it is tight and does not undermine the goals that have been set for the process.

Commissioner Perkowski said that while no one wants to have a punitive code, it is important to have a mechanism for enforcing the tree retention and replacement requirements. The fines should be high enough to reflect the value of the lost trees. He said he would be opposed to code language that sets \$3,000 as the maximum fine for removing a significant tree without a permit. He suggested they could present the concept in a positive manner by providing code language that describes the economic value of significant trees are for a lot of functions.

Commissioner Piro said he would support Commissioner Broili's recommendation that the Commission consider the issue within the context of vegetation management in general. He said he does not necessarily want to make the process larger than necessary, but he can see that the ideas and concepts the Commission is considering would be "well nested" in a more comprehensive approach to dealing with the overall issue of vegetation cover and where trees fit into that whole mix.

Commissioner Kuboi drew the Commission's attention back to the intent and purpose of the City's tree ordinance, which is interrelated with Commissioner Broili's comments related to vegetation management in general. The final code language should support this direction.

Commissioner Kaje said he finds it a challenge for the Commission to come up with language that works for the large majority that would also address the unique challenges in areas such as Innis Arden. Without making any value statement about what the language should contain or how it should be different, he is intrigued by some mechanism of separating these two different situations. The Commission would get tied up in knots if they try to write a code that is meant to capture most of the City, and also try to create exceptions and clauses to make it work in unique places.

Mr. Cohen explained that the amendment proposed by the Innis Arden Club a year ago was related to vegetation management in critical areas and the City Council decided they didn't want to deal with it at the same time as the tree code. Staff has presented the club's proposal related to hazardous trees as a separate component of the tree code. He also advised that citywide forest management is currently being discussed by the Park Board.

Commissioner Kaje said that, in principle, the Commission must figure out what makes sense and what would be effective tools for most of the City. However, they should recognize that some areas must be addressed differently because of unique circumstances. He pointed out that a lot of work has taken place over the last few years at the State, regional and local levels on trying to have more innovative ways of looking at mitigation. Wetland banking has been in play for a long time and is fairly well established; the challenge has been how to deal with impacts to other types of critical areas. King County has been putting together a new program that would enumerate the functions that a site currently provides and what types of functions need to be provided. Sometimes, because of circumstances, the functions might be replaced out of kind, but the functions would still be achieved. He suggested the Commission might want to explore this concept further.

Commissioner Broili said that if functionality is one of the core values of what they are trying to accomplish by the tree code, the playing field would be leveled by working with a vegetative plan as opposed to a tree plan. For example, Innis Arden would have more opportunities for managing and mitigating their unique situation. Rather than focusing on just trees, the City would focus more on vegetation and function. He agreed the City should maintain a certain amount of tree canopy because that is a part of the vegetation infrastructure, but this approach would allow different kinds of trees at different levels. For example, one area might allow shorter trees that are consistent with the view covenants. This type of approach would allow more flexibility in how the City implements an urban forest management strategy.

Commissioner Broili expressed concern about allowing six significant trees per site to be removed. He would rather see language that is related to square footage and requires so much vegetation for a certain amount of area. Removing six trees from a 1/8 or 1/4 acre lot is significant, but removing six trees from an Innis Arden tract would be insignificant in terms of the overall forest cover. He summarized that this major loophole needs to be adjusted for fairness and proportionality.

Commissioner Broili said he would like the tree code to include language that speaks to disturbance from development activity. The goal is to maintain the site's functionality during development. For example, the language should require that the area inside the drip line of protected trees be fenced off. He said he has seen too many projects where trees are disturbed so much that their root systems are severely damaged and they die within a few years.

Commissioner Pyle said the City of Bellevue has good language in the critical areas section of their code that allows for modification of standards through the documentation of their functions assessment and a proposal to lift the function. He recommended that staff review this language. He reported that the City of Bellevue also has a new set of tree protection standards that have been forwarded to staff. They are good standards that are easy to apply to any construction site. He said he would also like to promote the use of a tree valuation model versus a flat fee as a penalty for illegal tree removal. Applying a straight fee doesn't work for all scenarios. The International Society of Arboriculture has approved methodology for assessing tree valuation.

Commissioner Pyle agreed with previous comments that the City is losing vegetation to some degree, but there is new vegetation, as well. He reminded the Commission that the entire City was clear cut in the 1940's. Commissioner Broili said that while it may be true that the City was clear cut in the 1940's, they have a long way to go to get to where they were 300 years ago from a purely functional point of view.

Commissioner Behrens said that whatever code language is ultimately adopted it must be measurable and enforceable. He suggested they consider tree coverage and preservation requirements for non-residential zones. One thing that is very attractive about portions of Portland, Oregon, is that they have high-density development with trees throughout to humanize the area. He felt that allowing the Regional Business zones to develop without requiring trees would deprive the people (that will live in the zones) of a real asset. He asked staff to bring back information about tree regulations for non-residential zones.

Vice Chair Wagner said she would like the Commission to discuss the differences between public versus private lands and the unique characteristics of each. She agreed with Commissioner Behrens that the Commission should at least discuss whether or not the tree regulations should be applied to non-residential zones, as well. She also suggested the Commission explore the option of having multiple levels of tree removal permits. She said she is intrigued by the notion of different levels of classification for significant trees.

Vice Chair Wagner disagreed with Commissioner Broili's suggestion that functionality of forest land should be of highest importance. While she believes that functionality is critically important, she does not get the sense that is what the majority of citizens are most concerned about. While some citizens definitely understand the concepts of hydrology and functionality, most value trees because of their look and feel. Therefore, they may not be in support of allowing people to remove trees as long as they can replace the functionality.

Vice Chair Wagner said she likes the concept of requiring property owners to preserve trees that are located around the perimeter of a property. On the other hand, she said she has so many trees in her yard that she can't see her neighbor's house, and she does not get any sunshine after 2 p.m. She expressed concern about enforcing strict regulations that deprive people of the limited amount of available sunlight.

Chair Hall pointed out that the current tree code separates between tree retention and replacement during the course of development and tree retention on existing lots that aren't being developed. He suggested it would be important to maintain this distinction because the response might be different depending on the lot. For example, the perimeter concept would seem very easy to apply on a large lot that is being subdivided or developed to preserve a buffer between the new development and adjacent development. However, it might be more difficult to apply on small individual lots.

Chair Hall suggested it would be appropriate for the Commission to meet jointly with the Park Board to discuss the Commission's effort to amend the tree code and the Park Board's effort to create an urban forest management plan. The remainder of the Commission concurred and directed staff to schedule a joint meeting as soon as possible.

Chair Hall referred to the City Council's earlier decision to remove critical areas from the scope of the tree ordinance process. He suggested it would be appropriate to clearly identify those issues that were not included in the scope of the project and when would be an appropriate opportunity to revisit them. He recalled that when the Commission previously considered the Innis Arden Club's critical areas stewardship management plan proposal, the debate was controversial. However, it appears that Innis Arden has taken a significant step forward by talking very clearly about allowing the director and staff or qualified professionals to visit the site at an agreed time and date to evaluate specific circumstances. He recalled that was one of the sticking points in the past. He said he had some skepticism about whether just allowing a private community to develop their own stewardship plan could work if staff was not allowed on site.

Mr. Eglick clarified that the Innis Arden Club never prevented staff from visiting the site. The issue was whether staff would let them know when they were going out because of liability issues. Chair Hall suggested that if this is no longer an issue and the City and community of Innis Arden feel comfortable that monitoring and compliance can be resolved, then it might be worth reopening the issue. If the City Council is not willing to go that direction, the Commission should at least be willing to talk about the opportunity for this in the future.

Commissioner Broili clarified that when he speaks of functionality, he is referring to a plethora of functions, including aesthetics, hydrology, solar gain and access, social, etc. Functionality does not just relate to hydrological issues, but the whole scope of functions that vegetation brings to not only the built environment, but to the social environment.

Commissioner Broili suggested the Commission use the proposals prepared by the Shoreline Citizens Group and the Innis Arden Club as a starting point, recognizing that changes would be necessary. Chair Hall said he would feel comfortable with this approach, but he expressed concern about putting a

numerical target into a goal without some assessment. He referred to Lake Forest Park's code, which identifies the goal of no net loss. He said he would like to start with that as a policy statement.

Commissioner Behrens pointed out if the City only requires 30% tree retention on 80% of the property in the City (the residential zoned areas in Shoreline), they have a de facto number that would put the tree canopy at 25% (80% times 30%). Chair Hall said this would assume that every private property owner developed and cut down the maximum number of trees. Commissioner Behrens said the only additional tree coverage the City would get would be what is on public property. Chair Hall pointed out that the requirements would only apply to properties that are associated with development permits, and the vast majority of properties in the City would not be further subdivided. Commissioner Behrens summarized that if the code establishes the minimum number of trees that must remain, the City would actually be setting a number for tree retention in a backhanded way. He summarized that instead of setting a positive number and saying the City is going to require the retention of 40% of the trees, they currently allow the removal of 70% of the trees.

Commissioner Pyle disagreed with Commissioner Broili's recommended approach for moving forward. He expressed his belief that each of the codes and proposals that were brought forward have really valuable pieces to them, and he wouldn't want to start with just two of them. He would rather pull out all the pieces they like, put them together, and match them up by subject. Where they conflict, further evaluation and tweaking could be done. Commissioner Broili said his process is just a different way of getting to the same point. Whichever method is easiest for staff is the one he would endorse.

Commissioner Pyle proposed they do a large lot/small lot scenario. The definition of large lot would be a lot that earns more than one unit of density under a density calculation. A small lot would be an existing single-family lot that cannot be subdivided and is an entity that would continue into the future. A large lot could also be a tract or something that is larger than one acre. Chair Hall suggested that rather than assuming a binary choice between large and small lots, they could ask staff to look into options for creating some form of proportionality or sliding scale.

Mr. Cohen suggested that staff review the example codes and proposals that were provided and hybridize the good points of each. This process would result in a good starting point for the Commission's next discussion. The Commission concurred.

Vice Chair Wagner suggested the first step in the process should involve creating some policy statements to identify the outcome they are looking for. Once the Commission has identified the key things they want the code language to achieve, they can begin to identify the types of tools that will help them get there. Secondly, she observed that the discussion has blended the issue of trees, critical areas, and clearing and grading and there appears to be some confusion. She suggested it might help the Commission focus their future discussions if they first established a purpose statement for each of these code sections. Mr. Cohen pointed out that the critical areas ordinance is actually located in a different section of the Code. Chair Hall emphasized that while the Commission understands this difference, they need to make it clear to the public.

Vice Chair Wagner said it might be helpful to obtain additional direction from the City Council. She noted the City Council indicated they did not want the Commission to consider amendments to the Critical Areas Ordinance at this time. Therefore, whatever changes are made to the tree code will not adequately address the concerns raised by the Innis Arden Club. Even if the Commission comes up with a perfect solution for the tree code, people are still going to feel frustrated that their important issues were not addressed. She summarized that, at this time, it appears they are trying to address different problems, and it isn't exactly clear what we were trying to fix.

Chair Hall observed that Mr. Cohen, as project manager, is responsible for working with the Commission, the City Council and the community to address concerns related to the tree code. Part of this effort must involve a process of helping everyone clearly understand the scope of the project. It is important to provide clarity up front that the City Council has made the decision not to revise the Critical Areas Ordinance at this time.

Mr. Cohen summarized that the Commission is suggesting that their next discussion focus on the intent and purpose of the clearing and grading, critical areas, and tree code sections. They have also asked staff to begin preparing draft code language to illustrate the Commission's discussion, using a hybrid of the sample language provided. Vice Chair Wagner encouraged staff to keep their ideas simple for the Commission's next discussion. They could provide a bulleted list of issues that need to be addressed, and then provide a summary of the existing code language, as well as their thoughts on potential amendments.

Chair Hall suggested the Commission would be able to quickly gain a clear understanding of the differences between the three sections of code if staff were to provide a memorandum that clearly explains the purpose and intent of each one. He suggested the Commission move as quickly as possible through this initial discussion so that the tree code amendment process can continue to move forward. Mr. Cohen agreed to provide a memorandum of explanation prior to the Commission's next discussion regarding the tree code. Commissioner Pyle noted that in addition to the critical areas and clearing and grading sections of the code, the tree code is also interrelated with the landscape standards.

Commissioner Pyle suggested the Commission approach their review of the tree code using a process similar to that used for the vision process. They could break into small groups to work on different elements, and then bring draft language back for the whole group's consideration. He summarized that this has been a productive approach for accomplishing significant tasks. Chair Hall agreed that would be an effective approach, but he suggested the Commission needs one more opportunity to work with staff before breaking into group.

Chair Hall reminded staff of the direction that was provided by the City Council regarding the core of the project. While the Commission has provided helpful feedback for staff to bring back additional information, it is up to staff to decide the best way to present the information and move the Commission quickly through the process.

Vice Chair Wagner suggested that at their next tree code discussion, the Commission could start putting together goals for each of the areas identified on the first page of the tree code binder that was provided earlier by staff. If the Commission is only going to consider changes to Subsection 5 (tree conservation,

land clearing, site grading, etc.) they should make it clear that the other items won't be part of their discussion. They could place the remaining interrelated items on their parking lot agenda for potential discussion in the future.

DIRECTOR'S REPORT

Mr. Cohn announced that the City Council's May 11th agenda includes a review of the Planning Commission's recommendation related to height limits for high schools. The Council conducted a study session on May 5th and expressed concern about what the actual maximum height should be. They directed staff to redraft the language to say that 50 feet would be the base height, with 55 feet for gymnasiums and 72 feet for theater fly spaces. Mechanical equipment would be allowed to extend an additional 15 feet in height above the base height of 50 feet for a total height of 65 feet. Mechanical equipment located on top of gymnasiums would be limited to a total height of 65 feet, and no mechanical equipment would be allowed on top of theater fly spaces.

Mr. Cohn advised that the City Council would also discuss the Vision Statement and Framework Goals again at their May 11th meeting. Councilmembers were invited to forward their ideas to staff by the end of today so that a matrix could be prepared. However, staff only received input from Councilmember Eggen having to do with economic development ideas.

Mr. Cohn recalled that at a previous meeting, some Councilmembers suggested they talk about allowing high-rise development along Aurora Avenue in addition to mid-rise development. The idea of considering this option resulted in a significant number of emails from Westminster Triangle property owners. The City Council will discuss this potential change on May 11th, as well. He noted that staff also received written comments from property owners in Richmond Beach regarding the Point Wells Property, and staff clarified that the Vision Statement is not currently applicable to Point Wells.

Mr. Cohn announced that the City Council would review the draft Midvale Demonstration Area (MDA) proposal, which now calls out a 45-foot height limit along the perimeter and 150-dwelling units per acre. The design standards that were adopted for the Ridgecrest Neighborhood have been incorporated, as well as additional language to address concerns about traffic heading from Midvale into the neighborhoods. Staff anticipates the City Council will either approve the proposal as an interim ordinance that will last until the Town Center work has been completed, or they will deny the proposal and the moratorium will continue to apply.

Mr. Cohn reported that the Southeast Neighborhood Citizen Advisory Committee started working on maps at their last two meetings. Their open house has been scheduled for June 16th at the Fircrest Community Center. Staff anticipates the committee will have two or three map options available for the public to respond to, as well as a preliminary set of goals and policies.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda.

NEW BUSINESS

No new business was scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Chair Hall reported on his attendance at the City Council Meeting where he and Vice Chair Wagner presented the Commission's recommended language for the Vision Statement and Framework Goals. The City Council requested clarification about what mid-rise development would include, and then questioned if the proposed language would prohibit high-rise development. They explained to the City Council that the Commission received public comments both in favor and against high-rise development, and they decided to settle in the middle by recommending mid-rise development. They pointed out that the City Council could certainly exercise their prerogative and change the language to allow high-rise development. However, this discussion triggered a flurry of emails from the Westminster Triangle property owners. He recalled the value of the extraordinary process the Commission went through over the past six months to develop the Vision and Framework Goals. At the conclusion of their effort, they had created proposed language that received the consensus and support of the vast majority of the community. Significant concern was raised when changes were discussed. He suggested the City Council's discussion probably generated even stronger support for the Planning Commission's recommendation than what might have been in the past.

Chair Hall asked Commissioner Broili if he was planning to attend the Forestry Meeting on May 11th. Commissioner Broili said he was not planning to attend the meeting, since it would be available on television. Commissioner Pyle agreed to forward the Commissioners a link to the website where they can find information about where to view the meeting.

Commissioner Piro reported on his attendance at an International Urban Planning Symposium in Germany. He advised that he prepared a short Power Point presentation, which is available for interested Commissioners. The focus of the conference was urban sustainability in general with a focus on the "shrinking city." It was fascination to see the proposals that were presented for creating vibrant, robust communities with much less population than what existed historically.

AGENDA FOR NEXT MEETING

Chair Hall reviewed that the May 21st agenda would include a public hearing on the Garden Park rezone application, as well as a possible discussion of development code amendments for the Regional Business (RB) zone.

ADJOURNMENT

The meeting was adjourned at 9:43 P.M.

Will Hall
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

CITY OF SHORELINE
STAFF REPORT TO PLANNING COMMISSION

INITIAL FINDINGS, CONCLUSIONS AND RECOMMENDATION

PROJECT INFORMATION SUMMARY

Project Description: Rezone application to change the zoning designation of one parcel from R-48 to Regional Business (RB).

Project File Number: 201781

Project Address: 17802 Linden Ave N, Shoreline, WA 98133

Property Owner: Brian Robinson, Garden Partners, LLC.

SEPA Threshold: Determination of Non-Significance (DNS)

Staff Recommendation: Recommend approval of a rezone to Regional Business.

JT
SB

FINDINGS OF FACT

Current Development

1. The subject parcel is located at 17802 Linden Ave. N, generally 300 feet north of the corner of N 175th Street and Linden Ave N on the east side of Linden, directly west of Doug's Cadillac car dealership.
2. 17802 Linden Ave N (tax ID # 0726049051) is 2.7 acres and is developed with a 50-unit apartment complex. The site is zoned R-48 and has a Comprehensive Plan Land Use designation of Community Business ("CB").
3. There is another apartment complex directly to the south and a medical/dental building to the north. To the east are the Doug's Cadillac/Hummer car dealership and the main Shoreline Fire Department Headquarters. The west side of Linden Ave N is developed with a mix of duplexes, triplexes, condos and single-family homes. In addition, Ronald Wastewater is located on the northwest corner of Linden Ave N and N 175th Street and Shorewood High School is located directly south of this intersection.
4. There are existing sidewalks along Linden Ave N adjacent to the applicant's property. No sidewalks exist along the west side Linden Ave N. There is no traffic signal at Linden and 175th but there is a one-way stop and a marked crosswalk.
5. The existing buildings on-site were constructed in 1951.
6. The current apartment complex is developed at 17.7 dwelling units per acre.

Proposal

7. The applicant proposes to rezone the parcel to Regional Business (“RB”).

Notices/Procedures

8. Staff analysis of the proposed rezone includes information submitted in a pre-application meeting conducted on January 24, 2008, a neighborhood meeting conducted on June 9, 2008, public comment letters, traffic reports, and multiple site visits.
9. A Public Notice of Application was posted, mailed and advertised on April 1, 2009.
10. A Public Notice of Hearing was posted, mailed and advertised on April 15, 2009.
11. Two comment letters and two phone calls were received during the required SEPA comment period. The comment letters cited concerns about traffic, wildlife, trees, transition, housing, parks, Town Center Study Area, height, and parking. The phone calls were in support of the proposal by residents of the multi-family units on the west side of Linden. See *Attachment 1*.
12. The Planning Department issued a SEPA Determination of Non-Significance on April 16, 2009. The DNS was not appealed.
13. An open record public hearing is being held by the Planning Commission for the City of Shoreline on May 21, 2009.

Comprehensive Plan Land Use Designations.

14. The site is designated Community Business in the Comprehensive Plan. Parcels to the north, east, and south also have a Comprehensive Plan Land Use designation of Community Business. Parcels to the west, across Linden Avenue North, have land use designations of Mixed Use, High Density Residential, and Low Density Residential. The MU designation allows R-8 through R-48, and all commercial and industrial zoning. The HDR designation allows R-12 through R-48 zoning and the LDR designation allows R-4 and R-6 zoning. See *Attachment 2 (Comprehensive Plan Map)*.
15. The Comprehensive Plan describes Community Business as areas within the Aurora Corridor, North City and along Ballinger Way. This designation provides for retail, office, and service uses and high density residential uses. Significant pedestrian connection and amenities are anticipated. Some limited industrial uses might be allowed under certain circumstances. Appropriate zoning designations

for this area might include Neighborhood Business, Community Business, Regional Business, Office, R-12, R-18, R-24, or R-48.

Current Zoning and Uses

16. Parcels to the west of the subject parcels, across Linden Ave N, are zoned R-24, R-18, R-12, and R-6 and developed with condos, triplexes, duplexes, offices and single-family homes. The parcel to the south is zoned R-48 and developed with an apartment building. The parcel to the north is zoned Office and developed with a medical/dental office. Immediately to the east is the Doug's Cadillac dealer zoned RB. See *Attachment 3 (Zoning Map)*.

Proposed Zoning

17. The proposal is to change the zoning on the site from R-48 to Regional Business (RB). Under SMC 20.30.060, a rezone is a Type C action, decided by the City Council upon recommendation by the Planning Commission. The decision criteria for deciding a rezone, as set forth in SMC 20.30.320, are:
 - a. The rezone is consistent with the Comprehensive Plan; and
 - b. The rezone will not adversely affect the public health, safety or general welfare; and
 - c. The rezone is warranted in order to achieve consistency with the Comprehensive Plan; and
 - d. The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject rezone; and
 - e. The rezone has merit and value for the community.
18. The purpose of a Regional Business zoning district, as set forth in the Shoreline Municipal Code 20.40.040, is to "provide for the location of integrated complexes made up of business and office uses serving regional market areas with significant employment opportunities. Such zones require accessibility to regional transportation corridors. Development of higher buildings and mixed uses, that are supportive of transit are encouraged in these zones."

