

MASTER LAND USE APPLICATION FORM

Date Received:

Physical Address:Auburn City Hall Annex, 2nd Floor
1 E Main St**Mailing Address:**25 W Main St
Auburn, WA 98001**Webpage & Application Submittal:**www.auburnwa.gov
applications@auburnwa.gov**Phone and Email:**253-931-3090
permitcenter@auburnwa.gov**Project Name:**

Westport Capital Investments Comp Plan Amendment & Rezone

Parcel Number(s):

0004200024, 0004200022, 0004200003

APPLICANT☐ Check Box if Primary Contact

Name: Rick Hathaway

Title: Managing Member

Company: Westport Capital Investments, LLC.

Email: rickhathaway@restonco.com

Address: 11269 NE 37th PL

City: Bellevue State: WA Zip: 98004

Phone: 425-417-8674

Signature: 

(Signature Required)

OWNER☐ Check Box if Primary Contact

Name: Rick Hathaway

Title: Managing Member

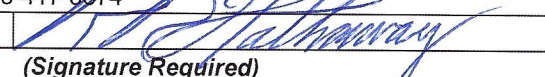
Company: Westport Capital Investments, LLC

Email: rickhathaway@restonco.com

Address: 11269 NE 37th PL

City: Bellevue State: WA Zip: 98004

Phone: 425-417-8674

Signature: 

(Signature Required)

AGENT☒ Check Box if Primary Contact

Name: David K. Tover

Title: President


Company: Tover Strategic Advisors, Inc.

Email: david@toverstrategic.com

Address: 3705 Colby Avenue, Suite 1

City: Everett State: WA Zip: 98201

Phone: 425-344-1523

Signature: 

(Signature Required)

ARCHITECT / ENGINEER☐ Check Box if Primary Contact

Name:

Title:

Company:

Email:

Address:

City: State: Zip:

Phone:

Signature:

(Signature Required)

Brief Description:

Applicant is requesting a comprehensive plan map amendment for three parcels totaling 32.4 acres from the single family land use designation to multiple family and a concurrent zoning map amendment from R7 to R20 zoning for approximately 31.2 acres. This request recognizes that approximately 1.2 acres of the westernmost portions of parcels 0004200022 and 0004200024 (approximate dimensions of 79' x 663') were rezoned by Ordinance 4299 in August of 1988 and are shown on the City's official zoning map as already being zoned R20.

LAND USE APPROVALS BEING APPLIED FOR UNDER THIS APPLICATION

(Check all That Apply)

- ☐ Administrative Appeal
- ☐ Administrative Use Permit
- ☐ Administrative Variance
- ☐ Architectural and Site Design Review
 - ☐ Multi-Family / Mixed-Use
 - ☐ DUC Design Review
- Binding Site Plan
 - ☐ Preliminary
 - ☐ Final
- ☐ Boundary Line Adjustment
- ☐ Boundary Line Elimination
- ☒ Comp. Plan Map Amendment
- ☐ Comp. Plan Text Amendment
- ☐ Conditional Use Permit
- Critical Areas
 - ☐ Exemption
 - ☐ Reasonable Use
 - ☐ Variance
- ☐ Determination / Study Review

- ☐ Director's Interpretation
- ☐ Landscape Plan Alteration / Tree Removal
- ☐ Master Sign Plan (New or Adjustment)
- Plat (Subdivision Greater Than 9 Lots)
 - ☐ Preliminary
 - ☐ Final
 - ☐ Adjustment (Major)
 - ☐ Adjustment (Minor)
 - ☐ Extension
- ☐ Real Estate Tax Exemption
- ☒ SEPA Environmental Review
- Shoreline
 - ☐ Exemption
 - ☐ Substantial Development
 - ☐ Variance

Short Plat (Subdivision 9 Lots or Less)

- ☐ Preliminary
- ☐ Final
- ☐ Site Plan Approval (Outlet Collection)
- ☐ Site Plan Approval (Lakeland PUD)
- ☐ Sign Area Deviation
- ☐ Special Exception
- ☐ Special Home Occupation
- Temporary Use Permit (See Checklist)
 - ☐ Type I
 - ☐ Type II
 - ☐ Special Event
- ☐ Variance
- ☐ Zoning Code Text Amendment
- ☒ Zoning Map Amendment (Rezone)

	<h1>OWNER LETTER OF AUTHORIZATION</h1>	Updated June 2019
Physical Address: Auburn City Hall Annex, 2 nd Floor 1 E Main St	Mailing Address: 25 W Main St Auburn, WA 98001-4998	Webpage & Application Submittal: www.auburnwa.gov applications@auburnwa.gov
		Phone and Email: Phone: (253) 931-3090 permitcenter@auburnwa.gov

(A copy of this letter must be submitted for each property owner involved)

I, Richard R. Hathaway, declare under penalty of perjury under the laws of the State of Washington as follows;

1. I am (select one) ☐ the owner of the property that is the subject of the application or ☒ the owner is a corporation, organization, or public agency and submitting this authorization is within the scope of my authority to act on that entity's behalf for the property located at Parcels 0004200024, 0004200022, 0004200003 for the following scope of work Comprehensive Plan Map Amendment & Concurrent Rezone.


2. All statements, answers, and information submitted with this application are true and correct to the best of my knowledge and belief.

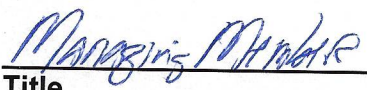
3. I acknowledge that approval of this application may be subject to conditions as specified on the approval documents.

4. I agree to hold the City of Auburn harmless as to any claim (including costs, expenses and attorney's fees incurred in the investigation of such claim) which may be made by any person, including the undersigned, and filed against the City of Auburn, but only where such claim arises out of the reliance of the City, including its officers and employees, upon the accuracy of the information provided to the City as part of this application.

5. I hereby grant permission for representatives of the City of Auburn and any other Federal, State, or local unit of government with regulatory authority over the project to enter onto my property to inspect the property, take photographs, and post public notices as required in connection with review of this application and for compliance with the terms and conditions of permits and approvals issued for the project.

6. Regarding this application, the following individuals are appointed to act as my agent, or as the agent of the entity I represent: David K. Toyer, President, Toyer Strategic Advisors, Inc.

X 
Signature
Richard R. Hathaway
Printed Name
4/22/2020
Date


Title
Bellevue WA.
City and State where signed

Rickhathaway@restonco.com
Email
(425) 417-8674
Phone

11269 N.E. 327th Place, Bellevue WA. 98004
Address

LEGAL DESCRIPTION

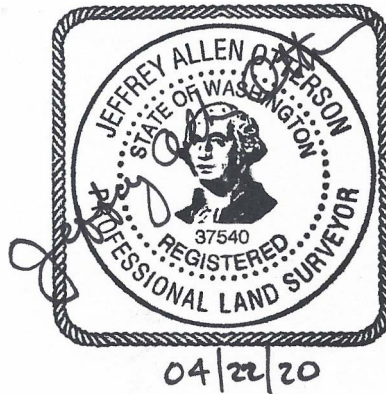
(TAX PARCELS 000420-0022 AND 000420-0024, DIVIDED FOR TAX PURPOSES ONLY)

THAT PORTION OF LOT 4 OF SHORT PLATS 10-81 AND 12-81, RECORDED UNDER RECORDING NO. 8106090801 AND 8106090734, KING COUNTY WASHINGTON, LYING EAST OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE NORTH LINE OF LOT 4 IN SAID SHORT PLAT 10-81, 637.00 FEET FROM THE CENTERLINE OF "I" STREET NORTHEAST;
THENCE SOUTH 00°35'33" WEST, 663.16 FEET, TO THE SOUTH LINE OF LOT 4 OF SHORT PLAT 12-81.

(ALSO KNOWN AS NEW PARCEL B OF BOUNDARY LINE ADJUSTMENT NO. LLA-0027-89, RECORDED UNDER RECORDING NO. 8911281207).

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.



LEGAL DESCRIPTION

(TAX PARCEL 000420-0003)

THAT PORTION OF THE GEORGE E. KING DONATION LAND CLAIM NO. 40 IN SECTIONS 31 AND 32, TOWNSHIP 22 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON AND SECTION 6, TOWNSHIP 21 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF SAID KING DONATION LAND CLAIM, 651.53 FEET SOUTH OF THE SOUTHEAST CORNER OF W.A. COX DONATION LAND CLAIM NO. 38 BEING A POINT ON THE LINE DESCRIBED IN THAT BOUNDARY LINE AGREEMENT RECORDED UNDER KING COUNTY RECORDING NO. 7903021118;
THENCE SOUTH 88°46'00" EAST ALONG SAID LINE 2,167.39 FEET TO THE TRUE POINT OF BEGINNING;
THENCE SOUTH 01°47'59" WEST PARALLEL TO THE WEST LINE OF SAID KING DONATION LAND CLAIM, 673.63 FEET, MORE OR LESS, TO A POINT ON THE LINE DESCRIBED IN THE BOUNDARY LINE AGREEMENT RECORDED UNDER KING COUNTY RECORDING NO. 7903190605;
THENCE SOUTH 88°22'00" EAST ALONG SAID LINE 800.33 FEET, MORE OR LESS, TO THE EAST LINE OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;
THENCE NORTH 02°56'45" EAST ALONG SAID EAST LINE, 288.23 FEET TO THE NORTHEAST CORNER THEREOF AND ALSO BEING THE SOUTHWEST CORNER OF SECTION 32, TOWNSHIP 22 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;
THENCE SOUTH 88°53'11" EAST ALONG THE SOUTH LINE OF SAID SECTION 32, 193.166 FEET, MORE OR LESS, TO THE TAKE LINE DESCRIBED IN KING COUNTY RECORDING NO. 7409060426;
THENCE NORTH 02°53'33" EAST ALONG SAID LINE 159.73 FEET;
THENCE CONTINUING ALONG SAID LINE NORTH 26°49'36" WEST 261.79 FEET, MORE OR LESS, TO A POINT WHICH BEARS SOUTH 88°46'00" EAST OF THE TRUE POINT OF BEGINNING;
THENCE NORTH 88°46'00" WEST ALONG THE BOUNDARY LINE DESCRIBED IN THE BOUNDARY LINE AGREEMENT AND DEED RECORDED UNDER KING COUNTY RECORDING NO. 7903021118, 876.908 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

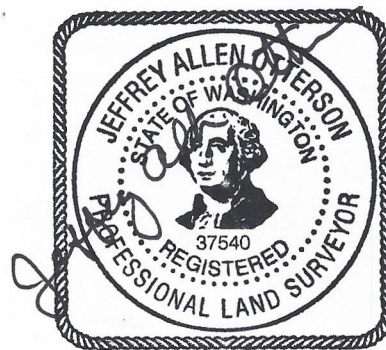
EXCEPT ALL THAT PORTION OF THE HEREINAFTER DESCRIBED TRACT "X" LOCATED IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 31 AND THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 22 NORTH, RANGE 5 EAST, AND THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF SAID TRACT "X", ALSO BEING THE NORTHEAST CORNER OF THE AFOREMENTIONED SECTION 6;
THENCE SOUTH 02°56'47" WEST ALONG THE EAST LINE OF SAID SECTION 6 (AND SAID TRACT "X") A DISTANCE OF 288.23 FEET TO THE SOUTHEAST CORNER OF SAID TRACT "X";
THENCE NORTH 88°21'58" WEST ALONG THE SOUTH LINE OF SAID TRACT "X" A DISTANCE OF 43.47 FEET TO A POINT ON THE REDDINGTON LEVEE ALIGNMENT;
THENCE LEAVING SAID SOUTH LINE AND ALONG SAID ALIGNMENT NORTH 01°37'47" EAST A DISTANCE OF 6.84 FEET;
THENCE CONTINUING ALONG SAID ALIGNMENT NORTH 22°19'31" WEST A DISTANCE OF 650.29 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 165.00 FEET;
THENCE CONTINUING ALONG SAID ALIGNMENT NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 67.85 FEET, THROUGH A CENTRAL ANGLE OF 23°33'33";
THENCE CONTINUING ALONG SAID ALIGNMENT NORTH 01°14'02" EAST A DISTANCE OF 9.47 FEET TO A POINT ON THE NORTH LINE OF SAID TRACT "X";

THENCE LEAVING SAID ALIGNMENT, ALONG SAID NORTH LINE SOUTH $88^{\circ}45'33''$ EAST A DISTANCE OF 400.44 FEET TO THE NORTHEAST CORNER OF SAID TRACT "X";
THENCE SOUTH $26^{\circ}49'34''$ EAST ALONG THE NORTHEAST LINE OF SAID TRACT "X" A DISTANCE OF 261.58 FEET;
THENCE SOUTH $02^{\circ}53'35''$ WEST ALONG THE EAST LINE OF SAID TRACT "X" A DISTANCE OF 159.33 FEET TO A POINT ON THE SOUTH LINE OF THE AFOREMENTIONED SECTION 32;
THENCE NORTH $88^{\circ}53'12''$ WEST ALONG SAID SOUTH LINE A DISTANCE OF 193.17 FEET TO THE POINT OF BEGINNING.