Impacts of the Zone Change

19. The following table outlines the development standards for the current zoning (R-48) and the proposed zoning (RB):

	R-48	RB
Front Yard Setback	10'	10'
Side Yard Setback	5'	15'
Rear Yard Setback	5'	15'
Max. Impervious Surface	90%	95%
Height	40'	65' (a portion of this site is subject to transition area requirements- see explanation under #22 below)
Density (residential development)	48 du/ac	110 du/ac
Total Units (potential)	130	297

20. Traffic Impacts

Since the proposed RB zoning allows commercial uses, residential uses, or a mix of both uses, exact impacts cannot be evaluated. However, two potential scenarios and one less likely scenario can be defined to provide a reasonable set of bookends regarding traffic impacts.

- a. Scenario 1: Develop the property as residential with less than the maximum density allowed. A reasonable development assumption for this site is an apartment building(s) of 200 units with two levels of underground parking. A development of this size will generate approximately 300 stalls. These units would most likely be housed in multiple buildings around the site and would suggest buildings up to 4 or 5 stories.

This scenario would generate 124 p.m. peak hour trips (.62 p.m. peak hour trips per apartment unit) and 102 trips during the a.m. rush hour (.51 trips per unit during each hour of the a.m. peak).

- b. Scenario 2: Develop the maximum number of units allowed. Because there is an interim maximum density in the RB zone, the number of units, and by extension, the traffic impacts, can be defined. Currently, the RB zone allows up to 297 units. The ITE trip generation handbook estimates .62 average trips during one hour during the p.m. peak and .51 average trips during the a.m. peak. If 297 units are built, this translates to an additional 152 trips during the morning peak and 185 trips during the evening peak.

- c. Scenario 3 (less likely scenario): Develop the property as office. A development assumption is that as an office and all of the parking would be on grade or under-building. This results in 220 stalls. Setting aside some stalls for visitors, it is reasonable to assume 200 employees. These could be housed in a 60,000 square foot building, which would suggest a 2 or 3 story building on this site.

This scenario would generate 665 trips daily (3.32 daily trips per employee, half of them are inbound and half outbound) and 96 trips during the PM rush hour (.48 trips per employee during each hour of the PM peak).

Staff does not anticipate any retail uses for the subject parcel. Since the parcel is separated from Aurora Avenue by the Cadillac dealer and the only access to the site is from Linden Avenue, staff does not believe the parcel will develop with retail uses.

Linden Avenue

Linden Avenue North, between North 175th Street and North 185th Street is designated as a Neighborhood Collector Street. The primary function of Neighborhood Collectors is to collect traffic from Local Streets. The TMP goes on to say that Collector Arterials assemble traffic from the interior of an area or community and deliver it to the closest Principle Arterial. The capacity of this section of Linden Avenue North is 4000 average daily trips (per Shoreline's Engineering Development Guide). Linden is currently carrying 2500-2700 vehicles per day.

Future Aurora Corridor Improvements

Based on Shoreline's Expanded Network Traffic Study (See Attachment 4) associated with the last two miles of the Aurora Corridor project; the intersection of Linden Ave N and N 175th Street is currently operating at a LOS D in the a.m. peak and will be operating at a LOS F in 2030 (LOS E if Aurora is not rebuilt). In the same study, the intersection of Linden and 185th is currently operating at LOS B and continues to operate at LOS B in 2030.

Since there is no project to evaluate, specific recommendations cannot be made for mitigating any impacts resulting from additional traffic. When a project is available to review, one recommendation will be to look at ways to funnel traffic away from congested intersections.

21. Density Impacts

The current zoning on the site allows 48 dwelling units per acre. Based on the parcel size of 2.7 acres, the site currently may accommodate up to 130 units. Since CB zoning also allows only 48 dwelling units per acre, the only option for increased density for this property is RB zoning at a maximum of 110 dwelling units per acre. This will allow up to 297 units on this parcel. The City does not offer any other options for increased density.

22. Transition Zoning Requirements

This site is subject to transition zoning requirements are required by SMC Table 20.50.020(2a-d):

a - A 35-foot maximum building height at the required setback and a building envelope within a two horizontal to one vertical slope. However, safety railings with thin or transparent components and whip antennas are allowed above this building envelope. Structures allowed above the maximum height of the zone under Exception 20.50.230(5) may not exceed the building envelope slope, or exceed the maximum building height by more than 10 feet, or four feet for parapet walls.

b- Property abutting R-4, R-6, or R-8 zones must have a 20-foot setback. No more than 50 feet of building facade abutting this 20-foot setback shall occur without an abutting open space of 800 square feet with a minimum 20-foot dimension. However, the additional open space may be adjusted or combined to preserve significant trees.

c - Type I landscaping, significant tree preservation, and a solid, eight-foot property line fence shall be required for transition area setbacks abutting R-4, R-6, or R-8 zones. Type II landscaping shall be required for transition area setbacks abutting rights-of-way across from R-4, R-6 or R-8 zones. Patio or outdoor recreation areas may replace up to 20 percent of the landscape area that is required in the transition area setback so long as Type I landscaping can be effectively grown. No patio or outdoor recreation areas in the transition area setback may be situated closer than 10 feet from abutting property lines. Required tree species shall be selected to grow a minimum height of 50 feet. A developer shall provide a Type I landscaping plan for distribution with the notice of application. Based on comments at a public meeting held by staff, the City may approve an alternative landscaping buffer with substitute tree species, spacing and size; provided, that the alternative will provide equal value and achieve equal tree

canopy. The landscape area shall be a recorded easement that requires plant replacement as needed to meet Type I landscaping. Utility easements parallel to the required landscape area shall not encroach into the landscape area.

d - All vehicular access to proposed development in RB, CB, or I zones shall be from arterial classified streets unless determined by the Director to be technically not feasible. If determined to be technically not feasible, the developer shall implement traffic mitigation measures, approved by the City Traffic Engineer, which mitigate potential cut-through traffic impacts to single-family neighborhoods.

CONCLUSIONS

1. The purpose of a rezone is to provide a mechanism to make changes to a zoning classification, conditions or concomitant agreement applicable to property. Rezone criteria must be established by substantial evidence.
2. The notice and meeting requirements set out in SMC 20.30 for a Type C action have been met in this case.

Rezone criteria

Is the rezone consistent with the Comprehensive Plan?

The rezone is consistent with the following goals and policies of the comprehensive plan:

3. Land Use Goals LU III, LUIV, LUV; Land Use Policies LU1, LU8, LU18, LU30, LU36, Goal H1, Policy T17, T47, and Goal CDIII.
4. Goal LUIII, "Encourage a variety of quality housing opportunities and appropriate infrastructure suitable for the needs of Shoreline's present and future residents".
5. Goal LUIV, "Encourage attractive, stable, quality residential and commercial neighborhoods that provide a variety of housing, shopping, employment and services".
6. Goal LUV, "To assure that a mix of uses, such as service, office, retail, and residential, are allowed either in low intensity buildings placed side by side or within the same building in designated areas, on arterials, or within close walking distance of high frequency transit, serving a neighborhood commercial and residential function".

7. Policy LU1, “Preserve environmental quality by taking into account the land’s suitability for development and directing intense development away from natural hazards and important natural resources”.
8. Policy LU8, “Ensure that land is designated to accommodate a variety of types and styles of housing units adequate to meet the future needs of Shoreline citizens”.
9. Policy LU18, “The Community Business designation applies to areas within the Aurora Corridor, North City and along Ballinger Way N. This designation provides for retail, office and service uses and high density residential uses. Significant pedestrian connection and amenities are anticipated.
10. Policy LU30, “Encourage a mix of residential and commercial development in close proximity to create retail synergy and activity”.
11. Policy LU36, “Provide opportunities and amenities for higher density residential communities to form within or adjacent to the Aurora Corridor in harmony with the surrounding neighborhoods”.
12. Goal HI, “Provide sufficient development capacity to accommodate the 20 year growth forecast in an appropriate mix of housing types by promoting the creative and innovative use of land designated for residential and commercial use”.
13. Policy T17, “Utilize the Arterial Classification Map as a guide in balancing street function with land uses. Minimize through traffic on local streets”.
14. Policy T47, “Monitor traffic growth on collector arterials and neighborhood collectors and take measures to keep volumes within reasonable limits”.
15. Goal CDIII, “Enhance the identity and appearance of residential and commercial neighborhoods”.

Although the rezone is not inconsistent with the following goals and policies of the Comprehensive Plan, the following goals and policies will need additional attention during the permitting stage: LU 84, LU 96, LU 108, and Policies T47, PR 1, and CD53.

16. Policy LU84, “Consider and evaluate the immediate, long-range, and cumulative environmental impacts of policy and development decisions consistent with the SEPA and GMA”.

Full environmental impacts cannot be addressed at the rezone stage of development. The City is uncertain what will be built on the site at this time since this rezone is a non project action meaning there is not a

development proposal offered. Full environmental impacts will be addressed when and if an applicant submits building permits for a specific project.

17. Policy LU96, “Encourage the use of green building methods and materials that may reduce impacts on the built and natural environment”.

The City has recently adopted the Sustainability Strategy but Shoreline’s Development Code does not require green building methods.

18. Policy LU108, “The removal of healthy trees should be minimized, particularly when they are located in environmentally critical areas” and Policy CD53, “Preserve the natural character of neighborhoods by minimizing the removal of existing vegetation, especially mature trees, when improving streets or developing property”.

There has been public comment regarding removal of trees along Linden Ave N. Since this is a rezone, and not a project action, the applicant has not proposed to cut any trees. In addition, the applicant must comply with the tree cutting regulations in the Development Code. Future clearing activities will be subject to SEPA reviews.

19. Policy T47, “Monitor traffic growth on collector arterials and neighborhood collectors and take measures to keep volumes within reasonable limits”.

The site is accessible by Arterial Streets (N 185th Street and N 175th Street) and a Neighborhood Collector Street (Linden Ave N). Linden Ave N will be impacted by any new development but has the capacity to handle additional trips. Also, the intersection of Linden and 175th is operating at a LOS D with a prediction of LOS F in 2030 with the construction of the Aurora Corridor project. On the other hand, the intersection of 185th and Linden is operating at a LOS B and continues at LOS B in 2030. Subsequent SEPA review will provide mitigations when the City knows what the specific impacts will be.

20. Policy PR1, “Monitor changes in both existing and planned population and evaluate how the Parks, Recreation and Cultural Services Department can adapt to the changing population and varying needs”;

If the property is developed with residential uses, park facilities and open spaces are not immediately available. Shorewood High School is less than a block away but does not provide recreational opportunities at all times. The Interurban Trail is close but an Aurora Ave crossing is necessary. With the improvements to Aurora expected within the next two years (from the Aurora Corridor Project), this crossing will be safer.

Will the rezone adversely affect the public health, safety or general welfare?

21. The GMA planning process of developing Comprehensive Plan designations which allows this level of development and the City's development standards in its zoning regulations for the RB zone protect against uses that would be contrary to the public health, safety or general welfare.
22. The current structures on-site are 50-60 years old and need attention. New housing units would ultimately improve public health and safety because of stricter building and energy codes.

Is the rezone warranted in order to achieve consistency with the Comprehensive Plan?

23. Regional Business is an allowed zoning designation under the Community Business Comprehensive Plan land use designation.
24. Other RB land use actions have been approved in close proximity of this site. The James Alan Salon Rezone was approved for RB zoning. That site is also located on Linden Ave N (classified as a Local Street north of N. 185th Street).
25. Adjacent land uses include Car dealer/ Auto Repair, medical/office buildings, and condos/ apartments.
26. This rezone provides a more efficient use of land. Since the site is currently zoned R-48, the only higher density zoning category the city offers is RB (110 du/ac).
27. The site is directly adjacent to an intense commercial business to the east; under the Comprehensive Plan, higher density housing (allowed by the RB zoning) is appropriately located adjacent to intense commercial uses.
28. Multi-family housing will most likely continue to act as a buffer from commercial businesses fronting on Aurora Ave N to the single-family residential neighborhood on the west side of Linden Ave N.
29. The site does not access any local streets. Access to and from the site are from a Neighborhood Collector, Collector Arterial (175th west of Aurora), Minor Arterial (185th), and/or Principal Arterial Streets (175th east of Aurora and Aurora Ave N).

Will the rezone be materially detrimental to uses or property in the immediate vicinity of the subject rezone?

30. Concerns have been raised in the included public comment letters about traffic and parking, trees, loss of affordable housing units, height, and density.

(a) Traffic

Linden Ave N is classified as a Neighborhood Collector Street. The intersection of 175th and Linden is currently operating at a LOS "D". In 2030, the same intersection will be operating at an LOS "F". Since conditions and mitigations cannot be placed on the rezone, when a building permit for a specific project is submitted, mitigations will be proposed at that time.

(b) Trees

There is a row of significant trees adjacent to Linden Ave N. There is not a specific proposal in front of the Planning Department so plans for those trees have not been evaluated. The Shoreline Development Code regulates development activity in terms of tree cutting/ retention.

(c) Affordable Housing

The current units on-site are not subsidized. However, the units are priced lower than comparable units due to the age and condition of the units. The City does not control rents on existing or proposed housing units.

(d) Density/ Height

The RB zoning category allows up to 110 dwelling units per acre and 65-foot heights. Transition zoning regulations offer protection for nearby single-family homes.

Will the rezone have merit and value for the community?

31. The proposed rezone will allow greater residential density in an appropriate area adjacent to high intensity uses and away from single-family homes. The RB zoning category will allow commercial uses, residential uses or a mix of both uses. New buildings will have to comply with transition area requirements and the densities of the RB zone are currently capped at 110 units per acre.

32. This criterion is met since the rezone provides an opportunity to accommodate more multi-family dwelling units in an area not immediately adjacent to existing single-family neighborhoods and in close proximity to schools, services and transportation.

RECOMMENDATION

The Planning Commission recommends that the City Council approve a rezone of one parcel located at 17802 Linden Ave N from R-48 to Regional Business.

Date: _____

By: _____
Planning Commission Chair

ATTACHMENTS

Attachment 1- Public Comment Letters

Attachment 2- Vicinity Map of Comprehensive Plan Land Use Designations

Attachment 3- Vicinity Map of Zoning Designations

Attachment 4- Aurora Avenue North Multimodal Corridor Project; Expanded Network
Traffic Study

Attachment 5- SEPA Checklist

Boni Biery Comments & Concerns Regarding 17802 Linden Ave N

I'm concerned that this rezone request does not appear to consider all the changes taking place in the immediate area. This rezone should be considered in conjunction with the Town Center Sub-Area Planning process; not as a stand-alone item. It will be impacted by and cause impact to:

1. the Aurora Corridor upgrades
2. the change in traffic caused by the vacation of Ronald Pl N for Aurora Rents use
3. the new Shorewood High School construction
4. school use along with the after school hour uses associated with the planned auditorium

Just north of this site are:

1. the Masonic Temple Site which is up for sale
2. the James Alan Salon Property currently under development
3. whatever Fred Meyers will be doing when it re-develops

All of these will add to the volume of traffic which is already considered to be marginal. If a traffic study has been done, please provide a me a copy, if not, then one must be done that addresses all of the above and other anticipated traffic changes.

Furthermore, a similar property, just south of Shorewood High School, on Linden and opposite the Rec Center ball field was denied R48 zoning and allowed only R24 do to the neighborhood. This property has an open filed across the street. The current request to up-zone from R48 to R110 should be denied. It is across the street from single family, single story homes that deserve to have the character of their neighborhood given due consideration and respect. If anything, it would be reasonable to down-zone this property to R24 making it consistent with the previous decision, and most certainly not an increase to the existing zoning.

It has been documented that living at in small units that are required to accommodate R110 can predictably assure that personal and property crime will increase. If these units are constructed and occupied we can be assured they will increase existing demands on public services by their sheer number alone. How does the city plan to fund the required demand for services?

This site has quite a number of significant, mature, native evergreen trees. What will be done to require they be preserved? These trees are about the only habitat offered by the current site and should not be removed.

How will the need for open/public park space met? This whole area (Richmond Highlands and Hillwood Neighborhoods) is already even shorter of open space than the City as a whole, and yet this proposal would add to the demand for more parks by increasing the population. With an increase in density comes the requirement for an increase in open space. What mitigations will be required on site to compensate?

Steve Szafran

From: Brian Robinson [REDACTED]
Sent: Wednesday, April 29, 2009 6:26 PM
To: Steve Szafran; Kirk Callison
Subject: RE: Garden Parks question

Steve,

The units as they sit are relatively inexpensive to rent. We feel they are substantially under-market as a result of poor maintenance and presentation. We intend regardless to clean them up, submeter utilities, and paint in order to recapture some lost revenue over the next 4-7 years. To determine whether they are considered affordable I would need to know what city of shoreline standards are for affordable housing.

The units low cost is not a result of planned affordable housing but rather their poor condition and the reality that they are nearing the end of their lifespan. Regardless of the rezone they will have to come down and be replaced with new, more expensive units sometime in the next decade. As is we would probably build out into townhome style apartments with less units but more size and thus more expensive. More units results in smaller and less expensive units. You almost always see affordable housing projects in higher density zones because the quantity of product makes less expensive units pencil out.

I don't know if this satisfies your question or not. As mentioned I would need to know your criteria before I could officially label them as affordable or non/affordable. I will say that they are cheap but there is definitely a reason.

The viaduct is affordable compared to its alternatives. So was the Kingdome. J

Brian

From: Steve Szafran [mailto:sszafran@shorelinewa.gov]
Sent: Tuesday, April 28, 2009 9:58 AM
To: Kirk Callison; Brian Robinson
Subject: Garden Parks question

Are the units on-site now considered affordable housing?

I have received two public comment letters with the concern that the city is replacing affordable units with unaffordable units.

Steven Szafran, AICP
Associate Planner
City of Shoreline
17544 Midvale Avenue North
Shoreline, Washington 98133-4921
206.801.2512 | fax 206.546.8761
sszafran@ci.shoreline.wa.us

Steve Szafran

From: Les Nelson [REDACTED]
Sent: Thursday, April 16, 2009 12:19 PM
To: Steve Szafran
Subject: 210781

Steve,

If the DNS has already been issued as noted in the hearing notice, would you please let me know how my comments were resolved as of 5pm yesterday, April 15.

It would seem that SEPA comments would need to be resolved before a determination of Environmental significance can be resolved.

If you have not yet reviewed my comments , let me know, as that would be an indication that submitted comments are being ignored.

Otherwise, I will assume they were reviewed and resolved and you can provide me with an evaluation or discussion of these comments, showing they were resolved prior to issuing a DNS.

Les Nelson

Steve Szafran

From: Les Nelson [REDACTED]
Sent: Monday, April 20, 2009 12:39 PM
To: Steve Cohn; Steve Szafran
Subject: RE: about the sign

Steve,

My issue is what is currently portrayed on the sign and in the notice included with the sign. Both indicate that the public comment period is clearly over. As long as it continues to portray that, it leaves the issue of proper public notice open to appeal. Other issues relate to the ability to climb the embankment and retrieve/read, also with the ability to locate or see the sign.

Additionally I have not had a call returned as of yet from Steve Szafran regarding my issues with the DNS and comments that I submitted.

Steve Szafran has a message that says he will call back same day, and I would appreciate a follow through on that promise.

Les

Subject: about the sign
Date: Mon, 20 Apr 2009 08:39:03 -0700
From: scohn@shorelinewa.gov
To: [REDACTED]

Les,

Steve S says that you called him about the sign on the Linden Rezone property and asked when it was going to be fixed?

We're unclear about what you are referring to—is the question about when comments are allowed? If so, I have talked with your Assistant Director about making a change to the sign and it is on her work program to do—but it is one of many items on the list. For us, I've suggested that we add info about comment periods on the flyer on the sign. Since the flyer was already printed for this rezone, we didn't make the change on it.

If your question about the sign refers to something else, please contact one of us (Steve C or Steve S) and we'll go out and take a look and see what we can do.

Steve C

Steve Szafran

From: Les Nelson [REDACTED]
Sent: Monday, April 27, 2009 2:23 PM
To: Steve Szafran; Steve Cohn
Subject: Rezone 201781

Steve,

On April 15 at 3pm I sent you my comments on the (then proposed DNS) which later appeared to have been issued that same date.

My e mail and phone call to you asked how my comments were resolved, or "considered" prior to issuing the DNS.

I had also called Steve Cohn and was able to hear that there was no worry about the (April 15/16) cutoff date as comments would be accepted up to the date of public hearing

Since I had not heard from you by Monday, April 20, I had sent additional e mails regarding resolution of questions as to what was denoted on the sign regarding continued acceptance of public comment. You eventually replied and said you were still discussing with Steve Cohn how to resolve some issues I had raised in my initial letter, and would respond to me by the end of the week (April 24).

Since it now seems apparent that the City considers issues related to the DNS to be **closed for comment** as of April 15, AND for me, my ability to appeal that decision relates to you providing timely response to the questions I raised in my SEPA comments, I ask how you expect me to respond to (appeal) the resolution of my comments.

In fact, with all the errors as to cut-off date for DNS SEPA comments being legally advertised as April 16, issuing a final DNS on or before April 15, how could any comments be "Considered" as required by SEPA.

If I am to be able to appeal, I need to know on what basis, and this requires that resolution of my comments should have been made, and available for my review, prior to issuing the DNS, that being the "trigger point" for any decisions to appeal.

Do you see the dilemma that exists? If you issue a report on resolution of SEPA comments today, and I am not satisfied with that, I have limited time to prepare an appeal.

Sending this today April 27 2:20 pm
Les Nelson

Steve Szafran

From: Les Nelson [REDACTED]
Sent: Monday, May 04, 2009 9:19 PM
To: Steve Szafran
Subject: DNS 201781

Steve,

It is now Monday May 4, 2009 and the final date you had listed for appeal of the DNS for the Linden Ave Rezone has passed.

I have not yet received any resolution of the comments and questions I submitted to you on 4/15/09 (within the allowed public comment period).

As I mentioned in an earlier e mail sent April 27, I am unable to appeal the decision (DNS) until I have a basis for appeal established, the resolution of my comments. If you do not intend to consider these comments, as I stated before, let me know. At least that would be something I could make a judgement on as to considering to appeal the decision.

I am expecting a revised deadline to be published that allows for consideration and notification of comment status, and if that is not to occur, please confirm that.

Sincerely, Les Nelson,
Shoreline resident

I am sending you my comments on the SEPA DNS proposed for this project at 17802 Linden Ave, #201781

I am rushing to get these in today, so may only partially cover my concerns:

Regarding the advertisements and Posting of Notice

The flyer available (finally) on site states that the comment period "expired on April 15" (no time stated) so I suspect anyone thinking of commenting today may have been discouraged, as no particular time is noted.