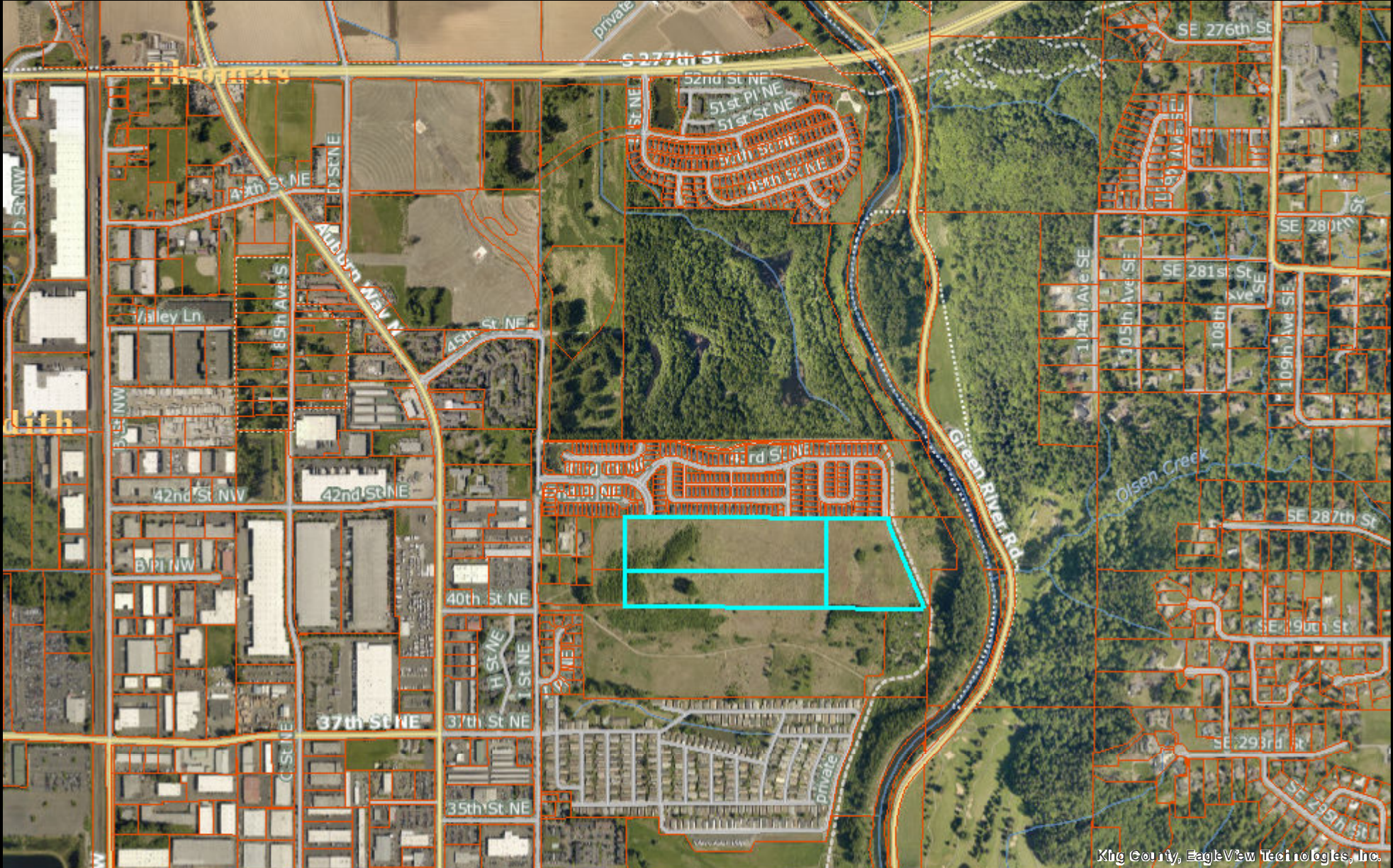
PURSUANT TO STIPULATED JUDGMENT AND DECREE OF APPROPRIATION FILED OCTOBER 16, 2013 IN KING COUNTY CAUSE NO. 12-2-20627-9, AND RECORDED UNDER RECORDING NO. 20131017001239.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.



04/22/20

Westport Capital Parcels



The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

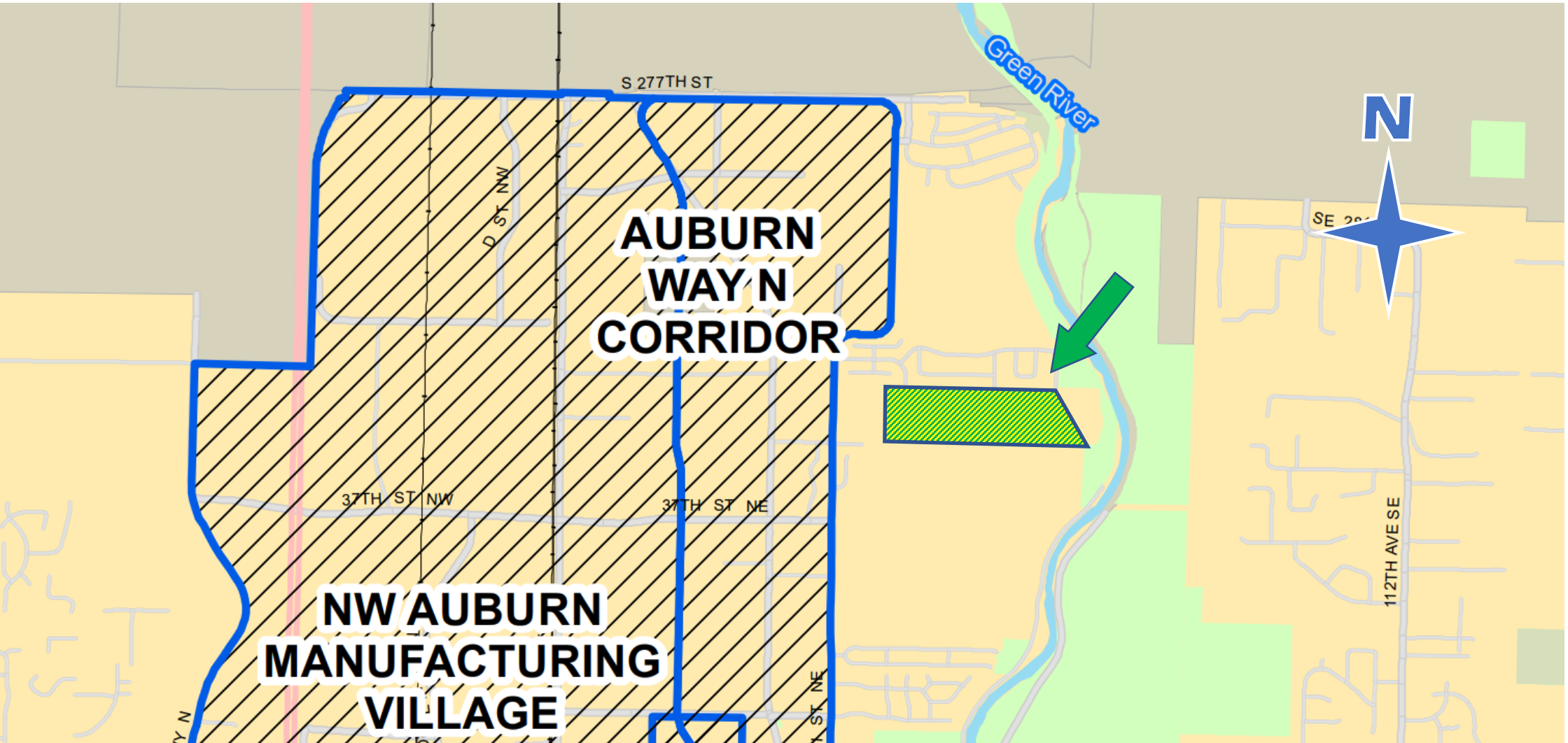
Date: 4/9/2020

Notes:



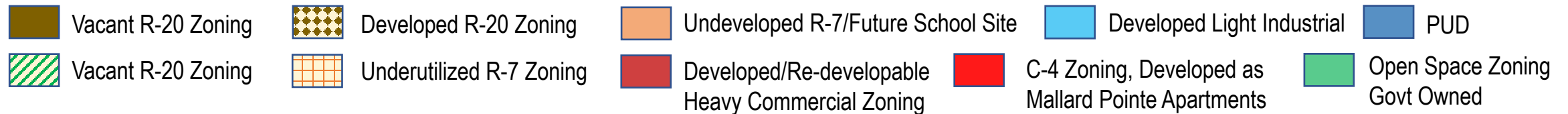
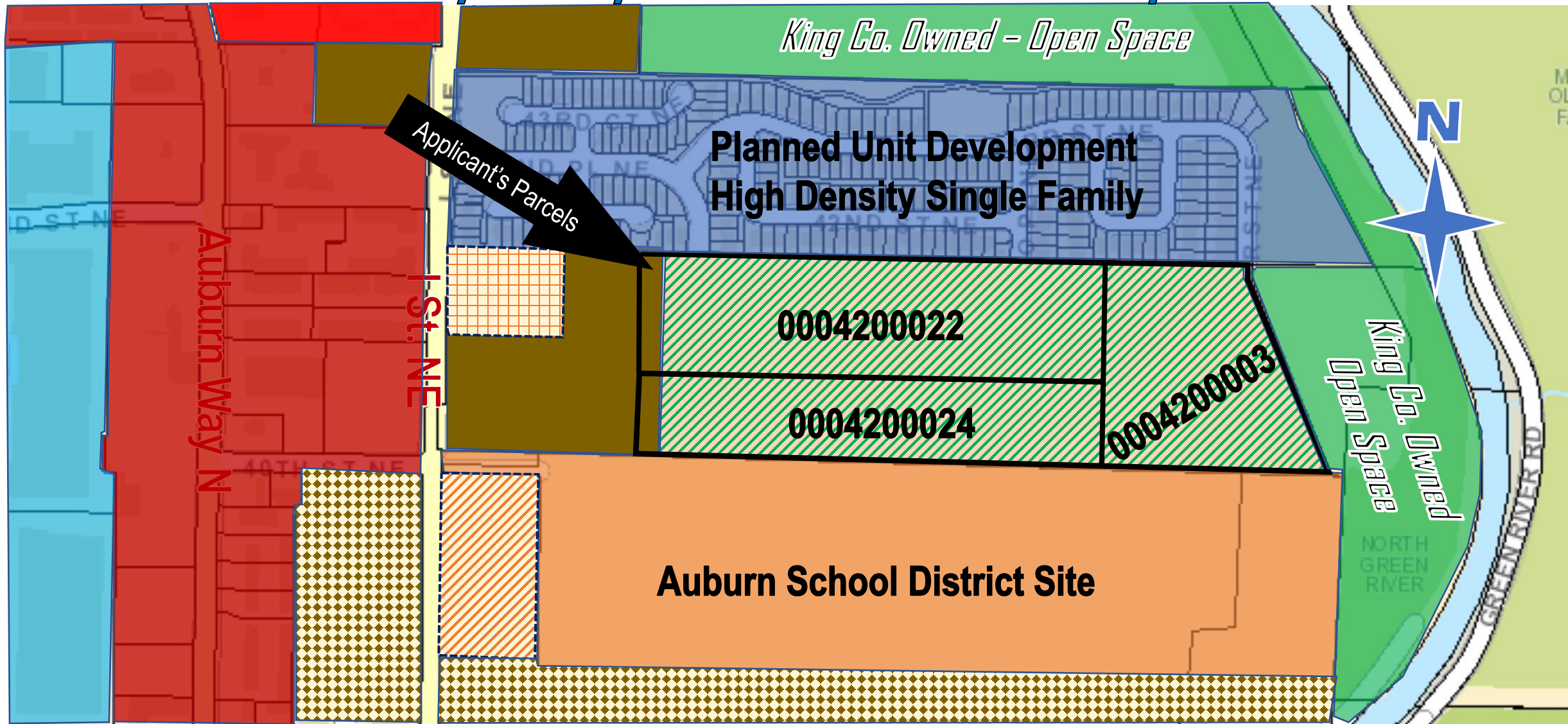
King County