Additionally it was difficult to find a place to park to pick up the development notice, and after two attempts last week I finally called Steve Cohn to let him know that the notice holder was empty, and then was able to find a notice to pick up.

The official newspaper advertisement says April 16 at 5pm is last opportunity to submit comments.

No way to know how many persons were discouraged from commenting.

These are critical legal issues with SEPA and mistakes of this sort allow more delays and challenges.

Resolution should be to re-advertise this proposed DNS and correctly describe when comments will be accepted without appeal.

Regarding aspects of the project:

This project lies within the proposed Town Center Subarea as defined on the Planning website. Any decisions regarding the rezoning to a different classification would require some basic development of guidelines for the Town Center Subarea. This has not been accomplished. How can our Planning Commission evaluate what is appropriate until this major planning work is accomplished? We probably don't need all the details worked out for Town Center, but at least this rezone request must be taken in conjunction with development of the Subarea Plan. Why do we constantly see ourselves forced into approving proposed developments BEFORE the planning is done?

According to Aurora Phase 2 traffic, Linden Ave is already at capacity. How can a development be approved that increases traffic load without widening and adding capacity at critical intersections? Will the widening and capacity increases be done later at public expense?

The existing housing stock is to be eliminated. If we are kidding ourselves that a new development will provide "low income housing", there is little incentive for a developer to build new structures that rent for the same as the existing. Need to state that we are displacing low income housing as a result of this project. This loss of low income housing defies our Comprehensive Plan and has not been addressed.

Under migratory routes for Wildlife, without reviewing the checklist I can assume that the developer has not researched the DOE migratory maps. This is required for SEPA checklists.

How will the loss of significant Douglas fir trees be resolved and mitigated?

Single family residential exists adjacent to Linden Ave. Since the current density is allowed at R48, and we have typically stated in other decisions by planning staff that R24 is a maximum recommended density adjacent to single family homes, how can the density be allowed to increase?

With additional height being proposed on what is essentially a ridge line to the East of single family neighborhoods, how will the loss of sun and solar (mornings) be mitigated for properties to the West?

Parking is already an issue (as noted above it was difficult to find a place to park to pick up the development notice), how will additional parking requirements be mitigated to avoid spillover into the neighborhoods?

As I stated previously, these comments are limited due to my abbreviated comment time, and I suggest that this DNS be re-noticed and done properly.

Les Nelson
Shoreline resident

Please let me know that these comments were received and if they were accepted and let me know how these comments are resolved.

Mr. Szafran

I feel the site plan mailed to me April 1, 2009 is far from complete.

Not only is it basically unreadable in the details, but there is no mention of the specific, detailed future plan for the area except for turning it into a RB rezone.

Also, I am confused about your role. You are both the project manager and a employee of the city of Shoreline? Does the city now own this land? I am unclear on this point.

Finally, what studies have been made to determine the amount of asbestos in these buildings, what will be done to mitigate, how long will deconstruction take and the concurrent noise levels, how will the neighborhood along Linden be altered, and how will the overall demolition and construction affect the already extremely low water pressure in the area?

If plans are available about exactly what will go in this space, I'd like the opportunity to inspect them at the earliest convenience.

David Himes
[REDACTED]

Steve Szafran

From: Debbie Kellogg [REDACTED]
Sent: Wednesday, April 29, 2009 1:13 PM
To: Steve Szafran
Subject: Re: Linden Avenue Rezone #201781

Steve Szafran wrote:

>
> Thank you for your letter dated April 16, 2009. Here is a response
> from our Director, Joe Tovar.
>
> Please feel free to contact me with any questions.
>
> <<Kellogg 04 22 09.pdf>>
>
> ***Steven Szafran, AICP*
> *Associate Planner*
> *City of Shoreline*
> *17544 Midvale Avenue North*
> *Shoreline, Washington 98133-4921*
> *206.801.2512 | fax 206.546.8761*
> *sszafran@ci.shoreline.wa.us*
>

I want to correct Mr. Tovar in several items in his letter:

First of all, I did provide a physical return address on my letter, it is at the heading of my letter. To make claims such as he had made in his letter would make it seem as if I made it difficult to contact me, but I provided my mailing address, email, and telephone number at the heading of my letter.

Secondly, if my questions seemed to be of a project nature, it was because your department processed the application without the supplemental non-project action checklist. This was the specific question I raised to Mr. Cohn. Perhaps that was not clear in my letter, but I made that clear to you when we met on Friday. You stated that the department did not require completion of the non-project action supplemental checklist that is listed on the planning department website for SEPA Threshold Determination any longer even though I pointed out the development had not been amended and that planning commissioners had inquired about this omission in public hearings on quasi-judicial matters.

Mr. Tovar dismissed my inquiry about omissions on the checklist as project specific even though they are listed on the checklist, if they are on the checklist they are to be completed, is that not the case?

Mr. Tovar represented to me that the checklist I saw was not the checklist referenced when the DNS was issued. If a person is supposed to make comments upon a checklist, is that supposed to be the checklist available for review?

Open space such a school does not count as a park as it is private property.

Mr. Cohn did not indicate at any time that comments would be accepted through the date of the public hearing. I don't appreciate the misrepresentations of fact made by Mr. Cohn.

Steve Szafran

From: Debbie Kellogg [REDACTED]
Sent: Monday, April 27, 2009 10:23 AM
To: Steve Szafran; Joe Tovar
Subject: Re: Linden Avenue Rezone #201781

Steve Szafran wrote:

Thank you for your letter dated April 16, 2009. Here is a response from our Director, Joe Tovar.

Please feel free to contact me with any questions.

<<Kellogg 04 22 09.pdf>>

Steven Szafran, AICP
Associate Planner
City of Shoreline
17544 Midvale Avenue North
Shoreline, Washington 98133-4921
206.801.2512 | fax 206.546.8761
sszafran@ci.shoreline.wa.us

In reference to the SEPA Threshold Determination, I have found the following:

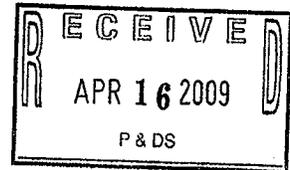
20.30.170 Limitations on the number of hearings.

No more than one open record hearing shall be heard on any land use application. The appeal hearing on SEPA threshold determination of nonsignificance shall be consolidated with any open record hearing on the project permit. (Ord. 238 Ch. III § 5(a), 2000).

I need ASAP the procedure for filing an appeal hearing on the SEPA threshold determination of nonsignificance. It appears that such a hearing will be consolidated with the open record public hearing scheduled for May 14, 2009 before the Planning Commission, is that true?

I need other directions as to the form and content, including deadlines for filing such an appeal.

[REDACTED]
Shoreline, WA 98155
[REDACTED]
[REDACTED]



April 16, 2009

Joe Tovar, Planning Director
City of Shoreline
17544 Midvale Ave. N.
Shoreline, WA 98133

RE: Permit 201781 17802 Linden Ave. N.

I have to tell you that I am shocked that the department has already issued a SEPA Threshold DNS Determination for the above permit application. The notice on the City of Shoreline website announcing the original land use notice inviting public comment stated that public comment would be allowed until April 16, 2009 before a SEPA Threshold DNS Determination would be issued. I went to the department offices on April 14, 2009 around 4:00 pm and spoke with Steve Cohn to discuss the application in detail. He affirmed that comments would be accepted prior to issuance of the DNS until April 16, 2009 at 5:00 pm. This morning at 9:15 am on the date of this letter, I have noted that on the land use action notices that a DNS for the permit referenced at the heading of this letter was issued on April 15, 2009 before comments were due.

When I met with Steve Cohn, these were the issues I raised or asked him about:

- Is Linden an arterial - he told me Steve Szafran & he thought it was, I didn't think so based upon the Traffic Plan and they had mistakenly asserted with the James Alan Salon that Linden was
- I pointed out there was no traffic study in support of the rezone
- I pointed there was no study on wildlife & birds
- I asked how many trees were to be cleared, it was a requirement in the checklist
- I asked about transition zone requirements since there single-family houses
- I pointed out that the statement on how many housing units would be lost as unknown was ludicrous since the property description with the assessor stated how many there were and the application said they would be cleared
- I pointed out the park was 0.7 miles away, Steve said he thought it was a couple blocks and that anything more than 0.5 miles was probably unacceptable
- I mentioned the traffic study appendix for the Aurora Corridor said that the LOS was at E and normal growth would put at F, that was in excess of the comp plan, Steve thought the DNS would have to be mitigated

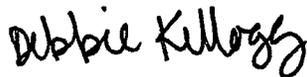
- He said there was no staff report yet, they had yet to prepare one (I asked for one) I asked for a site plan - there was none
- I asked for the rezone, as I said the checklist appeared to be for a building permit as the supplemental checklist was omitted, he told me I had the rezone checklist
- I pointed out that the checklist was largely incomplete overall
- I asked if the planning commission or the hearing examiner was going to hear this, he told me the ordinance excepted the town center sub-area plan but he would look it up.
- I asked if there is actually an formally town center sub-area plan

I told Steve Cohn that I had hoped my comments were not taken as adversarial, that I was merely trying to protect the integrity of the affected neighborhoods. He assured me they were not construed in that way. However, once again there have been major procedural missteps in the processing of a rezone application at the outset of the process. This ongoing series of missteps only undermines the credibility of your department; I had sincerely hoped that there would be better oversight and management of the processing of permit applications.

Obviously there must be a staff report somewhere in the planning department at this point since an unmitigated SEPA Threshold DNS Determination issued, I would like the opportunity to review it (and any supporting documents) as soon as possible. I had other comments that I otherwise would have submitted prior to the SEPA determination. However, I would like a copy of the documents I have requested so that I can submit detailed comments by April 29, 2009.

Finally, I expect this letter to be included as part of the record to be forwarded to the planning commission.

Sincerely,



Debbie Kellogg



Planning and Development Services

17544 Midvale Avenue North
Shoreline, WA 98133-4921
(206) 546-1811 ♦ Fax (206) 546-8761

April 22, 2009

Dear Ms. Kellogg:

Thank you for your letter of April 16. I am sending this response via email because you did not include a physical return address with your letter.

Your comments will be included in the file and part of the record reviewed by the Planning Commission.

You raised a number of issues in your letter; many are more appropriately dealt with on a project specific basis—that is, when there is a building permit application.

Since this is a rezone application, it is difficult to quantify the impacts of a development. In the case of this request, staff's analysis assumed 300 units on the site, approximately 100 units per acre. This offers the public an idea of what might develop on the site, but does not guarantee anything. Three hundred units on the site is more than the current owner has suggested, but the owner might sell the site tomorrow, or conditions may change and the owner may decide to do some other type of development. In order to maintain the transparency of the process, staff thinks that the public should have an idea of what development on the site might entail.

Staff analysis at a rezone phase tends to be more generalized, because we do not have a proposal that is set in concrete. In the environmental review of a rezone staff endeavors to identify likely impacts and whether the existing code language will mitigate the impacts.

In your letter you raise the following points:

1. Was it appropriate to issue the DNS on the rezone on April 15?
The Notice of Application and Optional DNS was issued on April 1. State law requires a minimum 14 day comment period, which means that the comment period could end as early as April 15. There was a typographical error on the notice that stated that the comment period ended on April 16. The DNS was issued on April 15 after the state required comment period ended.

Your letter arrived on April 16, and as Mr. Cohn indicated when you came in to the office on April 14, your comments will be included in the record. Though the comment period on the Environmental Determination has closed, the period to

comment on the pros and cons of the rezone proposal is open through the date of the public hearing.

2. Staff views most of your comments as being project specific and staff does not (and cannot) develop reasoned responses on them until there is a project proposal. Among the comments are
 - No traffic study
 - No study on wildlife and birds
 - How many trees will be cleared
 - Is there a site plan?

These are all issues that can only be discussed with certainty when there is a building permit.

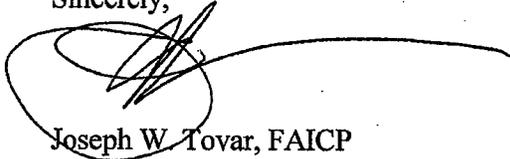
3. You had other comments as well, not project specific:
 - Where is the staff report?
It will be available a week before the public hearing on this item before the Planning Commission
 - Is there an environmental checklist for the rezone?
The checklist that was submitted was the checklist for the rezone. It had not been annotated by staff with additional comments to make it clear that it was the rezone checklist.
 - You believed that the checklist was incomplete.
The checklist you saw when you came in was not the one that was referenced when the DNS was issued. Staff's annotated checklist was not completed until April 15 and is in the file.
 - You asked which body was going to hold a public hearing. Mr. Cohn responded that it was the Planning Commission because it is in the Town Center subarea. That is correct.
 - You asked if there is a Town Center Subarea Plan. The study area has been defined by the City Council. This site is within the boundaries.
 - You asked about the transition zone requirements.
If the property is zoned CB, RB, or I, development adjacent to or across the street from R-4, R-6, or R-8 zoning is subject to transition requirements. Development across the street requires at least a 10-ft landscape buffer, then you can build to a height of 35 feet. To achieve a taller building, the development would be subject to a 1:2 slope requirement, that is, for every 1 foot additional height, the portion of the building above 35 feet would have to be set back 2 feet. On the rezone site, the transition zone would apply to about 1/3 of the property along the Linden street frontage, since approximately 2/3 of the property is across the street from properties zoned at a greater density than R-8.
 - You asked about how close the nearest park is. The annotated checklist addresses this, noting that the nearest park is over ½ mile away, but there is open space on the High School site and the nearby Interurban Trail.

- You asked about whether a DNS would be appropriate when the traffic study for the Aurora Corridor reported that the intersection at 175th and Linden would be LOS F in 2030. In discussing this with Public Works staff, they suggest that, when the development proposal comes in, they would look at the traffic impacts and if mitigation is appropriate, a possible solution is to limit access to the development to “right turn in, right turn out”. That solution would send exiting traffic north on Linden to intersections with better LOS than 175th and Linden.

As Mr. Cohn mentioned to you when you came in on April 14, staff will be accepting comments through the date of the public hearing, so if you have additional comments or questions, please send them to us. If we receive them a few days prior to the hearing, we will endeavor to have responses ready to present at the hearing.

Steve Szfaran is the project manager for this rezone. He can be contacted at sszafra@shorelinewa.gov or 206-801-2512.

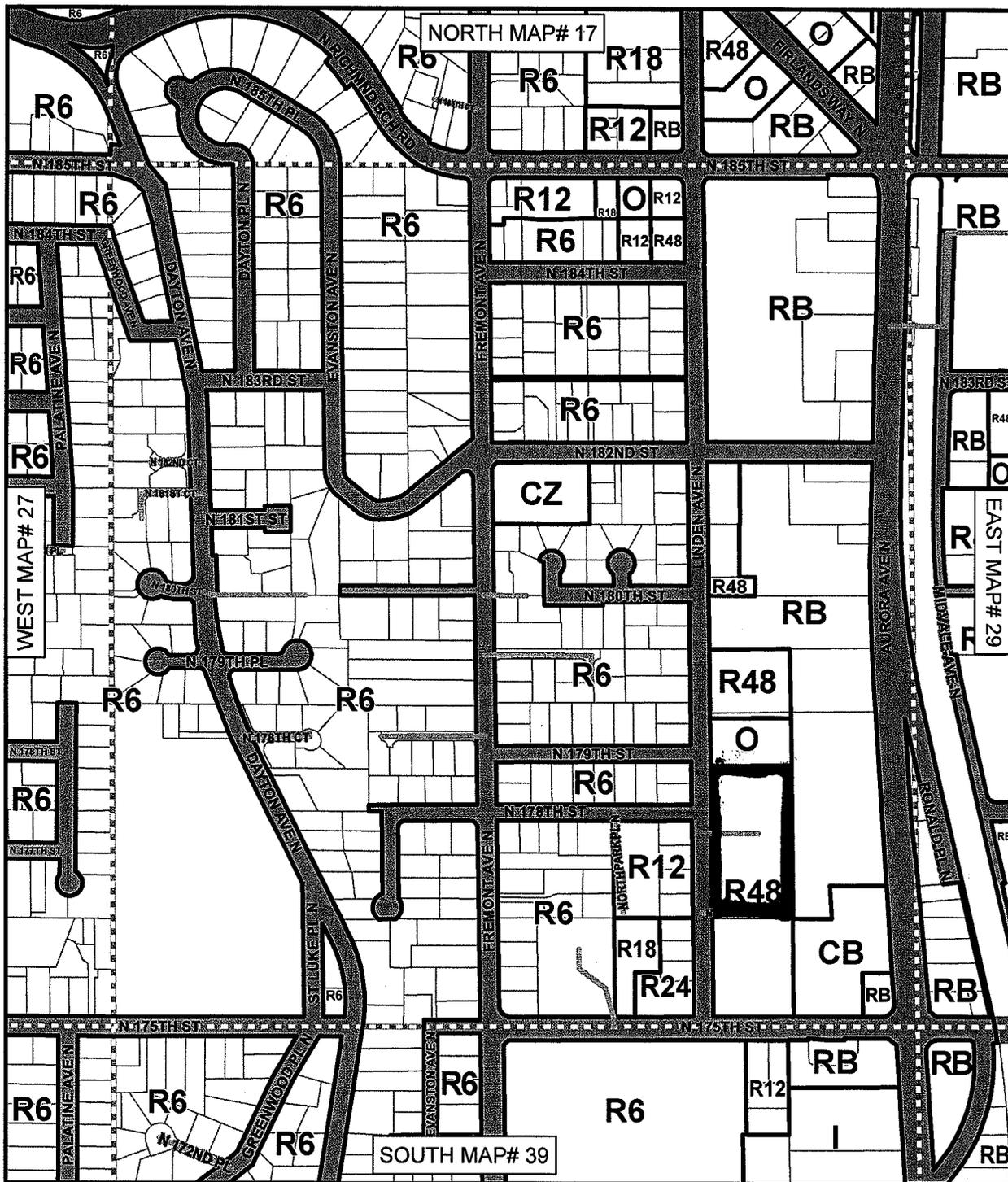
Sincerely,

A handwritten signature in black ink, appearing to read 'Joseph W. Tovar', with a long horizontal flourish extending to the right.

Joseph W. Tovar, FAICP
Director

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CITY OF SHORELINE ZONING MAP

Plot Date: 11/13/2008

Zoning Legend

- R4 Residential, 4 units/acre
- R6 Residential, 6 units/acre
- R8 Residential, 8 units/acre
- R12 Residential, 12 units/acre
- R18 Residential, 18 units/acre
- R24 Residential, 24 units/acre
- R48 Residential, 48 units/acre
- CZ Contract Zone
- NB Neighborhood Business
- NCBD North City Business District
- CB Community Business
- O Office
- RB Regional Business
- RB-CZ Regional Business-Contract Zone
- I Industrial

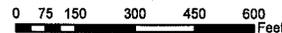
Feature Legend

- Map Tile Lines
- City Boundary
- Unclassified ROW
- Parcel Line

1	2	3	4	5	6	7	8	9	10
13	14	15	16	17	18	19	20	21	22
25	26	27	28	29	30	31	32	33	
36	37	38	39	40	41	42	43	44	
47	48	49	50	51	52	53	54	55	
57	58	59	60	61	62	63	64	65	

MAP # 28

1:3,600



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

Representation of official zoning map adopted by City Ordinance No. 292. Shows amendments through November 13, 2008.



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TECHNICAL MEMORANDUM

CH2MHILL

Aurora Avenue North Multimodal Corridor Project
N 165th Street to N 205th Street
Public Outreach and Pre-Environmental

Expanded Network Traffic Study: Routing Option
Analysis Results, Recommendations, and Costs

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 DATE: April 26, 2007

Introduction

This technical memorandum supports the attached traffic analysis tables and figures summarizing the results of seven (7) potential routing options of traffic between the western Shoreline neighborhoods accessed through N 185th Street and the Interstate 5/N. 175th Street interchange. The purpose of analyzing seven potential routing options is to determine how the preliminary build alignment and parallel streets would operate under heavier travel patterns and if any negative impacts could be expected. This traffic analysis is part of the larger multimodal corridor project extending from N. 165th Street to N. 205th Street along Aurora Avenue North. This project will widen Aurora Avenue North from five lanes to seven lanes with left-turn pockets at intersections, a raised median, Business Access and Transit (BAT) lanes, sidewalks, and drainage facilities.

This technical memorandum contains brief discussions of the methods and assumptions used in the analysis, modeling techniques and results, initial conclusions of the analysis results, and the next steps to take.

Traffic Analysis Methodology and Forecasting Assumptions

A Synchro traffic operations model was constructed for the study area based on traffic counts, field observations, and signal timing plans (provided by King County). The model includes traffic volume parameters, such as peak hour factors, truck percentages, pedestrians, and bicyclists that were derived from the hourly turning movement counts. The Synchro model uses methodology defined in the 2000 Highway Capacity Manual (HCM 2000) to analyze both signalized and stop-controlled intersections. The model computes the level-of-service, delay, and queues to quantify traffic operations at the study intersections. Table 1 describes the LOS and delay parameters.

TABLE 1
HCM LOS and Delay Parameters
Unsignalized and Signalized Intersections

LOS	Unsignalized Intersections (average seconds/vehicle)	Signalized Intersections (average seconds/vehicle)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	>50	>80

AM and PM peak hour traffic counts used in the model for the Aurora Avenue corridor were collected in fall 2004 at the following intersections in this network analysis:

- Aurora Avenue & N. 185th Street
- Aurora Avenue & N. 175th Street

AM and PM peak hour traffic counts used in the model for the following study intersections were collected in November 2005 and March 2006:

- Fremont Avenue & N. 185th Street
- Linden Avenue & N. 185th Street
- Midvale Avenue & N. 185th Street
- Ashworth Avenue & N. 185th Street
- Meridian Avenue & N. 185th Street
- Fremont Avenue & N. 182nd Street
- Linden Avenue & N. 182nd Street
- Aurora Avenue & N. 182nd Street
- Fremont Avenue & N. 175th Street
- Linden Avenue & N. 175th Street
- Midvale Avenue & N. 175th Street
- Ashworth Avenue & N. 175th Street
- Meridian Avenue & N. 175th Street

Construction on Aurora Avenue North between N 145th Street and N 165th Street began in August 2005. Traffic counts on Aurora Avenue North at N 175th Street and N 185th Street were collected prior to construction, and therefore the data used in the model for these intersections reflects normal travel patterns. Construction activities may have affected traffic patterns along Aurora Avenue North in November 2005 and March 2006. It is not likely that traffic counts collected on the expanded network (Fremont Avenue, Linden Avenue, Midvale, Ashworth, and Meridian) after the onset of construction would have been influenced because Aurora Avenue North remained two-lanes in each direction during the time the counts were performed. However, in the traffic model that was developed for this study, pre-construction traffic counts were used as the baseline to adjust later count data along Aurora Avenue North to normal 2005 conditions and to balance volumes between

adjacent study intersections to reflect mid-block driveway activity and uncounted residential streets.