Westport Capital Vicinity Map

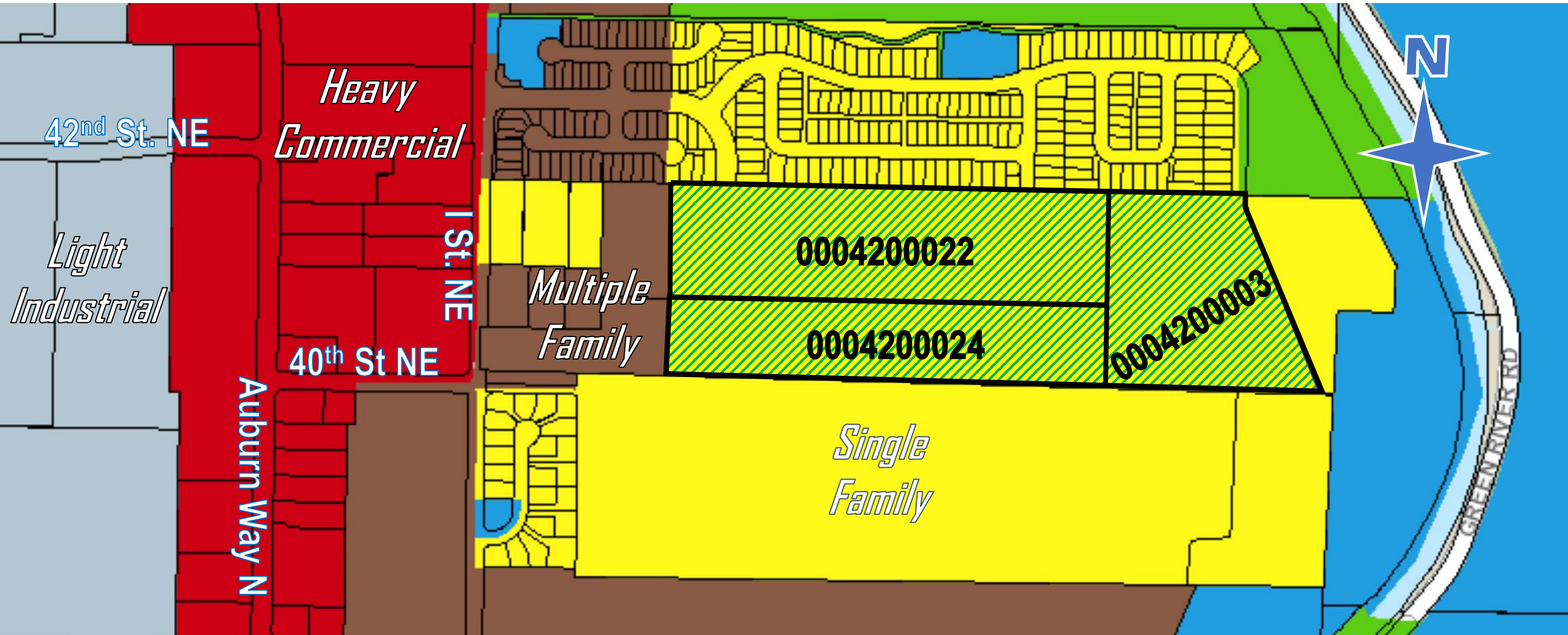


Vicinity Map ~ Subareas

Westport Capital Land Use Pattern Map

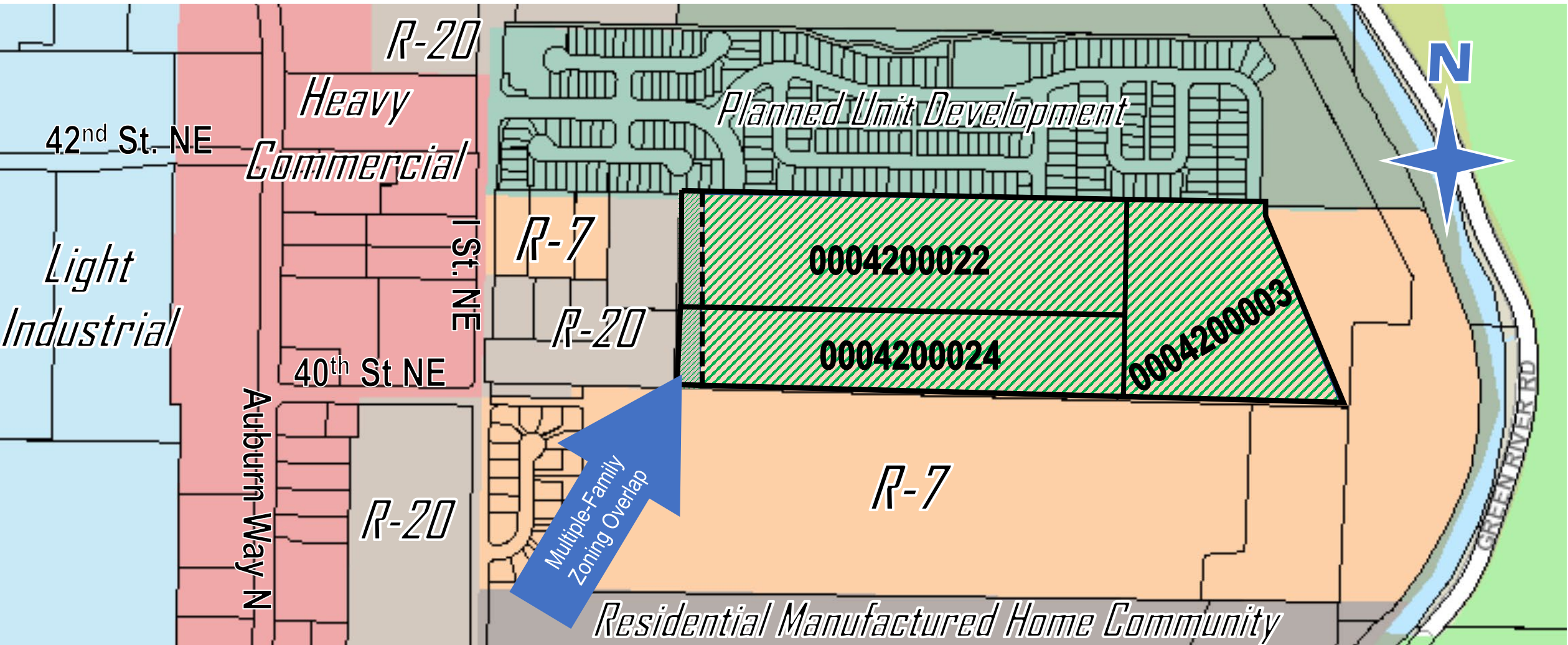


Westport Capital Land Use Map



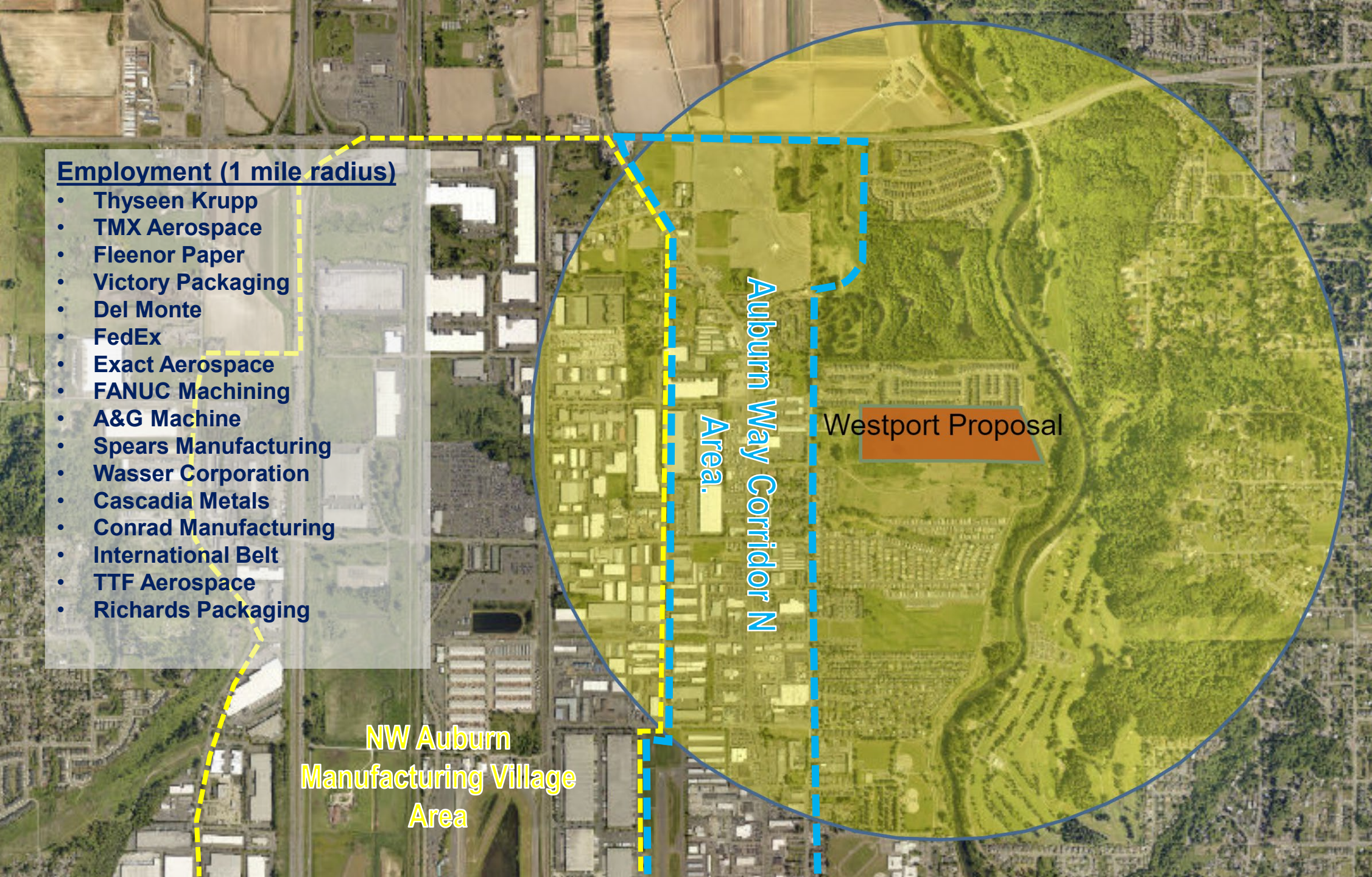