Current Travel Paths

The number of trips traveling between the western Shoreline neighborhoods (west of the Fremont Avenue and N. 185th Street intersection) and the I-5/N. 175th Street interchange (east of the Meridian Avenue and N. 175th Street intersection) was estimated using the 2005 existing traffic volumes. This was done using a procedure that considered the total volume entering the start point or intersection (AM: eastbound, PM: westbound) and reduced that volume according to the turning movement distribution at downstream intersections along the possible paths until the end point or intersection. Trips were assumed to travel directly from start to end without making an intermediate stops or taking circuitous routes. See Attachment 1 for the possible paths.

Approximately 17% of the possible AM peak hour trips approaching the Fremont Avenue & N. 185th Street intersection from the west travel to the I-5/N. 175th Street interchange. Trips from the western Shoreline neighborhoods were assumed to take three paths to the I-5 interchange. They are (1) south on Fremont Avenue then east on N. 175th Street to I-5; (2) east on N. 185th Street, south on Aurora Avenue, then east on N. 175th Street; and (3) east on N. 185th Street, south on Meridian Avenue, then east on N. 175th Street.

Approximately 14% of the possible PM peak hour trips approaching the Meridian Avenue & N. 175th Street intersection from the east travel to the western Shoreline area. Trips from I-5 were assumed to take six main paths to the western Shoreline neighborhoods. They are (1) north on Meridian Avenue and west on N. 185th Street; (2) west on N. 175th Street, north on Ashworth Avenue, then west on N. 185th Street; (3) west on N. 175th Street, north on Aurora Avenue via Midvale Avenue, then west on N. 185th Street; (4) west on N. 175th Street, north on Aurora Avenue, then west on N. 185th Street; (5) west on N. 175th Street, north on Linden Avenue, then west on N. 185th Street; and (6) west on N. 175th Street, north on Fremont Avenue, then west on N. 185th Street. Secondary paths along N. 182nd Street were included with paths 3, 4, and 5. This was done to capture as many trips as possible. The PM peak hour trip percentage is less than the AM peak hour because more types of trips are made during the afternoon commute and intermediate stops occur with greater frequency.

Traffic Volume Forecasting

The Puget Sound Regional Council (PSRC), City of Shoreline Comprehensive Plan, and N. 185th Street/ Aurora Avenue Intersection Analysis (prepared by TENW) forecasts were considered for estimating 2030 traffic volumes at the study intersections. After studying these forecasts and considering the differences each had in forecast years, land use, and network detail, an annual growth rate of 1.1 percent per year was applied to 2005 Existing traffic volumes to estimate 2030 No-Build AM and PM peak hour volumes. The 2030 intersection turning movement volumes were balanced between adjacent intersections after the growth rate was applied. Manual adjustments were made to create traffic volumes for the 2030 Preliminary Build alignment. The adjustments were made to account for the turn restrictions, new street connections, and street closures proposed in the Preliminary Build alignment.

Traffic Operations Modeling and Results

AM and PM peak hour traffic operations analyses were completed for the following scenarios and routing options.

2005 Existing. This scenario includes current intersection control, lane channelization, and signal timing and coordination for the 15 intersections listed above. See Figure 1 for the current lane channelization and intersection control (except at Midvale Avenue and N. 185th Street).

2030 No-Build. This scenario includes current intersection control, lane channelization, and optimized signal timing and coordination for 14 of the 15 intersections listed above. The installation of a new traffic signal is planned at the intersection of Midvale Avenue and N. 185th Street. See Figure 1 for the 2030 No-Build lane channelization and intersection control.

2030 Preliminary Build. This scenario includes 2030 No-Build intersection control (except at Aurora Avenue and N. 182nd Street), preliminary alignment lane channelization and optimized signal timing and coordination for the 15 intersections listed above. In addition, Aurora Avenue and N. 182nd Street was signalized and connected to a new signalized intersection at Midvale Avenue and N. 182nd Street. See Figure 2 for the preliminary build lane channelization and intersection control.

2030 Build Routing Options. These scenarios included the same intersection control and lane channelization as the 2030 Preliminary Build scenario. Signal timing and coordination plans were optimized for each routing option.

Build Routing Options

The percentages determined above from the current travel paths were applied to the 2030 Preliminary Build traffic volumes to estimate the number of future trips traveling the same paths. These future trips were then transferred from their current paths and assigned to one of the seven routing options. The routing options are described below.

1. Fremont Avenue

AM: Trips travel east on N. 185th Street, south on Fremont Avenue, and east on N. 175th Street to I-5.

PM: Trips travel west on N. 175th Street, north on Fremont Avenue, and west on N. 185th Street to western Shoreline.

2. Linden Avenue

AM: Trips travel east on N. 185th Street, south on Linden Avenue, and east on N. 175th Street to I-5.

PM: Trips travel west on N. 175th Street, north on Linden Avenue, and west on N. 185th Street to western Shoreline.

3. Aurora Avenue

AM: Trips travel east on N. 185th Street, south on Aurora Avenue, and east on N. 175th Street to I-5.

PM: Trips travel west on N. 175th Street, north on Aurora Avenue, and west on N. 185th Street to western Shoreline.

4. Meridian Avenue

AM: Trips travel east on N. 185th Street, south on Meridian Avenue, and east on N. 175th Street to I-5.

PM: Trips travel west on N. 175th Street, north on Meridian Avenue, and west on N. 185th Street to western Shoreline.

5. Fremont to Aurora Avenue (AM) and Ashworth Avenue (PM)

AM: Trips travel east on N. 185th Street, south on Fremont Avenue, east on N. 182nd Street, south on Aurora Avenue, and east on N. 175th Street to I-5.

PM: Trips travel west on N. 175th Street, north on Ashworth Avenue, and west on N. 185th Street to western Shoreline.

6. Aurora Avenue and Midvale Avenue

AM: Trips travel east on N. 185th Street, south on Aurora Avenue, east on N. 182nd Street, south on Midvale Avenue, and east on N. 175th Street to I-5.

PM: Trips travel west on N. 175th Street, north on Midvale Avenue, west on N. 182nd Street, north on Aurora Avenue, and west on N. 185th Street to western Shoreline.

7. Linden to Midvale Avenue (AM) and Midvale to Fremont Avenue (PM)

AM: Trips travel east on N. 185th Street, south on Linden Avenue, east on N. 182nd Street, south on Midvale Avenue, and east on N. 175th Street to I-5.

PM: Trips travel west on N. 175th Street, north on Midvale Avenue, west on N. 182nd Street, north on Fremont Avenue, and west on N. 185th Street to western Shoreline.

Traffic Operations Results

The results of the three scenarios and seven routing options are summarized in Tables 2 to 8 and Figures 1 to 9. Figure 1 compares the LOS and delay of the 2005 Existing and 2030 No-Build scenarios and shows the 2030 No-Build AM and PM peak hour traffic volumes. Figure 2 compares the LOS and delay of the 2030 No-Build and 2030 Preliminary Build scenarios and shows the 2030 Preliminary Build AM and PM peak hour traffic volumes. Figures 3 to 9 compare the LOS and delay of the 2030 Preliminary Build to the seven different 2030 Build Routing Options and show the routing options' 2030 AM and PM peak hour traffic volumes.

It is important to note that queuing at many of the movements with reassigned trips increased to a length that would likely exceed the available storage at the 95th percentile level.

Conclusions

The results of the traffic operations analysis of the seven routing options provide information about how the 2030 Preliminary Build alignment and parallel streets are forecasted to operate and allow for some conclusions to be made. Six conclusions are described below, but there may be others.

1. In any future scenario or routing option, the intersection at Meridian Avenue and N. 175th Street is forecasted to operate at LOS E during the PM peak hour and is nearly at LOS F.
2. The street network is forecasted to operate better overall when drivers use multiple routes and trips are dispersed according to current travel patterns.
3. Through traffic on Linden Avenue should be discouraged during the AM peak hour because of the LOS F conditions forecasted at Linden Avenue and N. 175th Street (see Figure 4) and its residential nature.
4. Through traffic along N. 182nd Street between Linden Avenue and Fremont Avenue should be discouraged during both peak hours because of LOS E and F conditions forecasted at Fremont Avenue and N. 182nd Street (see Figures 7 and 9) and its residential nature.
5. Ashworth Avenue is not a likely travel path for through traffic and should continue to be discouraged during the PM peak hour because of LOS F conditions forecasted at Ashworth Avenue and N. 185th Street (see Figure 2) and its residential nature.
6. Through traffic should be encouraged to use Aurora Avenue and N. 175th Street during the morning commute towards the I-5/N. 175th Street interchange because the southbound double left-turns are forecasted to be underutilized with current travel patterns.

Recommendations for Improvements

Based on the results of the traffic analysis, recommendations were made for intersection and street improvements. These improvements will be evaluated by the City for possible inclusion into the Capital Improvement Program's (CIP) 2008-2010 cycle or included in the environmental analysis of the Aurora Corridor project. The improvements include additional intersection capacity, signal upgrades, sidewalk installations, and other neighborhood projects.

Table 2 summarizes the improvements recommended. The project's location, description, type (intersection capacity, neighborhood improvement, or signal upgrade), project placement (in the next CIP cycle or included as part of the Aurora Avenue environmental analysis document), and the reason for the project are given for eight projects. The intent of placing certain projects on the CIP list is to move these improvements forward independently of the Aurora Avenue project.

TABLE 2
Recommended Improvement Projects

Location	Description	Type	Project Placement / [cost]	Reason for Project
1. Meridian Avenue and N. 175th Street	Add exclusive WB right-turn and SB left-turn lanes	Intersection capacity	CIP 2008-2010 [\$2,275,000]	Improve east-west mobility and alternative Aurora Avenue route
2. Linden Avenue, N. 175th Street to N. 182nd Street	Install sidewalks on both sides of Linden Avenue	Neighborhood improvement	CIP 2008-2010 [\$2,548,000]	Preserve residential nature and emphasize pedestrian corridor
3. N. 182nd Street, Fremont Avenue to Linden Avenue	Monitor traffic volumes and speeds for potential traffic calming measures	Neighborhood improvement	CIP 20XX-20XX [n/a]	Preserve residential nature and discourage cut-through traffic
4. Midvale Avenue and N. 175th Street	Build WB left-turn, two through, and one shared through/right-turn lanes	Intersection capacity	Aurora Avenue [Included w/ Aurora Project]	Analyze in environmental document of Aurora project
5. N. 182nd Street, Aurora Avenue to Midvale Avenue	Extend N. 182nd Street and install traffic signals at adjacent intersections	Intersection capacity	Aurora Avenue [Included w/ Aurora Project]	Analyze in environmental document of Aurora project
6. Aurora Avenue and N. 185th Street	Add exclusive EB right-turn lane	Intersection capacity	Aurora Avenue [Included w/ Aurora Project]	Analyze in environmental document of Aurora project and improve east-west mobility
7. Meridian Avenue and N. 185th Street	Add exclusive EB, NB, and SB right-turn lanes	Intersection capacity	CIP 2008-2010 [\$2,510,000]	Improve alternative Aurora Avenue route
8. Ashworth Avenue and N. 185th Street	Install traffic signal	Signal upgrade	CIP 2008-2010 [\$832,000]	Improve alternative Aurora Avenue route

1 - Costs are in 2007 dollars

Opinions of Cost

The eight projects described in Table 2 were analyzed and given a planning-level cost estimate. The following Table 3 summarizes these costs. Detailed cost estimates are included in Attachment 2.

TABLE 3
Estimated CIP Program Costs

Location	Description	Right-of-Way Cost	Construction Cost	Program Development	Contingency	Total
1. Meridian Avenue and N. 175th Street	Add exclusive WB right-turn and SB left-turn lanes	\$430,113	\$1,058,000	\$264,500	\$525,000	\$2,275,000
2. Linden Avenue, N. 175th Street to N. 182nd Street	Install sidewalks on both sides of Linden Avenue	\$0	\$1,568,000	\$392,000	\$588,000	\$2,548,000
3. N. 182nd Street, Fremont Avenue to Linden Avenue	Monitor traffic volumes and speeds for potential traffic calming measures					n/a
4. Midvale Avenue and N. 175th Street	Build WB left-turn, two through, and one shared through/right-turn lanes					Included with Aurora Project
5. N. 182nd Street, Aurora Avenue to Midvale Avenue	Extend N. 182nd Street and install traffic signals at adjacent intersections					Included with Aurora Project
6. Aurora Avenue and N. 185th Street	Add exclusive EB right-turn lane					Included with Aurora Project
7. Meridian Avenue and N. 185th Street	Add exclusive EB, NB, and SB right-turn lanes	\$566,870	\$1,087,000	\$271,750	\$579,000	\$2,509,000
8. Ashworth Avenue and N. 185th Street	Install traffic signal	\$0	\$512,000	\$128,000	\$192,000	\$832,000

Note: all costs are in 2007 dollars.

Table 1

Shoreline Aurora Multimodal Corridor - N. 165th Street to N. 205th Street
Operational Analysis of Study Intersections

Routing Option 1

Intersection Description	2005 Existing				2030 No Build				2030 Build - Current Routing				2030 Build - Fremont Avenue			
	AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Fremont Ave N & N. 185th Street	D	36.2	C	32.9	C	33.4	C	32.9	C	33.4	C	32.9	C	32.0	C	32.7
Linden Ave N & N. 185th Street	B	18.0	A	6.0	B	12.0	A	6.8	B	12.0	A	6.8	B	12.8	A	6.1
Aurora Ave N & N. 185th Street	E	79.4	D	52.7	F	124.5	F	109.5	E	73.9	E	69.5	E	69.0	E	59.1
Miwale Ave N & N. 185th Street*	C	17.1	C	18.3	A	3.9	A	5.0	A	3.9	A	5.0	A	3.9	A	5.1
Ashworth Ave N & N. 185th Street*	D	27.9	E	36.4	E	40.4	F	89.4	E	40.4	F	89.4	D	31.6	F	58.4
Meridian Ave N & N. 185th Street	D	43.6	D	48.0	E	65.3	E	77.7	E	65.3	E	77.7	E	55.4	E	71.6
Fremont Ave N & N. 182nd Street*	D	30.4	C	16.4	D	31.6	C	21.3	D	31.6	C	21.3	E	39.5	D	25.7
Linden Ave N & N. 182nd Street*	C	15.5	B	13.8	B	14.4	B	14.6	B	14.4	B	14.5	B	14.4	B	13.9
Aurora Ave N & N. 182nd Street	F	109.9	F	87.4	F	>150	F	>150	F	>150	F	>150	C	22.8	C	21.7
Miwale Ave N & N. 182nd Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	C	24.9	C	29.2	C	25.1	C	26.7
Fremont Ave N & N. 175th Street	B	18.0	A	7.7	C	22.6	B	10.4	C	22.6	B	10.4	C	33.6	B	10.1
Linden Ave N & N. 175th Street*	D	26.8	C	19.3	E	48.4	D	26.7	E	38.0	C	24.4	E	47.3	D	29.6
Aurora Ave N & N. 175th Street	D	53.6	D	53.9	F	96.4	F	82.4	E	73.5	D	51.0	E	79.0	D	47.8
Miwale Ave N & N. 175th Street	C	20.3	C	24.3	C	25.7	C	31.5	D	43.4	D	54.4	E	64.1	E	65.8
Ashworth Ave N & N. 175th Street*	B	12.9	B	12.4	B	12.8	B	14.0	B	12.8	B	14.0	B	12.8	B	14.5
Meridian Ave N & N. 175th Street	D	42.4	D	47.0	D	50.7	E	76.6	D	48.2	E	76.6	E	51.9	E	76.4

Source: Synchro Signalized LOS/Delay Calculation and Highway Capacity Manual (HCM) Unsignalized Report.

Note: Highlighted numbers indicate LOS/Delay above acceptable City standards.

* LOS and delay is reported for worst minor street approach for unsignalized intersections.

N/A: Not applicable. Intersection control does not apply for this scenario.

SUMMARY RESULTS

Tables and Figures

Table 2

Shoreline Aurora Multimodal Corridor - N. 165th Street to N. 205th Street
Operational Analysis of Study Intersections

Routing Option 2

Intersection Description	2005 Existing				2030 No Build				2030 Build - Current Routing				2030 Build - Linden Avenue			
	AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Fremont Ave N & N. 185th Street	D	36.2	C	32.9	C	33.4	C	32.9	C	33.4	C	32.9	C	33.7	C	33.8
Linden Ave N & N. 185th Street	B	18.0	A	6.0	B	12.0	B	6.8	A	12.0	A	6.8	B	11.6	A	8.7
Aurora Ave N & N. 185th Street	E	79.4	D	52.7	F	124.5	F	109.5	E	73.9	E	59.5	E	69.0	E	58.9
Midvale Ave N & N. 185th Street*	C	17.1	C	18.3	A	3.9	A	5.0	A	3.9	A	5.0	A	3.9	A	5.1
Ashworth Ave N & N. 185th Street*	D	27.9	E	36.4	E	40.4	F	89.4	E	40.4	F	89.4	E	31.8	F	58.4
Meridian Ave N & N. 185th Street	D	43.6	D	48.0	E	65.3	E	77.7	E	65.3	E	77.7	E	55.4	E	77.6
Fremont Ave N & N. 182nd Street*	D	30.4	C	16.4	D	31.6	C	21.3	D	31.6	C	21.3	D	22.5	C	19.2
Linden Ave N & N. 182nd Street*	C	15.6	B	13.8	B	14.4	B	14.6	B	14.4	B	14.5	B	17.8	C	19.3
Aurora Ave N & N. 182nd Street	F	109.9	F	87.4	F	>150	F	>150	F	22.9	C	22.8	C	21.7	B	16.8
Midvale Ave N & N. 182nd Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	C	24.9	C	28.2	C	25.1	C
Fremont Ave N & N. 175th Street	B	18.0	A	7.7	C	22.6	B	10.4	C	22.6	B	10.4	B	17.7	B	10.7
Linden Ave N & N. 175th Street*	D	26.8	C	19.3	F	48.4	D	26.7	E	38.0	C	24.4	F	>150	C	22.9
Aurora Ave N & N. 175th Street	D	53.6	D	53.9	F	96.4	F	82.4	E	73.5	D	51.0	E	79.0	D	46.6
Midvale Ave N & N. 175th Street	C	20.3	C	24.3	C	25.7	C	31.5	D	43.4	D	54.4	E	64.1	E	69.0
Ashworth Ave N & N. 175th Street*	B	12.9	B	12.4	B	12.8	B	14.0	B	12.8	B	14.0	B	12.8	B	14.5
Meridian Ave N & N. 175th Street	D	42.4	D	47.0	D	50.7	E	76.6	E	45.2	E	76.6	E	51.9	E	76.4

Source: Synchro Signalized LOS/Delay Calculation and Highway Capacity Manual (HCM) Unsignalized Report.

Note: Highlighted numbers indicate LOS/Delay above acceptable City standards.

* LOS and delay is reported for worst minor street approach for unsignalized intersections.

N/A: Not applicable. Intersection control does not apply for this scenario.

Table 3

Shoreline Aurora Multimodal Corridor - N. 165th Street to N. 205th Street
Operational Analysis of Study Intersections

Routing Option 3

Intersection Description	2005 Existing						2030 No Build						2030 Build - Current Routing						2030 Build - Aurora Avenue						
	AM		PM		LOS		AM		PM		LOS		AM		PM		LOS		AM		PM		LOS		
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
Signalized																									
Fremont Ave N & N. 185th Street	D	36.2	C	32.9	C	33.4	C	32.9	C	33.4	C	32.9	C	33.7	C	33.8	C	33.7	C	33.7	C	33.7	C	33.8	C
Linden Ave N & N. 185th Street	B	18.0	A	6.0	B	12.0	A	6.8	A	12.0	A	6.8	A	11.7	A	6.2	A	11.7	A	11.7	A	11.7	A	6.2	A
Aurora Ave N & N. 185th Street	E	79.4	D	52.7	F	124.5	F	109.5	E	73.9	E	59.5	E	75.7	E	61.8	E	75.7	E	75.7	E	75.7	E	61.8	E
Midvale Ave N & N. 185th Street*	C	17.1	C	18.3	A	3.9	A	5.0	A	5.0	A	5.0	A	3.9	A	5.1	A	3.9	A	3.9	A	3.9	A	5.1	A
Ashworth Ave N & N. 186th Street*	D	27.9	E	38.4	E	40.4	F	89.4	F	89.4	F	89.4	F	89.4	F	58.4	F	89.4	F	89.4	F	89.4	F	58.4	F
Meridian Ave N & N. 185th Street	D	43.6	D	48.0	E	65.3	E	77.7	E	65.3	E	65.3	E	77.7	E	77.6	E	77.7	E	77.7	E	77.7	E	77.6	E
Fremont Ave N & N. 182nd Street*	D	30.4	C	16.4	C	31.6	C	21.3	C	21.3	C	21.3	C	14.4	B	13.9	B	14.4	B	14.4	B	14.4	B	13.9	B
Linden Ave N & N. 182nd Street*	C	15.5	B	13.8	B	14.4	B	14.4	B	14.4	B	14.4	B	14.4	B	14.4	B	14.4	B	14.4	B	14.4	B	14.4	B
Aurora Ave N & N. 182nd Street	F	109.9	F	87.4	F	>150	F	>150	F	>150	F	>150	F	>150	F	36.9	D	22.8	D	22.8	D	22.8	D	36.9	D
Midvale Ave N & N. 182nd Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	27.5	D	24.9	C	24.9	C	24.9	C	27.5	D
Fremont Ave N & N. 175th Street	B	18.0	A	7.7	C	22.6	B	10.4	C	22.6	B	10.4	C	17.7	B	10.7	B	17.7	B	17.7	B	17.7	B	10.7	B
Linden Ave N & N. 175th Street*	D	26.8	C	19.3	E	48.4	D	26.7	E	38.0	C	24.4	D	31.3	C	22.7	C	31.3	C	31.3	C	31.3	C	22.7	C
Aurora Ave N & N. 175th Street	D	53.6	D	53.9	F	96.4	F	82.4	F	73.5	E	51.0	E	61.7	D	49.8	D	61.7	D	61.7	D	61.7	D	49.8	D
Midvale Ave N & N. 175th Street	C	20.3	C	24.3	C	25.7	C	31.5	C	31.5	D	43.4	D	54.4	E	63.0	E	54.4	E	54.4	E	54.4	E	63.0	E
Ashworth Ave N & N. 176th Street*	B	12.9	B	12.4	B	12.8	B	14.0	B	12.8	B	12.8	B	12.8	B	14.5	B	12.8	B	12.8	B	12.8	B	14.5	B
Meridian Ave N & N. 175th Street	D	42.4	D	47.0	D	50.7	D	76.6	E	48.2	D	76.6	E	51.9	E	76.4	E	48.2	D	48.2	D	48.2	D	76.4	E

Source: Synchro Signalized LOS/Delay Calculation and Highway Capacity Manual (HCM) Unsignalized Report.

Note: Highlighted numbers indicate LOS/Delay above acceptable City standards.

* LOS and delay is reported for worst minor street approach for unsignalized intersections.

N/A: Not applicable. Intersection control does not apply for this scenario.

6/29/2006

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Table 4

Shoreline Aurora Multimodal Corridor - N. 165th Street to N. 205th Street
Operational Analysis of Study Intersections

Routing Option 4

Intersection Description	2005 Existing				2030 No Build				2030 Build - Current Routing				2030 Build - Meridian Avenue				
	AM		PM		AM		PM		AM		PM		AM		PM		
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
Signalized																	
Fremont Ave N & N. 185th Street	D	36.2	C	32.9	C	33.4	C	32.9	C	33.4	C	32.9	C	33.7	C	33.8	C
Linden Ave N & N. 185th Street	B	18.0	A	6.0	A	12.0	B	6.8	A	12.0	B	6.8	A	11.7	A	6.2	A
Aurora Ave N & N. 185th Street	E	79.4	D	52.7	F	124.5	F	109.5	E	73.9	E	59.5	F	82.4	E	63.8	E
Midvale Ave N & N. 185th Street*	C	17.1	C	18.3	A	3.9	A	5.0	A	3.9	A	5.0	A	3.9	A	5.0	A
Ashworth Ave N & N. 185th Street	D	27.9	E	36.4	E	40.4	F	89.4	E	40.4	F	89.4	F	55.2	F	128.0	F
Meridian Ave N & N. 185th Street	D	43.6	D	48.0	E	65.3	E	77.7	E	65.3	E	77.7	E	77.0	E	78.6	E
Fremont Ave N & N. 182nd Street*	D	30.4	C	16.4	C	14.4	D	21.3	C	14.4	B	14.5	C	21.3	D	19.2	C
Linden Ave N & N. 182nd Street*	C	15.5	B	13.8	B	14.4	B	14.6	B	14.4	B	14.5	B	14.4	B	13.9	B
Aurora Ave N & N. 182nd Street	F	109.9	F	87.4	F	>150	F	>150	F	>150	C	22.9	C	22.8	C	22.7	C
Midvale Ave N & N. 182nd Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fremont Ave N & N. 175th Street	B	18.0	A	7.7	C	22.6	B	10.4	C	22.6	B	10.4	B	17.2	B	10.7	B
Linden Ave N & N. 175th Street*	D	26.8	C	19.3	E	48.4	D	26.7	E	38.0	C	24.4	D	33.5	C	22.7	C
Aurora Ave N & N. 175th Street	D	53.6	D	53.9	F	96.4	F	82.4	E	73.5	D	51.0	E	59.9	D	48.6	D
Midvale Ave N & N. 175th Street	C	20.3	C	24.3	C	25.7	C	31.5	D	43.4	D	54.4	D	70.0	D	54.3	D
Ashworth Ave N & N. 175th Street*	B	12.9	B	12.4	B	12.8	B	14.0	B	12.8	B	14.0	B	12.8	B	13.0	B
Meridian Ave N & N. 175th Street	D	42.4	D	47.0	D	50.7	E	76.6	D	48.2	E	76.6	E	46.8	E	76.0	E

Source: Synchro Signalized LOS/Delay Calculation and Highway Capacity Manual (HCM) Unsignalized Report.

Note: Highlighted numbers indicate LOS/Delay above acceptable City standards.

* LOS and Delay is reported for worst minor street approach for unsignalized intersections.

N/A: Not applicable. Intersection control does not apply for this scenario.

Shoreline Aurora Multimodal Corridor - N. 165th Street to N. 205th Street
Operational Analysis of Study Intersections

Routing Option 5

Intersection Description	2005 Existing				2030 No Build				2030 Build - Current Routing				2030 Build - Fremont to Aurora (AM) and Ashworth Avenue (PM)			
	AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Fremont Ave N & N. 185th Street	D	36.2	C	32.9	C	33.4	C	32.9	C	33.4	C	32.9	C	32.0	C	33.8
Linden Ave N & N. 185th Street	B	18.0	A	6.0	B	12.0	A	6.8	B	12.0	A	6.8	B	12.8	A	6.2
Aurora Ave N & N. 185th Street	E	79.4	D	52.7	F	124.5	F	109.5	E	73.9	E	59.5	E	70.4	E	63.8
Midvale Ave N & N. 185th Street*	C	17.1	C	18.3	A	3.9	A	5.0	A	3.9	A	5.0	A	3.9	A	5.0
Ashworth Ave N & N. 185th Street*	D	27.9	E	38.4	E	40.4	F	89.4	E	40.4	F	89.4	D	31.6	F	>150
Meridian Ave N & N. 185th Street	D	43.6	D	48.0	E	65.3	E	77.7	E	65.3	E	77.7	E	55.4	E	77.6
Fremont Ave N & N. 182nd Street*	D	30.4	C	18.4	D	31.6	C	21.3	C	31.6	C	21.3	F	73.9	C	19.2
Linden Ave N & N. 182nd Street*	C	15.5	B	13.8	B	14.4	B	14.4	B	14.4	B	14.5	C	20.9	B	13.9
Aurora Ave N & N. 182nd Street	F	109.9	F	87.4	F	>150	F	>150	C	22.9	C	22.8	C	27.9	C	22.7
Midvale Ave N & N. 182nd Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	C	24.9	C	29.2	C	31.6	C	27.4
Fremont Ave N & N. 175th Street	B	18.0	A	7.7	C	22.6	B	10.4	C	22.6	B	10.4	B	17.2	B	10.7
Linden Ave N & N. 175th Street*	D	26.8	C	19.3	E	48.4	D	26.7	E	38.0	C	24.4	D	33.3	C	22.7
Aurora Ave N & N. 175th Street	D	53.6	D	53.9	F	96.4	F	82.4	E	73.5	D	51.0	E	58.4	D	48.6
Midvale Ave N & N. 175th Street	C	20.3	C	24.3	C	25.7	C	31.5	D	43.4	D	54.4	E	61.8	D	54.3
Ashworth Ave N & N. 175th Street*	B	12.9	B	12.4	B	12.8	B	14.0	B	12.8	B	14.0	B	12.8	B	14.5
Meridian Ave N & N. 175th Street	D	42.4	D	47.0	D	50.7	E	76.6	D	48.2	E	76.6	E	51.9	E	76.4

Source: Synchro Signalized LOS/Delay Calculation and Highway Capacity Manual (HCM) Unsignalized Report.

Note: Highlighted numbers indicate LOS/Delay above acceptable City standards.

* LOS and delay is reported for worst minor street approach for unsignalized intersections.

N/A: Not applicable. Intersection control does not apply for this scenario.

Routing Option 6
2030 Build - Midvale Avenue and Aurora Avenue Combo

Intersection Description	2005 Existing				2030 No Build				2030 Build - Current Routing				2030 Build - Midvale Avenue and Aurora Avenue Combo			
	AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Fremont Ave N & N. 185th Street	D	36.2	C	32.9	C	33.4	C	32.9	C	33.4	C	32.9	C	33.7	C	33.8
Linden Ave N & N. 185th Street	B	18.0	A	6.0	B	12.0	A	6.8	B	12.0	A	6.8	B	11.7	A	6.2
Aurora Ave N & N. 185th Street	E	79.4	D	52.7	F	124.5	F	109.5	E	73.9	E	59.5	E	76.2	E	59.8
Midvale Ave N & N. 185th Street*	C	17.1	C	18.3	A	3.9	A	5.0	A	3.9	A	5.0	A	3.9	A	5.1
Ashworth Ave N & N. 185th Street*	D	27.9	E	36.4	E	40.4	F	89.4	E	40.4	E	89.4	F	31.8	F	58.4
Meridian Ave N & N. 185th Street	D	43.6	D	48.0	E	65.3	E	77.7	E	65.3	E	77.7	E	55.4	E	77.6
Fremont Ave N & N. 182nd Street*	D	30.4	C	16.4	D	31.6	C	21.3	D	31.6	C	21.3	D	27.5	C	19.2
Linden Ave N & N. 182nd Street*	C	15.5	B	13.8	B	14.4	B	14.6	B	14.4	B	14.5	B	14.4	B	13.9
Aurora Ave N & N. 182nd Street	F	109.9	F	87.4	F	>150	F	>150	F	>150	C	22.8	C	35.1	D	39.7
Midvale Ave N & N. 182nd Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	C	28.2	C	20.4	D	48.0
Fremont Ave N & N. 175th Street	B	18.0	A	7.7	C	22.6	B	10.4	C	22.6	B	10.4	B	17.2	B	10.7
Linden Ave N & N. 175th Street*	D	26.8	C	19.3	E	48.4	D	26.7	E	38.0	C	24.4	D	33.3	C	22.7
Aurora Ave N & N. 175th Street	D	53.6	D	53.9	F	96.4	F	82.4	E	73.5	D	51.0	E	61.6	D	47.5
Midvale Ave N & N. 175th Street	C	20.3	C	24.3	C	25.7	C	31.5	D	48.4	D	54.4	E	67.8	D	53.4
Ashworth Ave N & N. 175th Street*	B	12.9	B	12.4	B	12.8	B	14.0	B	12.8	B	14.0	B	12.8	B	14.4
Meridian Ave N & N. 175th Street	D	42.4	D	47.0	D	50.7	E	76.6	D	48.2	E	76.6	D	51.9	E	76.4

Source: Synchro Signalized LOS/Delay Calculation and Highway Capacity Manual (HCM) Unsignalized Report.

Note: Highlighted numbers indicate LOS/Delay above acceptable City standards.

* LOS and delay is reported for worst minor street approach for unsignalized intersections.

N/A: Not applicable. Intersection control does not apply for this scenario.

Table 7

Shoreline Aurora Multimodal Corridor - N. 165th Street to N. 205th Street
Operational Analysis of Study Intersections

Intersection Description	2005 Existing						2030 No Build						2030 Build - Current Routing						2030 Build - Linden to Midvale (AM) and Midvale to Fremont(PM)					
	AM		PM		LOS		AM		PM		LOS		AM		PM		LOS		AM		PM		LOS	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fremont Ave N & N. 185th Street	36.2	C	32.9	C	33.4	C	32.9	C	33.4	C	32.9	C	33.4	C	32.9	C	33.4	C	32.9	C	33.4	C	32.9	C
Linden Ave N & N. 185th Street	18.0	A	6.0	A	12.0	B	6.8	A	6.8	A	6.8	A	12.0	B	6.8	A	6.8	A	12.0	B	6.8	A	6.8	A
Aurora Ave N & N. 185th Street	79.4	D	52.7	D	124.5	F	109.5	F	109.5	F	109.5	F	124.5	F	59.5	E	73.9	E	59.5	E	73.9	E	59.5	E
Midvale Ave N & N. 185th Street*	17.1	C	18.3	A	3.9	A	5.0	A	5.0	A	5.0	A	3.9	A	5.0	A	5.0	A	3.9	A	5.0	A	5.0	A
Ashworth Ave N & N. 185th Street*	27.9	E	36.4	E	40.4	F	89.4	F	89.4	F	89.4	F	40.4	F	89.4	F	89.4	F	40.4	F	89.4	F	89.4	F
Meridian Ave N & N. 185th Street	43.6	D	48.0	D	65.3	E	77.7	E	77.7	E	77.7	E	65.3	E	77.7	E	77.7	E	65.3	E	77.7	E	77.7	E
Fremont Ave N & N. 182nd Street*	30.4	C	16.4	C	31.6	C	21.3	C	21.3	C	21.3	C	31.6	C	21.3	C	21.3	C	31.6	C	21.3	C	21.3	C
Linden Ave N & N. 182nd Street*	15.5	B	13.8	B	14.4	B	14.6	B	14.6	B	14.6	B	14.4	B	14.5	D	14.5	D	14.4	B	14.5	D	14.5	D
Aurora Ave N & N. 182nd Street	109.9	F	87.4	F	>150	F	>150	F	>150	F	>150	F	>150	F	22.8	C	22.8	C	22.8	C	22.8	C	22.8	C
Midvale Ave N & N. 182nd Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	23.9	C	23.9	C	23.9	C	23.9	C	23.9	C
Fremont Ave N & N. 175th Street	18.0	A	7.7	C	22.6	B	10.4	C	10.4	C	10.4	C	22.6	B	10.4	C	10.4	C	22.6	B	10.4	C	10.4	C
Linden Ave N & N. 175th Street*	26.8	D	19.3	C	48.4	D	26.7	E	38.0	C	24.4	D	48.4	D	24.4	D	33.1	C	33.1	C	33.1	C	22.7	C
Aurora Ave N & N. 175th Street	53.6	D	53.9	D	96.4	F	82.4	F	82.4	F	82.4	F	96.4	F	51.0	E	64.7	D	51.0	E	64.7	D	51.0	E
Midvale Ave N & N. 175th Street	20.3	C	24.3	C	25.7	C	31.5	D	43.4	D	43.4	D	25.7	C	54.4	E	72.3	E	54.4	E	72.3	E	54.4	E
Ashworth Ave N & N. 175th Street*	12.9	B	12.4	B	12.8	B	14.0	B	14.0	B	14.0	B	12.8	B	14.0	B	14.0	B	12.8	B	14.0	B	14.0	B
Meridian Ave N & N. 175th Street	42.4	D	47.0	D	50.7	D	76.6	E	76.6	E	76.6	E	50.7	D	48.2	D	48.2	D	50.7	D	48.2	D	48.2	D

Source: Synchro Signalized LOS/Delay Calculation and Highway Capacity Manual (HCM) Unsignalized Report.

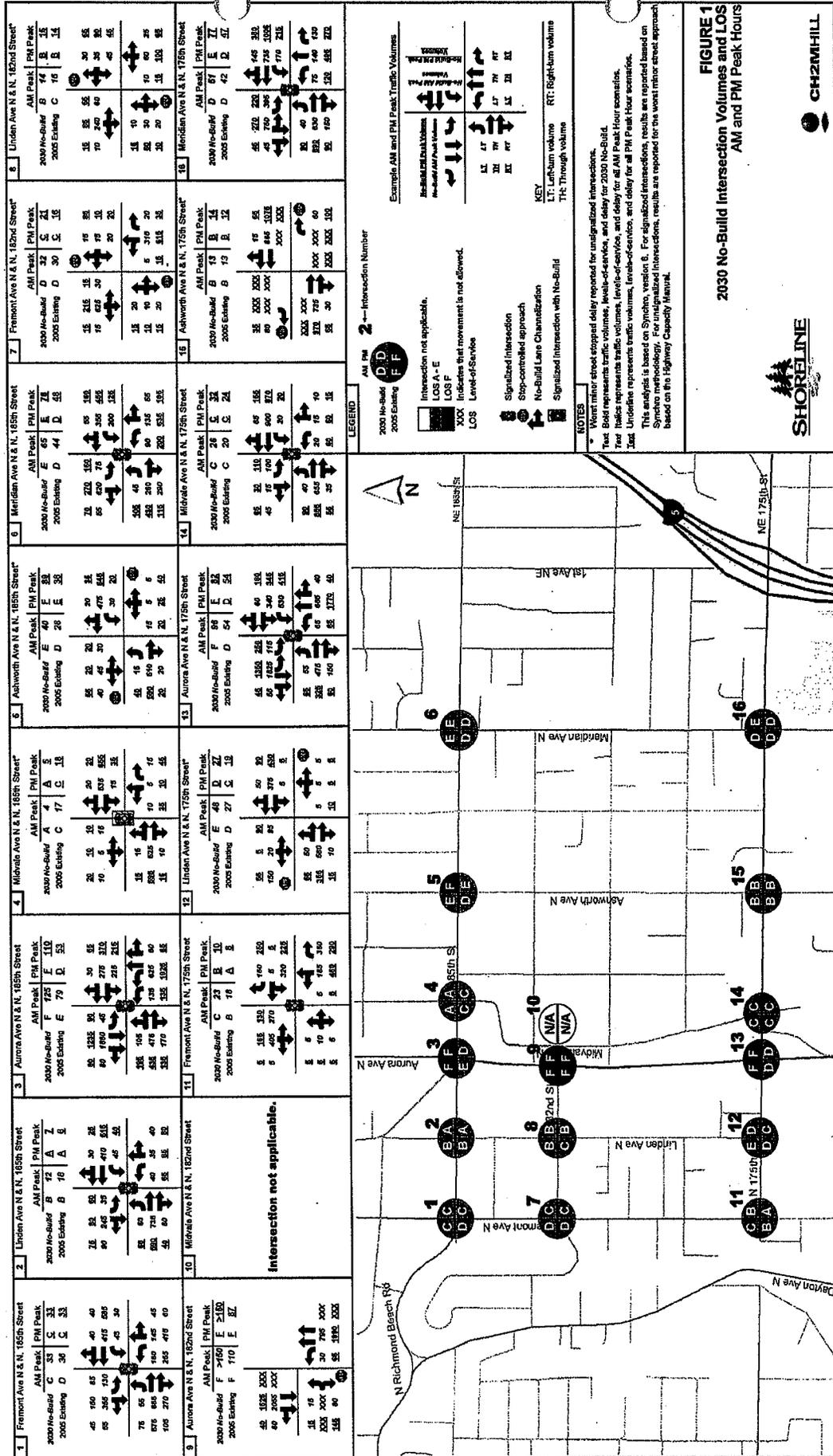
Note: Highlighted numbers indicate LOS/Delay above acceptable City standards.

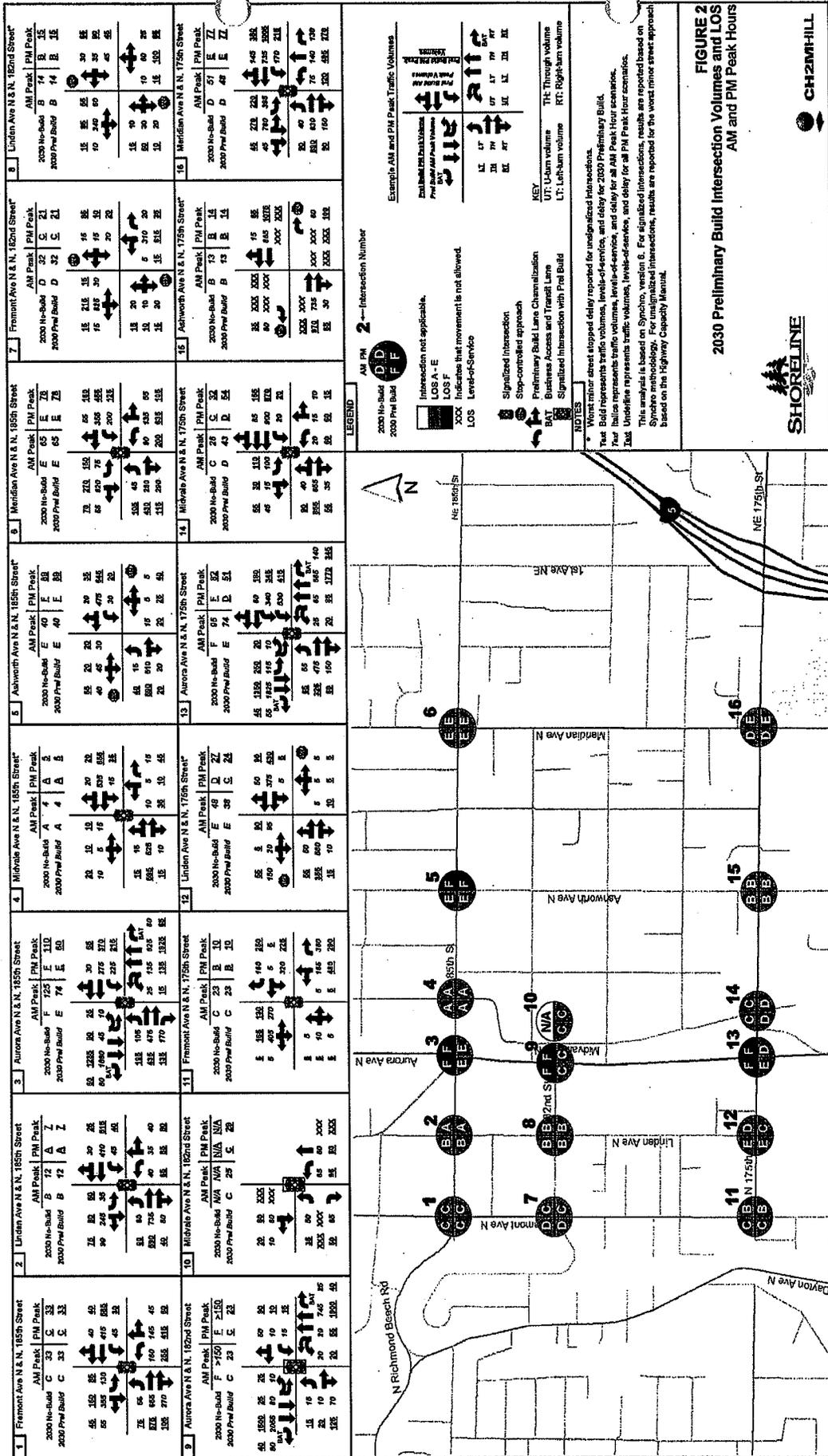
* LOS and delay is reported for worst minor street approach for unsignalized intersections.