Existing Land Use Designations

Westport Capital Zoning

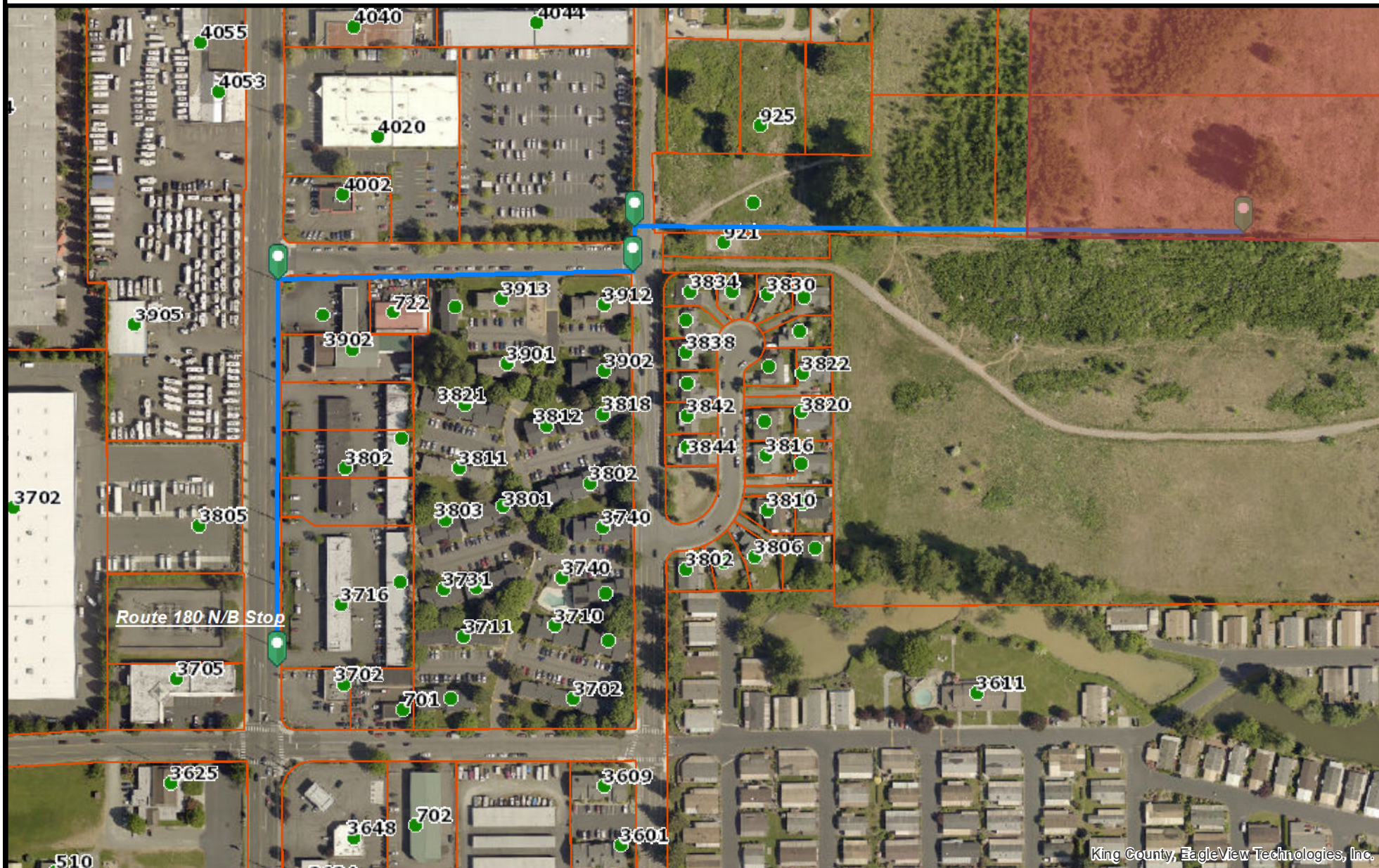


Existing Zoning

Westport Capital Proximity to Employment Area



Northbound 1/2 mile from Transit



King County, EagleView Technologies, Inc.