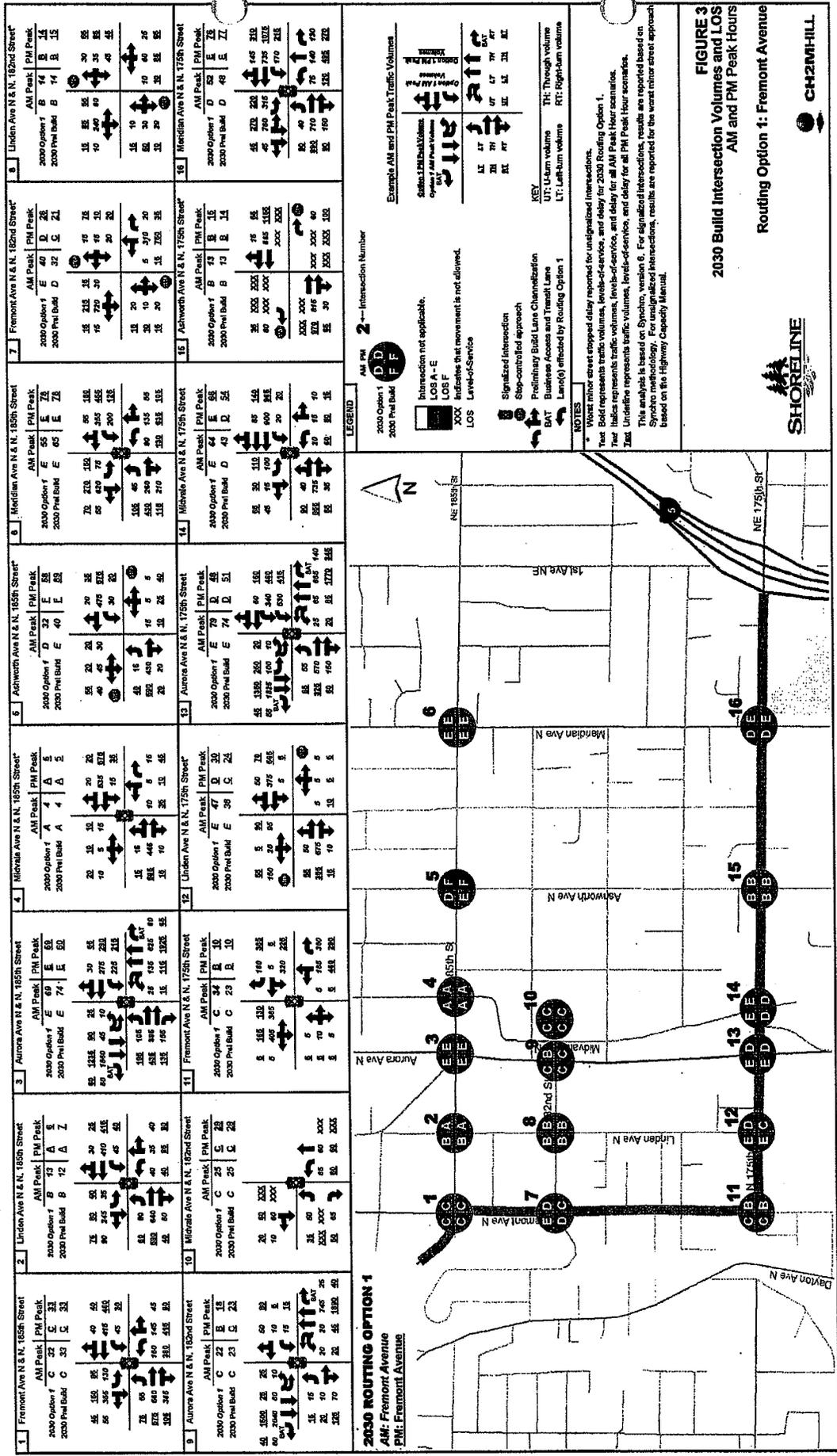
N/A: Not applicable. Intersection control does not apply for this scenario.

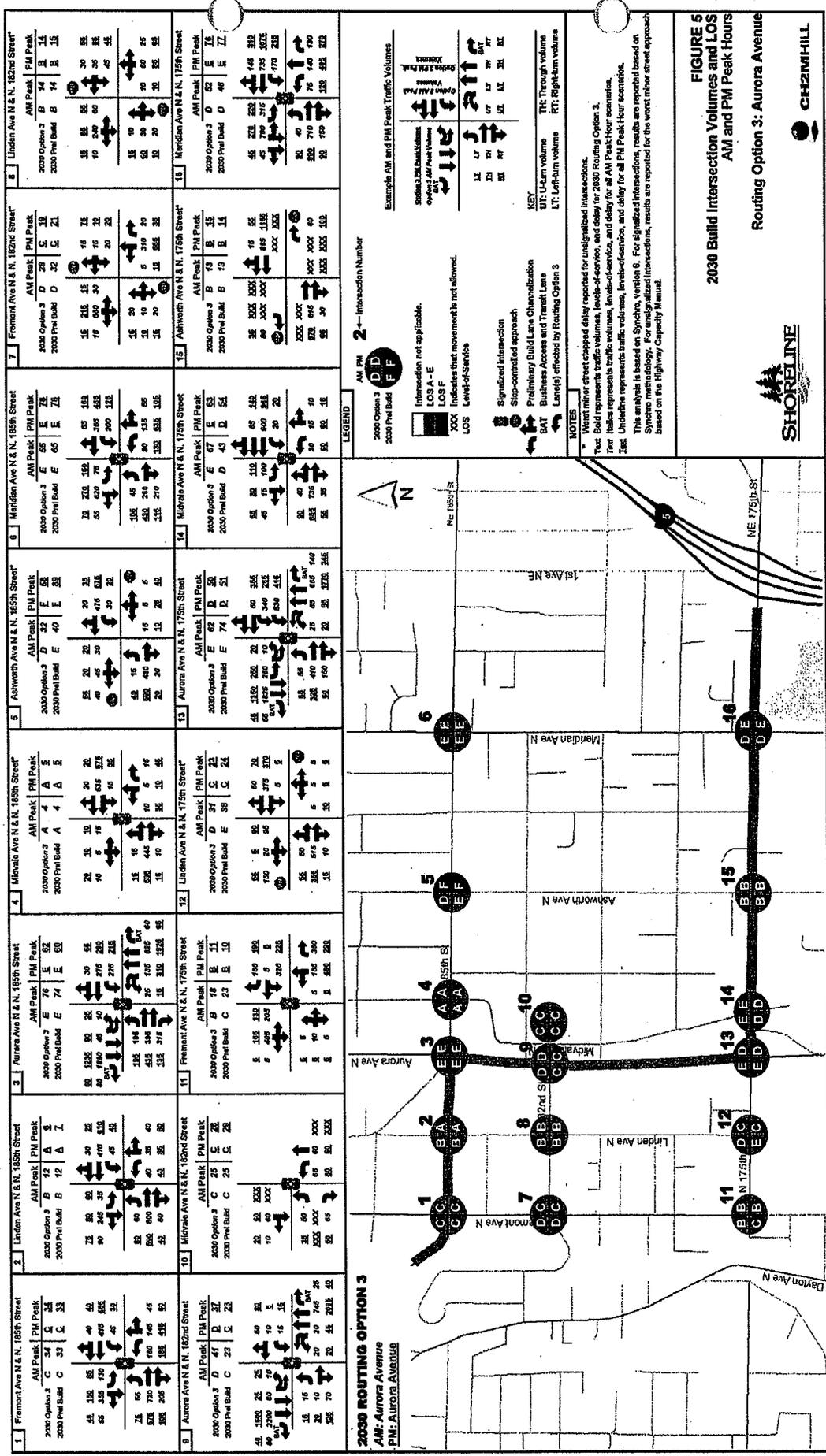
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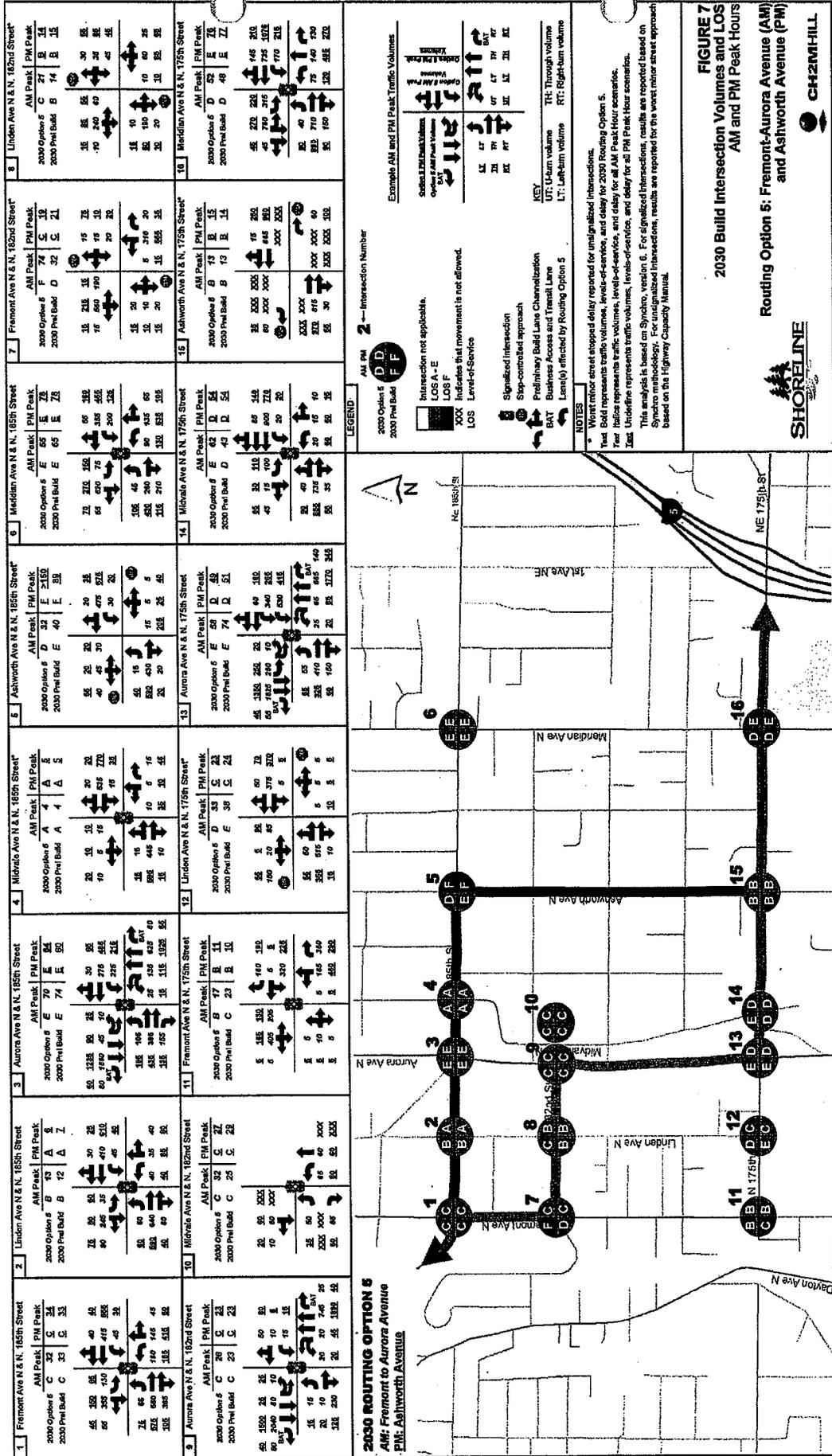
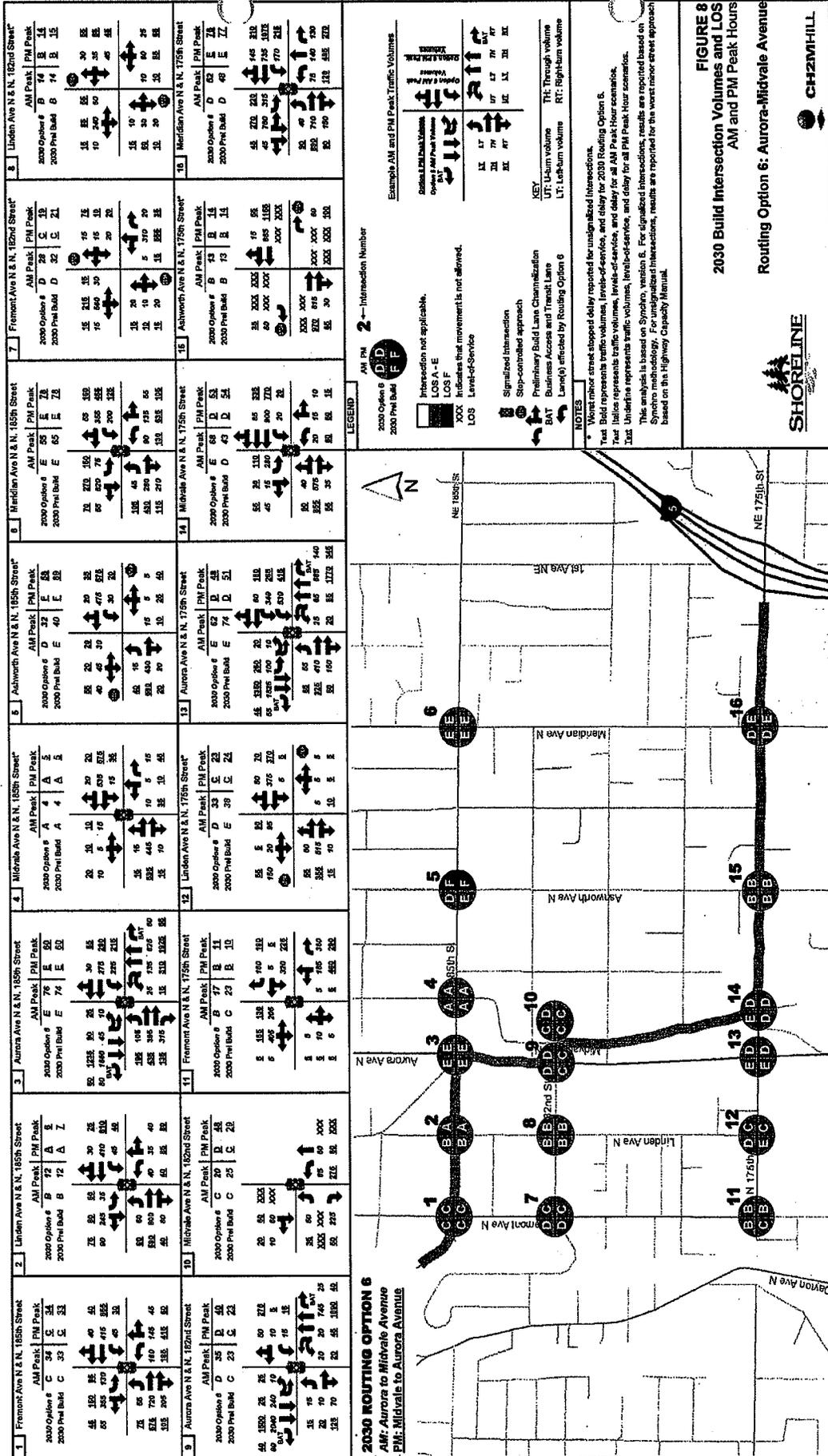
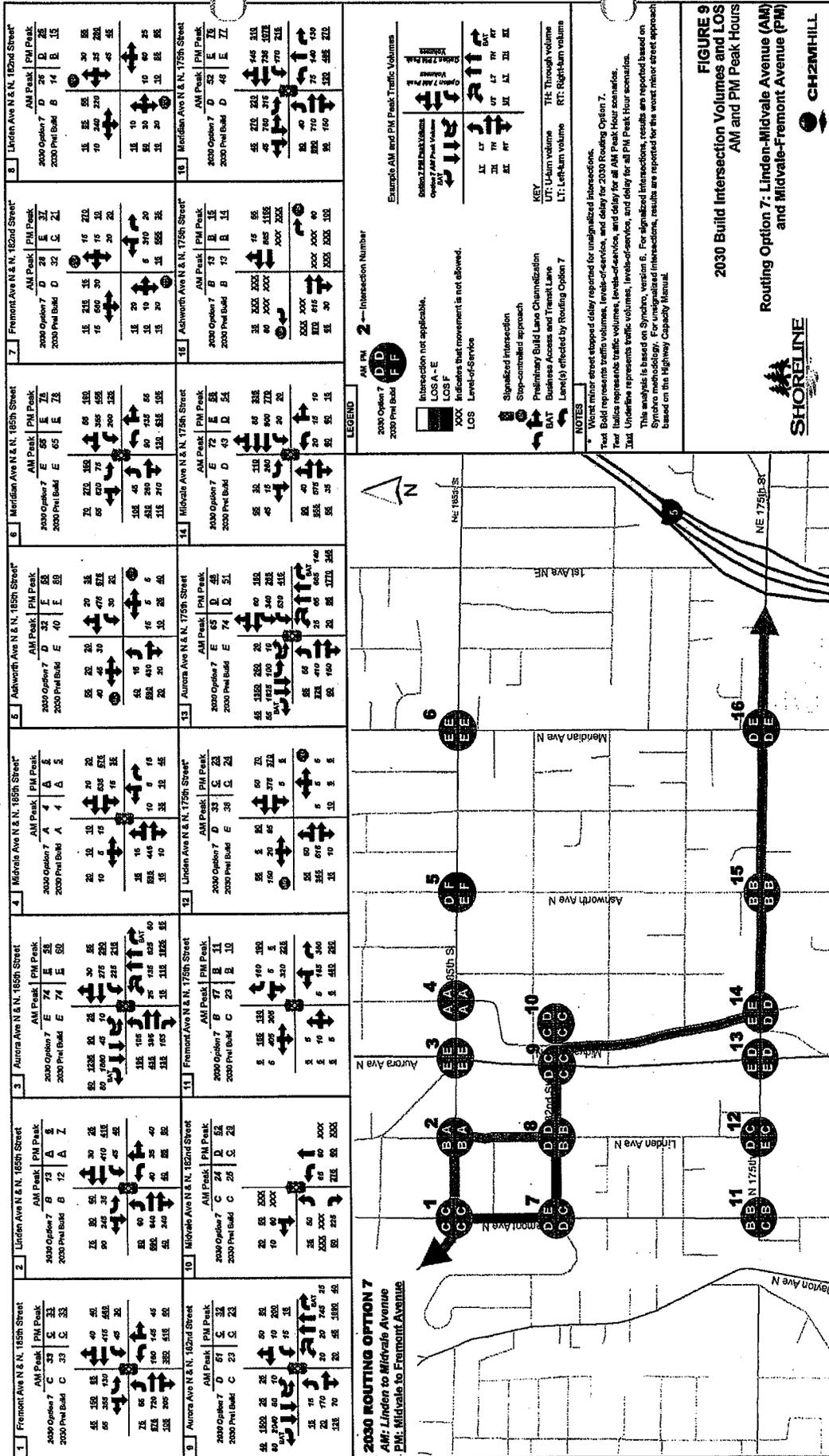


FIGURE 7
2030 Build Intersection Volumes and LOS AM and PM Peak Hours
Routing Option 5: Fremont-Aurora Avenue (AM) and Ashworth Avenue (PM)

SHORELINE
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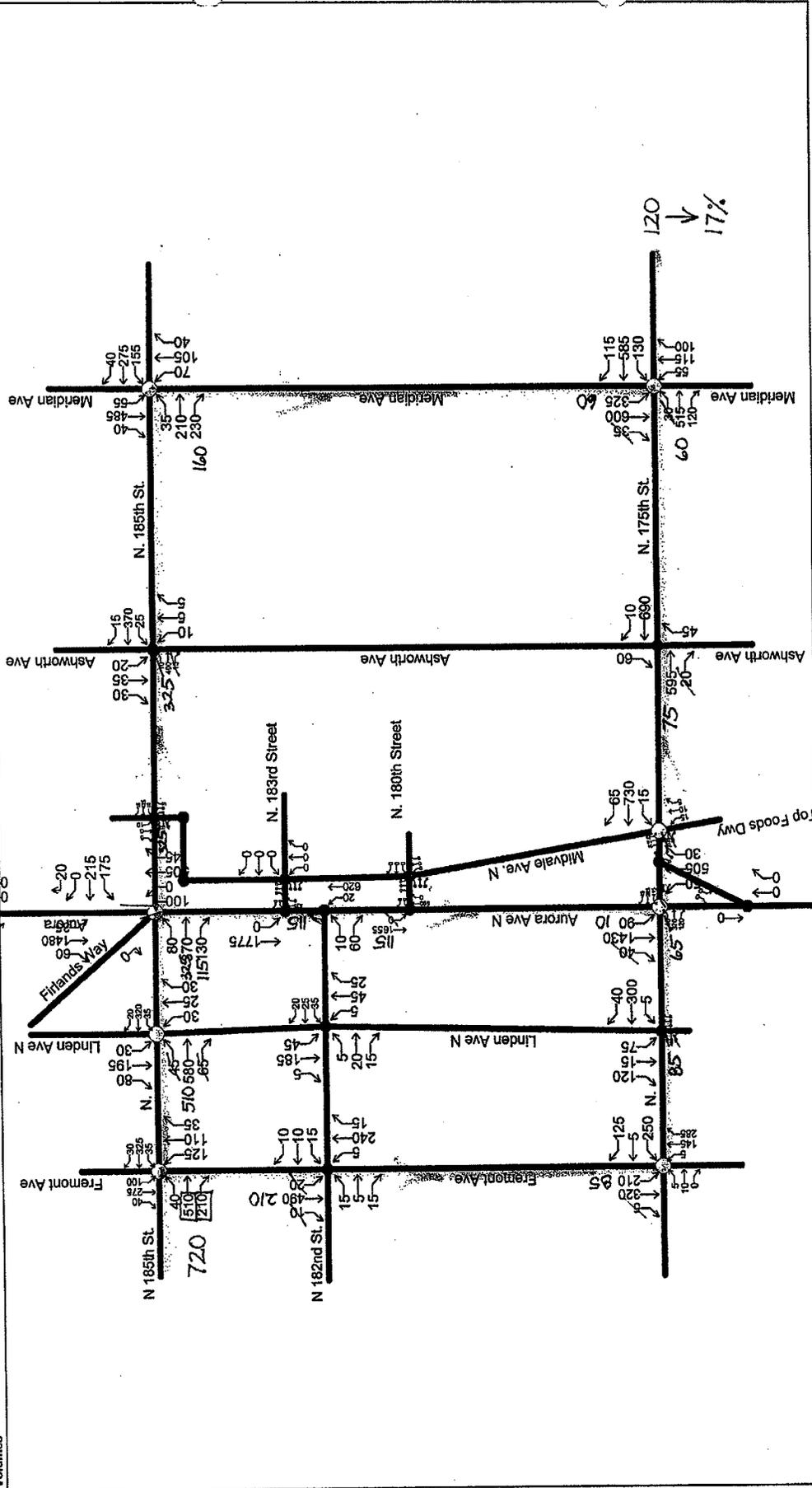


ATTACHMENT 1

2005_Existing
AM PEAK

4/26/2006

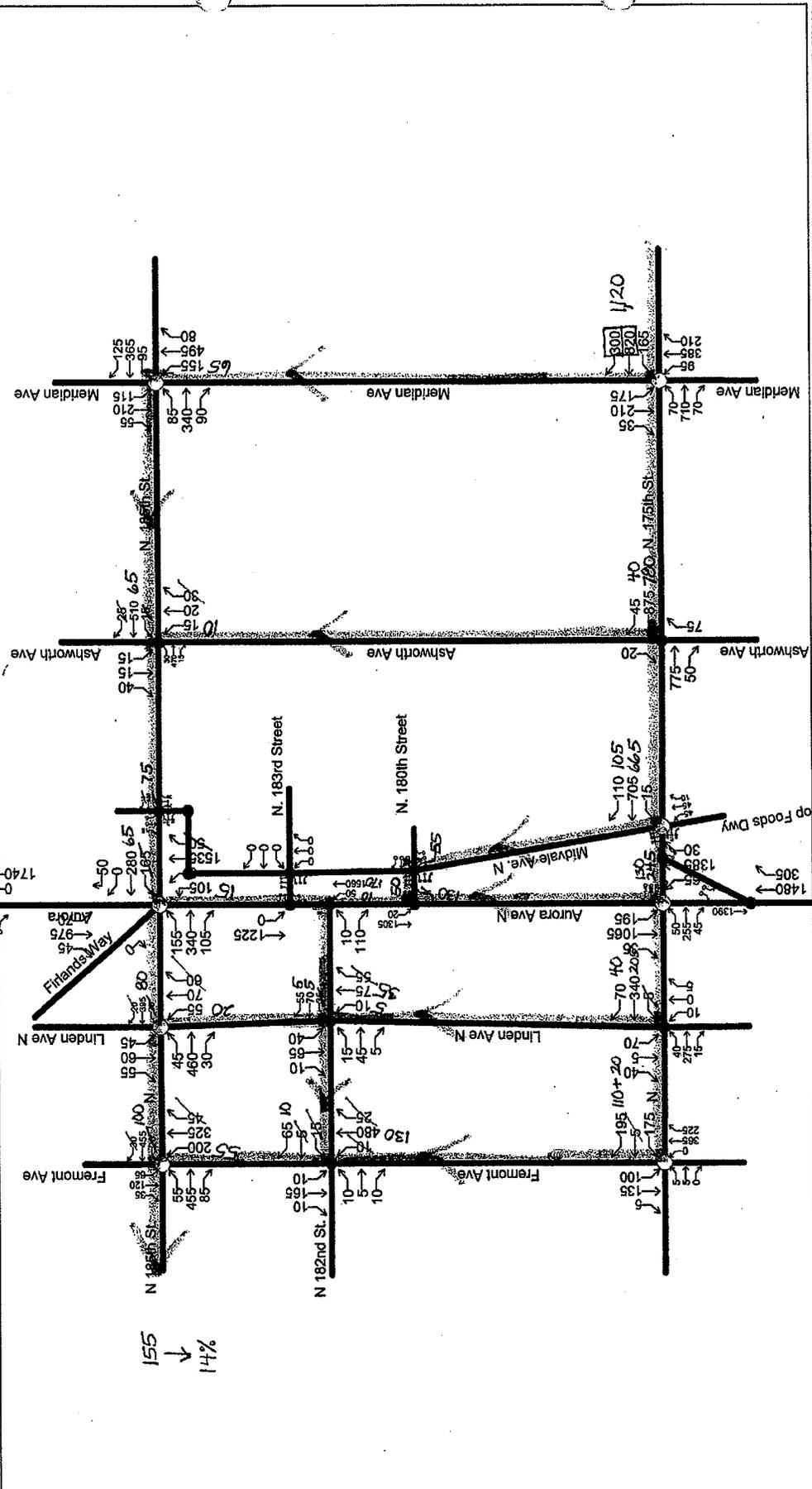
Map - SR-99, Aurora Avenue North, 165th to 205th
Volumes



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2005_Existing
PM Peak

Map - SR-99, Aurora Avenue North, 165th to 205th
Volumes



4/25/2006

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ATTACHMENT 2

ORDER OF MAGNITUDE COST				
Project Description: 175TH ST & MERIDIAN AVE			Date: MARCH 01, 2007	
Location: 175th Street and Meridian Avenue				
I. RIGHT OF WAY				
	Unit	Quantity	Cost	Total
1 Land Purchase	SF	236,012	\$ 55.00	\$ 236,012
2 Costs - to - Cure (per Parcel)	EA	3	\$ 35,000.00	\$ 105,000
3 Partial Building Take	SF		\$ 90.00	\$ -
4 Demolition/Business Relocation	EA		\$ 500,000.00	\$ -
5 Acquisition/Admin. Costs (per Parcel)	EA		\$ 10,000.00	\$ 50,000
6 Condemnation Contingency	EST	10%	of above	\$ 39,101
7 Right-of-Way Total (Lines 1-6)				\$ 430,113
II. CONSTRUCTION				
	Unit	Quantity	Cost	Total
8 Demolition/Clearing/Earthwork	SF	52,200	\$ 3.00	\$ 52,200
9 New Bridge and Bridge Widening	SF		\$ 150.00	\$ -
10 New Pavement	SF	36,000	\$ 300,000.00	\$ 36,000
11 Sidewalks	SY		\$ 55.00	\$ 34,375
12 Curb and Gutter	LF	20,700	\$ 18.00	\$ 20,700
13 Bus Shelters	EA		\$ 14,000.00	\$ -
14 Walls	SF	120,000	\$ 60.00	\$ 120,000
15 Noise Walls	SF		\$ 30.00	\$ -
16 Drainage System	LANE MILE	22,200	\$ 185,000.00	\$ 22,200
17 Landscaping and Irrigation	MILE	56,000	\$ 350,000.00	\$ 56,000
18 Utility Modification	MILE	64,000	\$ 400,000.00	\$ 64,000
19 Temporary Water Pollution Control	SF	17,400	\$ 1.00	\$ 17,400
20 Traffic Signal New	EA		\$ 250,000.00	\$ -
21 Traffic Signal Modification	EA		\$ 200,000.00	\$ 200,000
22 ITS	MILE		\$ 120,000.00	\$ -
23 Traffic Striping/Signage/Channelization	MILE	12,800	\$ 80,000.00	\$ 12,800
24 Illumination System	MILE	80,000	\$ 500,000.00	\$ 80,000
25 Construction Traffic Control	%	12%	of Lines 8-24	\$ 85,881
26 Miscellaneous Items	%	20%	of Line 8-25	\$ 160,311
27 Construction Subtotal (Lines 8 - 26)			(Round to nearest 1000)	\$ 962,000
28 Mobilization			10% of Line 27	\$ 96,200
29 Subtotal (Lines 27 and 28)				\$ 1,058,000
30 Sales Tax			included in unit prices	\$ -
31 Construction Total (Lines 29 and 30)				\$ 1,058,000
III. PROJECT DEVELOPMENT				
32 Design Total (Environmental & Permits, Preliminary Engineering, Final Design, Assist During Bidding)			14% of Line 29	\$ 148,120
33 Construction Management Total (Engineering Assistance During Construction, Construction Administration, Inspection)			11% of Line 29	\$ 116,380
IV. ESTIMATED COST (2007 Dollars)				\$ 1,750,000
34 Contingencies Total (applied to all cost items)			30% of Line IV	\$ 525,000
V. Overall Total Cost				\$ 2,275,000
<p>The above cost opinion is in 2007 dollars for Order-of-Magnitude Estimate based on schematic design. The cost does not include escalation, permitting, financial costs or operations and maintenance costs. In addition, there are no costs for the mitigation or remediation associated with the potential discovery of hazardous materials. The order of magnitude cost opinion shown has been prepared for guidance in project evaluation at the time of the estimate. The final costs of the project will depend on actual labor and material costs, actual site conditions, productivity, competitive market conditions, final project scope, final project schedule and other variable factors. As a result, the final project costs will vary from the estimate presented above. Because of these factors, funding needs must be carefully reviewed prior to making specific financial decisions or establishing final budgets.</p>				

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ORDER OF MAGNITUDE COST				
Project Description: 185TH ST & MERIDIAN AVE (GREATEST IMPACT) Date: MARCH 01, 2007				
Location: 185th Street and Meridian Avenue				
I. RIGHT OF WAY				
	Unit	Quantity	Cost	Total
1 Land Purchase	SF	566,870	\$ 55.00	\$ 315,336
2 Costs - to - Cure (per Parcel)	EA	4	\$ 35,000.00	\$ 140,000
3 Partial Building Take	SF		\$ 90.00	\$ -
4 Demolition/Business Relocation	EA		\$ 500,000.00	\$ -
5 Acquisition/Admin. Costs (per Parcel)	EA		\$ 10,000.00	\$ 60,000
6 Condemnation Contingency	EST	10%	of above	\$ 51,534
7 Right-of-Way Total (Lines 1-6)				\$ 566,870
II. CONSTRUCTION				
	Unit	Quantity	Cost	Total
8 Demolition/Clearing/Earthwork	SF	26,800	\$ 3.00	\$ 80,400
9 New Bridge and Bridge Widening	SF	-	\$ 150.00	\$ -
10 New Pavement	SF	300,000	\$ 300,000.00	\$ 54,000
11 Sidewalks	SY	440	\$ 55.00	\$ 24,200
12 Curb and Gutter	LF	340	\$ 18.00	\$ 24,120
13 Bus Shelters	EA		\$ 14,000.00	\$ -
14 Walls	SF		\$ 60.00	\$ -
15 Noise Walls	SF		\$ 30.00	\$ -
16 Drainage System	LANE MILE	0.38	\$ 185,000.00	\$ 33,300
17 Landscaping and Irrigation	MILE	0.22	\$ 350,000.00	\$ 77,000
18 Utility Modification	MILE	0.22	\$ 400,000.00	\$ 88,000
19 Temporary Water Pollution Control	SF	26,800	\$ 1.00	\$ 26,800
20 Traffic Signal New	EA		\$ 250,000.00	\$ -
21 Traffic Signal Modification	EA		\$ 200,000.00	\$ 200,000
22 ITS	MILE		\$ 120,000.00	\$ -
23 Traffic Striping/Signage/Channelization	MILE	0.22	\$ 80,000.00	\$ 17,800
24 Illumination System	MILE	0.22	\$ 500,000.00	\$ 110,000
25 Construction Traffic Control	%	12%	of Lines 8-24	\$ 88,250
26 Miscellaneous Items	%	20%	of Line 8-25	\$ 164,734
27 Construction Subtotal (Lines 8 - 26)			(Round to nearest 1000)	\$ 988,000
28 Mobilization			10% of Line 27	\$ 98,800
29 Subtotal (Lines 27 and 28)				\$ 1,087,000
30 Sales Tax			included in unit prices	\$ -
31 Construction Total (Lines 29 and 30)				\$ 1,087,000
III. PROJECT DEVELOPMENT				
32 Design Total (Environmental & Permits, Preliminary Engineering, Final Design, Assist During Bidding)			14% of Line 29	\$ 152,180
33 Construction Management Total (Engineering Assistance During Construction, Construction Administration, Inspection)			11% of Line 29	\$ 119,570
IV. ESTIMATED COST (2007 Dollars)				
34 Contingencies Total (applied to all cost items)			Lines 7, 31, 32, and 33	\$ 1,930,000
V. Overall Total Cost				\$ 2,509,000
<p>The above cost opinion is in 2007 dollars for Order-of-Magnitude Estimate based on schematic design. The cost does not include escalation, permitting, financial costs or operations and maintenance costs. In addition, there are no costs for the mitigation or remediation associated with the potential discovery of hazardous materials. The order of magnitude cost opinion shown has been prepared for guidance in project evaluation at the time of the estimate. The final costs of the project will depend on actual labor and material costs, actual site conditions, productivity, competitive market conditions, final project scope, final project schedule and other variable factors. As a result, the final project costs will vary from the estimate presented above. Because of these factors, funding needs must be carefully reviewed prior to making specific financial decisions or establishing final budgets.</p>				

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ORDER OF MAGNITUDE COST				
Project Description: 185TH ST & MERIDIAN AVE (LEAST IMPACT)		Date: MARCH 01, 2007		
Location: 185th Street and Meridian Avenue				
I. RIGHT OF WAY				
	Unit	Quantity	Cost	Total
1 Land Purchase	SF	37,882.29	\$ 55.00	\$ 190,766
2 Costs - to - Cure (per Parcel)	EA	3	\$ 35,000.00	\$ 105,000
3 Partial Building Take	SF		\$ 90.00	\$ -
4 Demolition/Business Relocation	EA		\$ 500,000.00	\$ -
5 Acquisition/Admin. Costs (per Parcel)	EA		\$ 10,000.00	\$ 40,000
6 Condemnation Contingency	EST	10%	of above	\$ 33,576
7 Right-of-Way Total (Lines 1-6)				\$ 369,332
II. CONSTRUCTION				
	Unit	Quantity	Cost	Total
8 Demolition/Clearing/Earthwork	SF	7,000.00	\$ 3.00	\$ 51,000
9 New Bridge and Bridge Widening	SF	-	\$ 150.00	\$ -
10 New Pavement	SF	7,131	\$ 300,000.00	\$ 39,000
11 Sidewalks	SY	370.00	\$ 55.00	\$ 20,350
12 Curb and Gutter	LF	259.00	\$ 18.00	\$ 15,300
13 Bus Shelters	EA		\$ 14,000.00	\$ -
14 Walls	SF		\$ 60.00	\$ -
15 Noise Walls	SF	-	\$ 30.00	\$ -
16 Drainage System	LANE MILE	0.13	\$ 185,000.00	\$ 24,050
17 Landscaping and Irrigation	MILE	0.16	\$ 350,000.00	\$ 56,000
18 Utility Modification	MILE	0.16	\$ 400,000.00	\$ 64,000
19 Temporary Water Pollution Control	SF	7,000	\$ 1.00	\$ 17,000
20 Traffic Signal New	EA		\$ 250,000.00	\$ -
21 Traffic Signal Modification	EA		\$ 200,000.00	\$ 200,000
22 ITS	MILE		\$ 120,000.00	\$ -
23 Traffic Striping/Signage/Channelization	MILE	0.16	\$ 80,000.00	\$ 12,800
24 Illumination System	MILE	0.16	\$ 500,000.00	\$ 80,000
25 Construction Traffic Control	%	12%	of Lines 8-24	\$ 69,540
26 Miscellaneous Items	%	20%	of Line 8-25	\$ 129,808
27 Construction Subtotal (Lines 8 - 26)			(Round to nearest 1000)	\$ 779,000
28 Mobilization			10% of Line 27	\$ 77,900
29 Subtotal (Lines 27 and 28)				\$ 857,000
30 Sales Tax			Included in unit prices	\$ -
31 Construction Total (Lines 29 and 30)				\$ 857,000
III. PROJECT DEVELOPMENT				
32 Design Total (Environmental & Permits, Preliminary Engineering, Final Design, Assist During Bidding)			14% of Line 29	\$ 119,980
33 Construction Management Total (Engineering Assistance During Construction, Construction Administration, Inspection)			11% of Line 29	\$ 94,270
IV. ESTIMATED COST (2007 Dollars)				
34 Contingencies Total (applied to all cost items)			30% of Line IV	\$ 432,000
V. Overall Total Cost				\$ 1,872,000

The above cost opinion is in 2007 dollars for Order-of-Magnitude Estimate based on schematic design. The cost does not include escalation, permitting, financial costs or operations and maintenance costs. In addition, there are no costs for the mitigation or remediation associated with the potential discovery of hazardous materials. The order of magnitude cost opinion shown has been prepared for guidance in project evaluation at the time of the estimate. The final costs of the project will depend on actual labor and material costs, actual site conditions, productivity, competitive market conditions, final project scope, final project schedule and other variable factors. As a result, the final project costs will vary from the estimate presented above. Because of these factors, funding needs must be carefully reviewed prior to making specific financial decisions or establishing final budgets.

ORDER OF MAGNITUDE COST				
Project Description: 185TH ST & ASHWORTH TRAFFIC SIGNAL			Date: MARCH 01, 2007	
Location: 185th Street and Meridian Avenue				
I. RIGHT OF WAY				
	Unit	Quantity	Cost	Total
1 Land Purchase	SF		\$ 55.00	\$ -
2 Costs - to - Cure (per Parcel)	EA	-	\$ 35,000.00	\$ -
3 Partial Building Take	SF		\$ 90.00	\$ -
4 Demolition/Business Relocation	EA		\$ 500,000.00	\$ -
5 Acquisition/Admin. Costs (per Parcel)	EA		\$ 10,000.00	\$ -
6 Condemnation Contingency	EST	10%	of above	\$ -
7 Right-of-Way Total (Lines 1-6)				\$ -
II. CONSTRUCTION				
	Unit	Quantity	Cost	Total
8 Demolition/Clearing/Earthwork	SF	2,000.00	\$ 3.00	\$ 6,000
9 New Bridge and Bridge Widening	SF	-	\$ 150.00	\$ -
10 New Pavement	SF		\$ 300,000.00	\$ -
11 Sidewalks	SY	20.00	\$ 55.00	\$ 23,100
12 Curb and Gutter	LF	400.00	\$ 18.00	\$ 7,200
13 Bus Shelters	EA		\$ 14,000.00	\$ -
14 Walls	SF		\$ 60.00	\$ -
15 Noise Walls	SF		\$ 30.00	\$ -
16 Drainage System	LANE MILE		\$ 185,000.00	\$ -
17 Landscaping and Irrigation	MILE		\$ 350,000.00	\$ -
18 Utility Modification	MILE		\$ 400,000.00	\$ -
19 Temporary Water Pollution Control	SF	2,000.00	\$ 1.00	\$ 2,000
20 Traffic Signal New	EA		\$ 250,000.00	\$ 250,000
21 Traffic Signal Modification	EA		\$ 200,000.00	\$ -
22 ITS	MILE		\$ 120,000.00	\$ -
23 Traffic Striping/Signage/Channelization	MILE		\$ 80,000.00	\$ 8,000
24 Illumination System	MILE		\$ 500,000.00	\$ 50,000
25 Construction Traffic Control	%	12%	of Lines 8-24	\$ 41,558
26 Miscellaneous Items	%	20%	of Line 8-25	\$ 77,571
27 Construction Subtotal (Lines 8 - 26)			(Round to nearest 1000)	\$ 465,000
28 Mobilization			10% of Line 27	\$ 46,500
29 Subtotal (Lines 27 and 28)				\$ 512,000
30 Sales Tax			included in unit prices	\$ -
31 Construction Total (Lines 29 and 30)				\$ 512,000
III. PROJECT DEVELOPMENT				
32 Design Total (Environmental & Permits, Preliminary Engineering, Final Design, Assist During Bidding)			14% of Line 29	\$ 71,680
33 Construction Management Total (Engineering Assistance During Construction, Construction Administration, Inspection)			11% of Line 29	\$ 56,320
IV. ESTIMATED COST (2007 Dollars)			Lines 7, 31, 32, and 33	\$ 640,000
34 Contingencies Total (applied to all cost items)			30% of Line IV	\$ 192,000
V. Overall Total Cost			Line IV and 34	\$ 832,000
<p>The above cost opinion is in 2007 dollars for Order-of-Magnitude Estimate based on schematic design. The cost does not include escalation, permitting, financial costs or operations and maintenance costs. In addition, there are no costs for the mitigation or remediation associated with the potential discovery of hazardous materials. The order of magnitude cost opinion shown has been prepared for guidance in project evaluation at the time of the estimate. The final costs of the project will depend on actual labor and material costs, actual site conditions, productivity, competitive market conditions, final project scope, final project schedule and other variable factors. As a result, the final project costs will vary from the estimate presented above. Because of these factors, funding needs must be carefully reviewed prior to making specific financial decisions or establishing final budgets.</p>				

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ORDER OF MAGNITUDE COST

Project Description: LINDEN AVENUE SIDEWALKS

Date: MARCH 01, 2007

Location: 185th Street and Meridian Avenue

I. RIGHT OF WAY	Unit	Quantity	Cost	Total
1 Land Purchase	SF		\$ 55.00	\$ -
2 Costs - to - Cure (per Parcel)	EA		\$ 35,000.00	\$ -
3 Partial Building Take	SF		\$ 90.00	\$ -
4 Demolition/Business Relocation	EA		\$ 500,000.00	\$ -
5 Acquisition/Admin. Costs (per Parcel)	EA		\$ 10,000.00	\$ -
6 Condemnation Contingency	EST	10%	of above	\$ -
7 Right-of-Way Total (Lines 1-6)				\$ -

II. CONSTRUCTION	Unit	Quantity	Cost	Total
8 Demolition/Clearing/Earthwork	SF	88,500.00	\$ 3.00	\$ 268,500
9 New Bridge and Bridge Widening	SF		\$ 150.00	\$ -
10 New Pavement	SF		\$ 300,000.00	\$ -
11 Sidewalks	SY	3,800.00	\$ 55.00	\$ 210,650
12 Curb and Gutter	LF	2,450.00	\$ 18.00	\$ 62,100
13 Bus Shelters	EA		\$ 14,000.00	\$ -
14 Walls	SF		\$ 60.00	\$ -
15 Noise Walls	SF		\$ 30.00	\$ -
16 Drainage System	LANE MILE	1.7025	\$ 185,000.00	\$ 120,250
17 Landscaping and Irrigation	MILE	0.38	\$ 350,000.00	\$ 115,500
18 Utility Modification	MILE		\$ 400,000.00	\$ -
19 Temporary Water Pollution Control	SF	68,900.00	\$ 1.00	\$ 68,900
20 Traffic Signal New	EA		\$ 250,000.00	\$ 250,000
21 Traffic Signal Modification	EA		\$ 200,000.00	\$ -
22 ITS	MILE		\$ 120,000.00	\$ -
23 Traffic Striping/Signage/Channelization	MILE		\$ 80,000.00	\$ 26,400
24 Illumination System	MILE		\$ 500,000.00	\$ -
25 Construction Traffic Control	%	12%	of Lines 8-24	\$ 127,260
26 Miscellaneous Items	%	20%	of Line 8-25	\$ 237,552
27 Construction Subtotal (Lines 8 - 26)			(Round to nearest 1000)	\$ 1,425,000
28 Mobilization			10% of Line 27	\$ 142,500
29 Subtotal (Lines 27 and 28)				\$ 1,568,000
30 Sales Tax			Included in unit prices	\$ -
31 Construction Total (Lines 29 and 30)				\$ 1,568,000

III. PROJECT DEVELOPMENT			
32 Design Total (Environmental & Permits, Preliminary Engineering, Final Design, Assist During Bidding)	14% of Line 29		\$ 219,520
33 Construction Management Total (Engineering Assistance During Construction, Construction Administration, Inspection)	11% of Line 29		\$ 172,480

IV. ESTIMATED COST (2007 Dollars)	Lines 7, 31, 32, and 33	\$	1,960,000
34 Contingencies Total (applied to all cost items)	30% of Line IV	\$	588,000

V. Overall Total Cost	Line IV and 34	\$	2,548,000
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The above cost opinion is in 2007 dollars for Order-of-Magnitude Estimate based on schematic design. The cost does not include escalation, permitting, financial costs or operations and maintenance costs. In addition, there are no costs for the mitigation or remediation associated with the potential discovery of hazardous materials. The order of magnitude cost opinion shown has been prepared for guidance in project evaluation at the time of the estimate. The final costs of the project will depend on actual labor and material costs, actual site conditions, productivity, competitive market conditions, final project scope, final project schedule and other variable factors. As a result, the final project costs will vary from the estimate presented above. Because of these factors, funding needs must be carefully reviewed prior to making specific financial decisions or establishing final budgets.