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

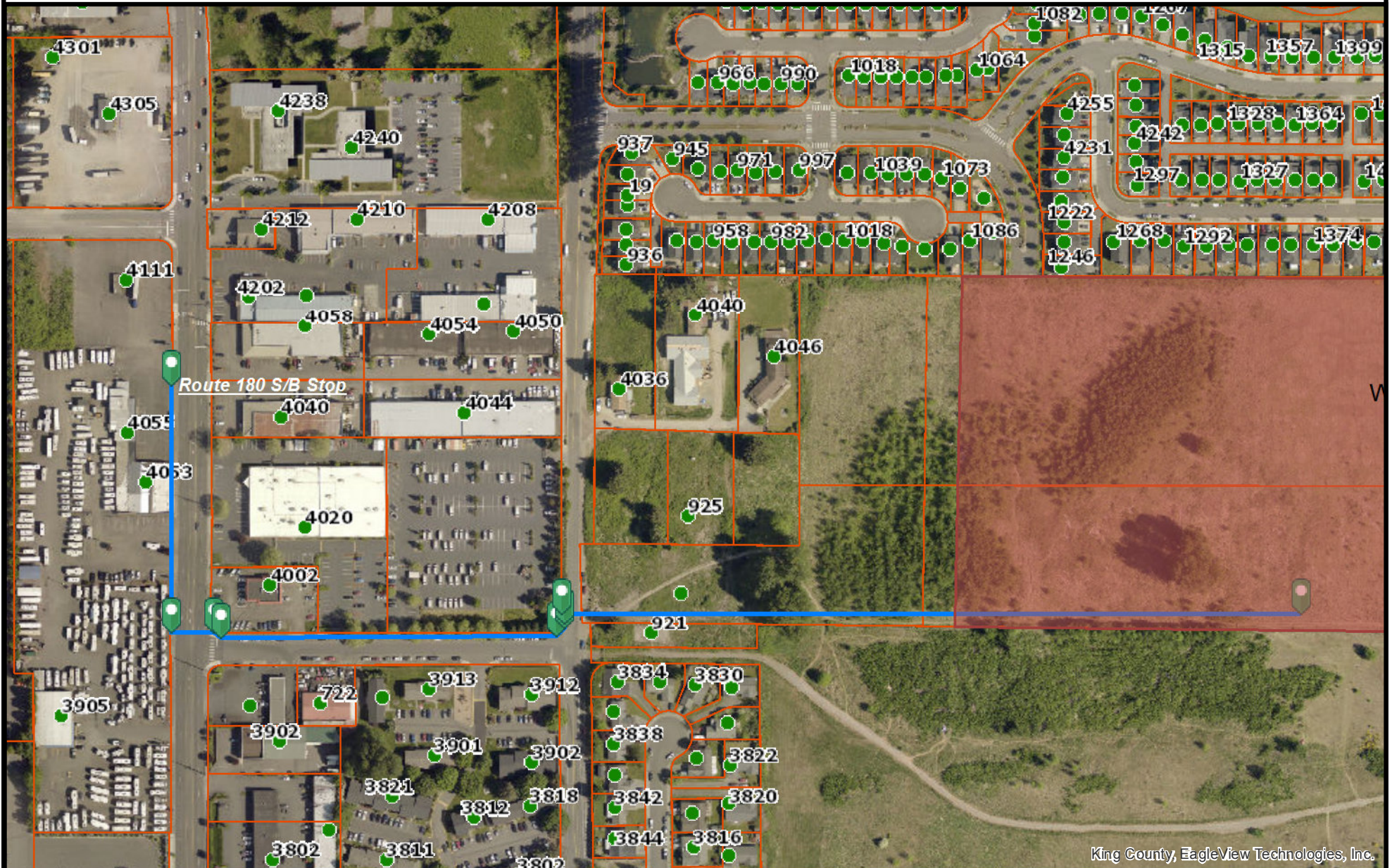
Date: 4/28/2020

For Westport Capital



King County

Southbound 1/2 mile from Transit



King County, EagleView Technologies, Inc.

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

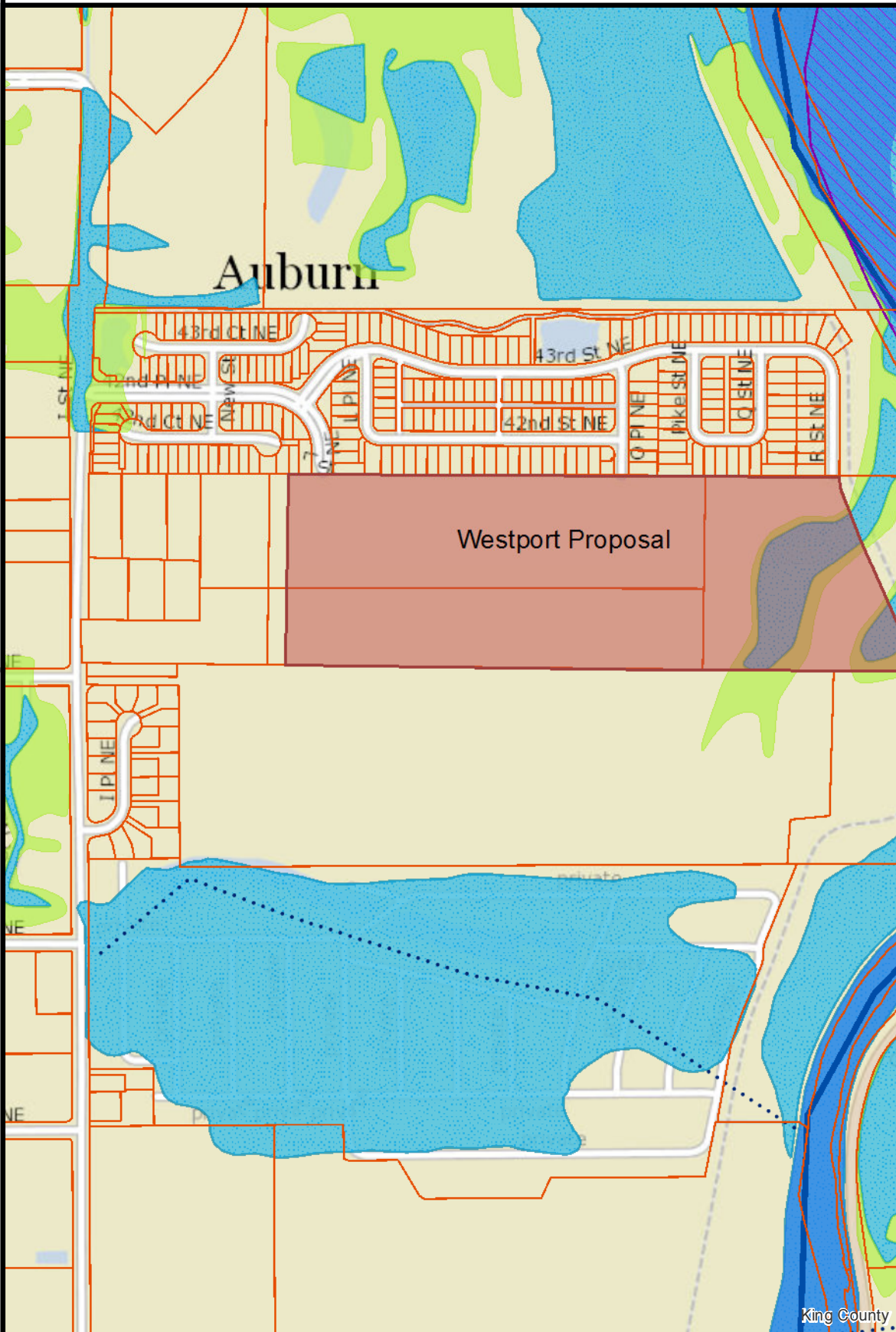
Date: 4/28/2020

For Westport Capital



King County

Flood Plain Map



Legend

- Parcels
- Potential landslide hazard areas (2016, see explanation--->)
- Seismic hazard (1990 SAO)
- Coal mine hazard (1990 SAO)

Stream (1990 SAO)

- class 1
- class 2 perennial
- class 2 salmonid
- class 3
- unclassified
- Wetland (1990 SAO)
- Sensitive area notice on title
- Wildlife network
- FEMA preliminary floodway
- FEMA preliminary 100-year floodplain

Flood other areas

- 0.2% annual chance flood hazard (500 year)
- zone X protected by levee
- Regulatory floodplain

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

Date: 4/28/2020

For Westport Capital



King County



“Missing Middle” Housing in the Region

“Middle” housing refers to a range of housing types — from duplexes to townhomes to low-rise multifamily developments — that bridge a gap between single-family housing and more intense multifamily and commercial areas.