Planning and Development Services

STAFF COPY

STATE ENVIRONMENTAL POLICY ACT
(SEPA)
ENVIRONMENTAL CHECKLIST

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Public notice is required for all projects reviewed under SEPA. Please submit current Assessor's Maps/Mailing Labels showing:

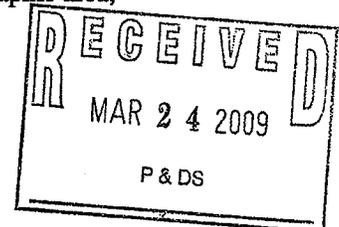
- Subject property outlined in red.
- Adjoining properties under the same ownership outlined in yellow.
- All properties within 500 feet of the subject property, with mailing labels for each owner.

NOTE: King County no longer provides mailing label services. Planning and Development Services can provide this for a fee or provide you instructions on how to obtain this information and create a mail merge document to produce two sets of mailing labels for your application.

Use of Checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply". IN ADDITION complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "propose," and "affected geographic area," respectively.



17544 Midvale Avenue North, Shoreline, Washington 98133-4921

Telephone (206) 801-2500 Fax (206) 546-8761 pds@ci.shoreline.wa.us

The Development Code (Title 20) is located at mrrsc.org

201787

Part Eleven - 197-11-960

SEPA Rules

EVALUATION FOR AGENCY USE ONLY

TO BE COMPLETED BY APPLICANT

A. BACKGROUND

1. Name of proposed project, if applicable:
Garden Parks

2. Name of applicant:
Market Street Investment Group, LLC

3. Address and phone number of applicant and contact person:
Kirk Callison
4444 Woodland Park Ave. N., Suite 100
Seattle, WA 98103
206.402.4483 direct
206.510.9114 cell

4. Date checklist prepared:
March 23, 2009.

5. Agency requesting checklist:
City of Shoreline.

6. Proposed timing or schedule (including phasing, if applicable):
Spring 2010 Construction.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
No.

8. List any environmental information you know about that has been prepared or will be prepared, directly related to this proposal.
See attached Environmental Site Assessment, dated June 2008.

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SEPA Rules

EVALUATION FOR AGENCY USE ONLY

TO BE COMPLETED BY APPLICANT

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No.

10. List any government approvals or permits that will be needed for your proposal, if known.

Rezone of Property

Building Permit

Grading Permit

Utilities Permit (water, sewer, power)

Stormwater Permit

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description).

Develop 2.7 acres with new apartment building complex with associated parking and landscaping.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Address: 17802 Linden Avenue North, Shoreline, WA 98133

Assessor's Parcel No: 0726049051. records of King County Washington; situated in the City of Shoreline, King County, State of Washington.

Legal Description: BEG 30 FT E OF SW COR OF N 1/2 OF SE 1/4 OF SE OF NW 1/4 TH N 470 FT TH E 250 FT TH S 470 FT TH W 250 FT TO BEG.

Topographic Map Location: Northwest quarter of Section 7, Township 26 North, Range 4 East, Willamette Baseline and Meridian.

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SEPA Rules

EVALUATION FOR AGENCY USE ONLY

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

1. Earth:

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other: Sloping gently to the east.
- b. What is the steepest slope on the site (approximate percent of slope). 6%.
- c. What general types of soils are found on the site (for example clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. Glacial Till
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so describe. None known.
- e. Describe the purpose, type and approximate quantities of any filling or grading proposed. Indicate source of fill. 24,000 cubic yards of cut, structural fill if required.
- f. Could erosion occur as a result of clearing construction or use? If so generally describe. A temporary erosion control plan is proposed for construction activities.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example asphalt or buildings)? 80%.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: The contractor will implement the temporary erosion control plan during construction. Permanent landscaping along with a storm drainage collection system will be in place upon completion of construction.

For Underland Park

R48 = 90% Allowed
RB = 95%

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SEPA Rules

TO BE COMPLETED BY APPLICANT

EVALUATION FOR AGENCY USE ONLY

2. Air:

- a. What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.
Disturbances due to construction activities.

- CARS

- b. Are there any off site sources of emissions or odor that may affect your proposal? If so, generally describe.
None known.

- CAR DEALER NEXT DOOR
- LINDEN AVEN

- c. Proposed measures to reduce or control emissions or other impacts to air if any:
Per Building Code or applicable governmental jurisdiction.

3. Water:

a. Surface:

- 1. Is there any surface water body on or in the immediate vicinity of the site (including year round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
No.
- 2. Will the project require any work over, in, or adjacent to (within 200 feet) of the described waters? If yes, please describe and attach available plans.
No.
- 3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
None.

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EVALUATION FOR AGENCY USE ONLY

TO BE COMPLETED BY APPLICANT

4. Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.
No.

5. Does the proposal lie within a 100 year floodplain? If so, note location on the site plan.
No.

6. Does the proposal involve any discharges of waste materials to surface waters? If so describe the type of waste and anticipated volume of discharge.
No.

b. Ground:

1. Will ground water be withdrawn or will water be discharged to ground water? Give general description, purpose and approximate quantities if known.
No.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.
N/A

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EVALUATION FOR AGENCY USE ONLY

TO BE COMPLETED BY APPLICANT

c. Water Runoff (including storm water):

1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater collected from the site will be conveyed in pipes and discharged to a regional storm system.

2. Could waste materials enter ground or surface waters? If so, generally describe.

No.

3. Proposed measures to reduce or control surface ground and runoff water impacts, if any:

The proposed project shall be in conformance with the comprehensive plan for this area for the developed stormwater runoff.

4. Plants:

a. Check or circle types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

The entire site is proposed to be graded, and all vegetation to be removed. A landscape plan is proposed as required.

c. List threatened or endangered species known to be on or near the site.

None are known.

SUBJECT TO D.O.E. STORMWATER MANUAL



SITE HAS SEWERPUMP TREES. TREES WILL BE EVALUATED DURING SITE DEVELOPMENT.

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TO BE COMPLETED BY APPLICANT

EVALUATION FOR AGENCY USE ONLY

d. Proposed landscaping use of native plants or other measures to preserve or enhance vegetation on the site if any:
The site is proposed to be landscape in accordance with City Ordinances.

5. Animals:

a. Mark all boxes of any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: []hawk, []heron, []eagle, []songbirds, other:
Mammals: []deer, []bear, []elk, []beaver, other:
Fish: []bass, []salmon, []trout, []herring, []shellfish, other:_____

BIRDS, YES
ANIMALS, YES
FISH, NO

b. List any threatened or endangered species known to be on or near the site.
None are known.

c. Is the site part of a migration route? If so explain.
Not known.

d. Proposed measures to preserve or enhance wildlife if any:
None.

6. Energy and Natural Resources:

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc
Electric and natural gas for lighting and heating.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
No.

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EVALUATION FOR AGENCY USE ONLY

TO BE COMPLETED BY APPLICANT

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts if any: Not known at this time.

7. Environmental Health:

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur a result of this proposal? If so describe. See attached Environmental Site Assessment.

1. Describe special emergency services that might be required. None.

2. Proposed measures to reduce or control environmental health hazards, if any: Construction practices per code or applicable governmental jurisdiction.

b. Noise:

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? Traffic noises from adjacent streets.

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. Short term noise due to construction, hours per governmental jurisdiction requirements.

3. Proposed measures to reduce or control noise impacts, if any: Contractor shall follow local codes for construction activities.

CAR DEALER NEXT DOOR TO THE EAST. PROXIMITY TO AURORA AVE + NOISE GENERATED BY VEHICLE TRIPS. TYPICAL NOISE FROM APARTMENTS

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SEPA Rules

EVALUATION FOR AGENCY USE ONLY

TO BE COMPLETED BY APPLICANT

8. Land and Shoreline Use:

a. What is the current use of the site and adjacent properties?

- Commercial.
- Site - Apartments
- North - Commercial
- South - Apartments
- West - Street / Residential
- East - Commercial

→ SFR AND MFR

b. Has the site been used for agriculture? If so, describe

Not known.

c. Describe any structures on the site.

The site is currently has eight-building apartment complex with associated parking and landscaping.

d. Will any structures be demolished? If so, what?

Yes, all.

e. What is the current zoning classification of the site?

Commercial

→ R48 = MULTIFAMILY

f. What is the current comprehensive plan designation of the site?

Commercial

→ CB = COMMUNITY BUSINESS

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, please specify.

Not known.

i. Approximately how many people would reside or work in the completed project?

Approximately 300.

IS A 297 UNIT COMPLEX,
550 PEOPLE (297 x 1.8) IN
APARTMENT UNITS

j. Approximately how many people would the completed project displace?

Not Known.

→ 50-UNIT APARTMENT
COMPLEX - 90 people

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k. Proposed measures to avoid or reduce displacement impacts, if any: N/A

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: The project is proposed per a Rezone from C (Commercial) to RB (Regional Business).

R-4B

comp plan designation
CB₁ Allows RB Zonable

9. Housing:

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low income housing. Approximately 297 (mix of income housing).

CANT ENFORCE TITLES

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low income housing. None.

50 units currently on site,

c. Proposed measures to reduce or control housing impacts if any: N/A

No current regulation to ensure affordable housing replacement

10. Aesthetics:

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? 30'-0", split and smooth face CMU, aluminum storefronts, metal canopies, wood trellis, and standing seam metal roofing.

b. What views in the immediate vicinity would be altered or obstructed? None.

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c. Proposed measures to reduce or control aesthetic impacts, if any: N/A

SML DESIGN STANDARDS

11. Light and Glare:

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
Windows, during daytime hours. Site lighting at night.
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
Not known.
- c. What existing off site sources of light or glare may affect your proposal?
Street lighting at night.
- d. Proposed measures to reduce or control light and glare impacts if any:
Building site lighting shall be per the current codes and standards.

12. Recreation:

- a. What designated and informal recreational opportunities are in the immediate vicinity?
Park.
- b. Would the proposed project displace any existing recreational uses? If so, please describe.
No.

CITY PARKS ARE FEW IN THE AREA.
 SHALWOOD H.S. OPEN SPACE
 INTERURBAN TRAIL
 REITHMAN HIGHLANDS (slightly over 1/2 mile away)

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c. Proposed measures to reduce or control impacts on recreation including recreation opportunities to be provided by the project or applicant if any: N/A

→ Requirements for open space in SMC

13. Historic and Cultural Preservation:

a. Are there any places or objects listed on or proposed for national, state or local preservation registers known to be on or next to the site? If so, generally describe. None are known.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific or cultural importance known to be on or next to the site. None are known

c. Proposed measures to reduce or control impacts, if any: N/A

14. Transportation:

a. Identify public streets and highways serving the site and describe proposed access to the existing street system. Show on site plans, if any: Linden Avenue N, N 175th Street.

LINDEN AND 175TH ARE COLLECTOR STREETS (under the Arterial classification) AVEORA AVE IS A SHORT WALK. BUS STOP IS 2-3 blocks away.

b. Is site currently served by public transit? If not what is the approximate distance to the nearest transit stop? Not known.

c. How many parking spaces would the completed project have? How many would the project eliminate? Parking will be provided per code.

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d. Will the proposal require any new roads, streets or improvements to existing roads or streets not including driveways? If so, generally describe (indicate whether public or private).
N/A

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
No.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.
7-9am and 4-6pm, 659 daily trips.

152 PEAK HR TRIPS

g. Proposed measures to reduce or control transportation impacts if any:
None.

185 PEAK HR TRIPS

15. Public Services:

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
No.

b. Proposed measures to reduce or control direct impacts on public services, if any.
N/A

16. Utilities:

a. Mark all boxes of utilities currently available at the site:
 electricity, natural gas, water, refuse service,
 telephone, sanitary sewer, septic system, other: cable

0.62 PM PEAK HOUR PER UNIT
0.51 AM PEAK HOUR PER UNIT
LINDEN HAS 2500-2700
3359 WITH FULL BUSES OUT,
LINDEN CAN ACCOMMODATE UP
TO 4000 DAILY TRIPS.
NEEDS SOLID COLLECTION
TRUCKS DISPATCHED TO CARRY
UP TO 4000 DAILY TRIPS.

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TO BE COMPLETED
BY APPLICANT

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b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity that might be needed.

Seattle Public Utilities

c. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Printed Name: Kirk Callison

Address 4444 Woodland Park Avenue N., Suite 100, Seattle, WA 98103

Telephone Number: (206)402-4483 Date Submitted 3/24/09

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Memorandum

DATE: May 21, 2009

TO: Shoreline Planning Commission

FROM: Joseph W. Tovar, FAICP, Director of Planning and Development Services
Paul Cohen, Senior Planner

RE: Tree Code Amendments – Coordination with Related Code Sections

At your May 7th meeting staff presented summaries of comparable codes from other jurisdictions. The Commission discussed several contextual issues raised by staff about the potential for tree coverage in the city, attributes of all types of vegetation, solar access, and the importance of large, prominent trees to our community.

For next steps we suggested focusing on the issue of tree retention and replacement standards as the core to tree codes. The other topics of hazardous trees, landmark trees, violations, protection during construction, etc. would follow to support or enhance this core. To provide background for future deliberations, Vice-chair Wagner recommended that the staff discuss the overall intent or purposes of the tree code as well as other code sections of lot coverage and setbacks, clearing and grading, landscaping, and critical areas. The meeting is to coordinate a more holistic view of environmental health and draft language for the tree code's purpose before discussing actual code language.

At your May 21st meeting, Paul Cohen will discuss the intent and purposes of these related code sections (attached). If you have any questions prior to the meeting, contact Paul at (206) 801-2551 or at pcohen@shorelinewa.gov.

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Table 20.50.020(1) – Densities and Dimensions in Residential Zones

Note: Exceptions to the numerical standards in this table are noted in parentheses and described below.

Residential Zones							
STANDARDS	R-4	R-6	R-8	R-12	R-18	R-24	R-48
Base Density: Dwelling Units/Acre	4 du/ac	6 du/ac (7)	8 du/ac	12 du/ac	18 du/ac	24 du/ac	48 du/ac
Min. Density	4 du/ac	4 du/ac	4 du/ac	6 du/ac	8 du/ac	10 du/ac	12 du/ac
Min. Lot Width (2)	50 ft	50 ft	50 ft	30 ft	30 ft	30 ft	30 ft
Min. Lot Area (2)	7,200 sq ft	7,200 sq ft	5,000 sq ft	2,500 sq ft	2,500 sq ft	2,500 sq ft	2,500 sq ft
Min. Front Yard Setback (2) (3)	20 ft	20 ft	10 ft	10 ft	10 ft	10 ft	10 ft
Min. Rear Yard Setback (2) (4) (5)	15 ft	15 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5)	5 ft min. and 15 ft total sum of two	5 ft min. and 15 ft total sum of two	5 ft	5 ft	5 ft	5 ft	5 ft
Base Height	30 ft (35 ft with pitched roof)	30 ft (35 ft with pitched roof)	35 ft	35 ft	35 ft (40 ft with pitched roof)	35 ft (40 ft with pitched roof)	35 ft (40 ft with pitched roof) (8) (9)

Max. Building Coverage (2) (6)	35%	35%	45%	55%	60%	70%	70%
Max. Impervious Surface (2) (6)	45%	50%	65%	75%	85%	85%	90%

Exceptions to Table 20.50.020(1):

- (1) Repealed by Ord. 462.
- (2) These standards may be modified to allow zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and impervious surface limitations; limitations for individual lots may be modified.
- (3) For exceptions to front yard setback requirements, please see SMC [20.50.070](#).
- (4) For exceptions to rear and side yard setbacks, please see SMC [20.50.080](#).
- (5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC [20.50.130](#).
- (6) The maximum building coverage shall be 35 percent and the maximum impervious surface shall be 50 percent for single-family detached development located in the R-12 zone, excluding cottage housing.
- (7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up.
- (8) For development on R-48 lots abutting R-12, R-24, R-48, O, NB, CB, NCBD, RB, I, and CZ zoned lots the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.

Table 20.50.020(2) – Densities and Dimensions for Residential Development in Nonresidential Zones

STANDARDS	Neighborhood Business (NB) and Office (O) Zones	Community Business (CB) Zone (2)	Regional Business (RB) and Industrial (I) Zones (2)
Maximum Density: Dwelling Units/Acre	24 du/ac	48 du/ac	No maximum
Minimum Front Yard Setback	10 ft	10 ft	10 ft

Minimum Side Yard Setback from Nonresidential Zones	5 ft	5 ft	5 ft
Minimum Rear Yard Setback from Nonresidential Zones	15 ft	15 ft	15 ft
Minimum Side and Rear Yard (Interior) Setback from R-4 and R-6	20 ft	20 ft	20 ft
Minimum Side and Rear Yard Setback from R-8 through R-48	10 ft	10 ft	15 ft
Base Height (1)	35 ft	60 ft	65 ft (2)
Maximum Impervious Surface	85%	85%	95%

Tree Conservation, Land Clearing and Site Grading Standards Code

20.50.290 Purpose.

The purpose of this subchapter is to reduce the environmental impacts of site development while promoting the reasonable use of land in the City by addressing the following:

- A. Prevention of damage to property, harm to persons, and environmental impacts caused by excavations, fills, and the destabilization of soils;
- B. Protection of water quality from the adverse impacts associated with erosion and sedimentation;
- C. Promotion of building and site planning practices that are consistent with the City’s natural topography and vegetative cover;
- D. Preservation and enhancement of trees and vegetation which contribute to the visual quality and economic value of development in the City and provide continuity and screening between developments;
- E. Protection of critical areas from the impacts of clearing and grading activities;
- F. Conservation and restoration of trees and vegetative cover to reduce flooding, the impacts on existing drainageways, and the need for additional stormwater management facilities;
- G. Protection of anadromous fish and other native animal and plant species through performance-based regulation of clearing and grading;

- H. Retention of tree clusters for the abatement of noise, wind protection, and mitigation of air pollution;
- I. Rewarding significant tree protection efforts by granting flexibility for certain other development requirements;
- J. Providing measures to protect trees that may be impacted during construction;
- K. Promotion of prompt development, effective erosion control, and restoration of property following site development; and
- L. Replacement of trees removed during site development in order to achieve a goal of no net loss of tree cover throughout the City over time. (Ord. 398 § 1, 2006; Ord. 238 Ch. V § 5(A), 2000).

Landscaping Standards Code

20.50.450 Purpose.

The purposes of this subchapter are:

- A. To enhance the visual continuity within and between neighborhoods.
- B. To establish at least an urban tree canopy through landscaping and street trees.
- C. To screen areas of low visual interests and buffer potentially incompatible developments.
- D. To compliment the site and building design with landscaping. (Ord. 238 Ch. V § 7(A), 2000).

Critical Areas Code

20.80.010 Purpose.

- A. The purpose of this chapter is to establish supplemental standards for the protection of critical areas in compliance with the provisions of the Washington Growth Management Act of 1990 (Chapter 36.70A RCW) and consistent with the goals and policies of the Shoreline Comprehensive Plan in accordance with the procedures of Chapter [20.30](#) SMC.
- B. By identifying and regulating development and alterations to critical areas and their buffers, it is the intent of this chapter to:
 - 1. Protect the public from injury, loss of life, property damage or financial losses due to flooding, erosion, landslide, seismic events, soils subsidence or steep slope failure;

2. Protect unique, fragile and valuable elements of the environment;
3. Reduce cumulative adverse environmental impacts to water quality, wetlands, streams and other aquatic resources, fish and wildlife habitat, steep slopes and geologically unstable features;
4. Meet the requirements of the National Flood Insurance Program and maintain the City of Shoreline as an eligible community for Federal flood insurance benefits;
5. Ensure the long-term protection of ground and surface water quality;
6. Alert members of the public, including appraisers, assessors, owners, potential buyers, or lessees, to the development limitations of critical areas and their required buffers;
7. Serve as a basis for exercise of the City's substantive authority under the State Environmental Policy Act (SEPA) and the City's Environmental Procedures (Chapter 20.30 SMC, Subchapter 8); and comply with the requirements of the Growth Management Act (Chapter 36.70A RCW) and its implementing rules;
8. Establish standards and procedures that are intended to protect environmentally critical areas while accommodating the rights of property owners to use their property in a reasonable manner; and
9. Provide for the management of critical areas to maintain their functions and values and to restore degraded ecosystems. (Ord. 398 § 1, 2006; Ord. 324 § 1, 2003; Ord. 238 Ch. VIII § 1(A), 2000).