Source: Opticos Design, Inc., MissingMiddleHousing.com

MissingMiddleHousing.com is powered by Opticos Design.
Illustration © 2015 Opticos Design, Inc. 

PSRC’s analysis of King County assessor data finds that these development types tend to be more affordable than either single-family homes or higher density housing options.

Middle housing can help promote housing diversity, give people greater housing choices, and produce urban densities that support walkable communities, local retail and commercial services, and efficient public transit.

Yet availability of these housing options is often few and far in between in many communities, hence the term “missing” middle housing.

PSRC conducted an analysis using King County assessor data for residential sales transactions to confirm whether and to what degree middle housing types can offer more affordable homeownership options in the local market.

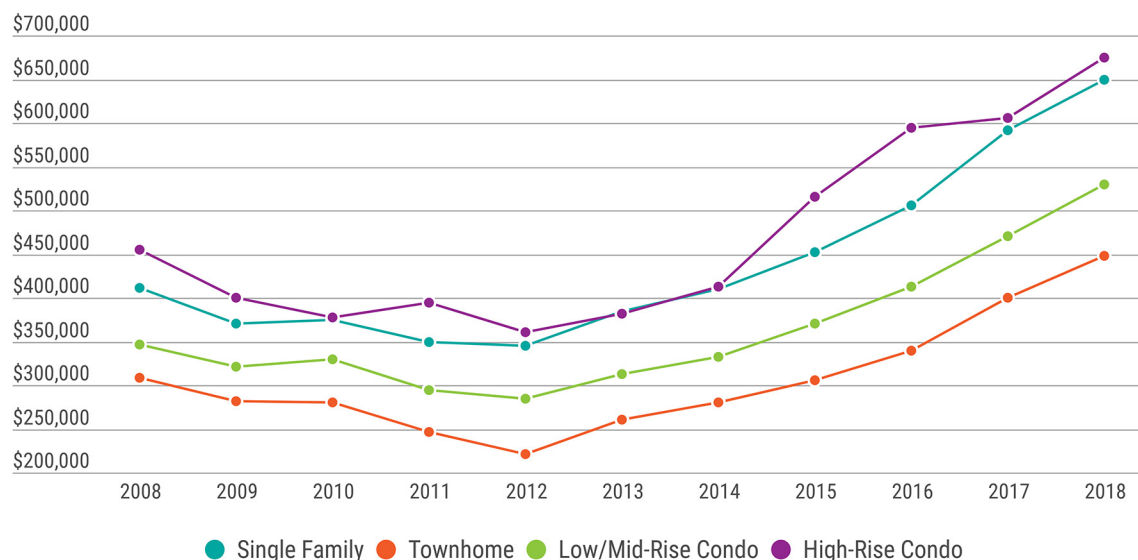
King County was chosen as a case study area, given a broader array of available housing types and larger sample sizes represented in its assessor sales database.

Residential sales transactions were categorized into four housing types — detached single family, townhomes (or attached single family), low/mid-rise condo, and high-rise condo. Mobile homes were excluded from the analysis. The distinction between low/mid-rise and high-rise condo was determined based on construction class (e.g., masonry, wood frame, and prefab steel was considered low/mid-rise; structural steel and reinforced concrete was considered high-rise).

Middle housing is more affordable than single-family

Over the past 10 years, the median sales prices of townhomes and low- to mid-rise condos were consistently and substantially lower than for single-family homes.

Median Sales Price by Housing Type, King County



Source: King County Assessor Database

Over the past calendar year, the median price for townhome sales recorded to date (through September 2018) was \$448,000, 31 percent lower than the median price for single-family homes (\$650,000).

The median price for low- to mid-rise condos was \$530,000 or 18 percent lower than for single-family homes.

High-rise condos, which are some of the most cost-intensive projects to build, came in with the highest median price of \$675,000.

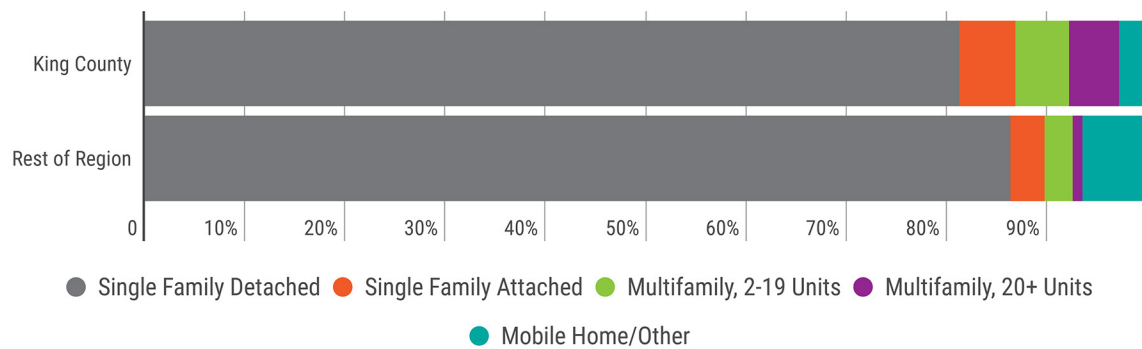
Unit square footage is a key factor behind these price differentials, as the typical townhome and especially condominium unit is smaller than the standard detached single-family home. But in many urban markets, demand is growing for affordable homeownership options within walkable neighborhoods well served by local retail and amenities.

Middle housing is small share of region's housing stock

An analysis of American Community Survey data shows that these middle housing options are indeed limited or “missing” from the region’s homeownership market.

The region’s ownership housing stock is dominated by traditional detached single-family housing.

Ownership Housing Stock by Housing Type



Source: 2017 American Community Survey

Detached single-family represents 81 percent of the ownership housing stock in King County, and 86 percent of the stock in Kitsap, Pierce and Snohomish counties combined.

Two housing types that best approximate middle housing — attached single-family homes (or townhomes) and multifamily structures with 2-19 units — comprise just 6 percent and 5 percent of King County's ownership stock, and even less (3 percent and 3 percent) across the balance of the region.

Addressing housing affordability in the central Puget Sound region requires a variety of tools and strategies to ensure people of all incomes have access to housing that meets their needs — and middle housing is part of this work.

Regional and local tools can help to promote and incentivize the development of more middle housing to provide more affordable homeownership opportunities. VISION 2050 provides an opportunity for the region to develop policies and actions to make sure middle housing won't be "missing" in the future.



WESTPORT CAPITAL CPA, REZONE & SEPA RESPONSE TO CITY 1st ROUND REVIEW COMMENTS

SUMMARY OF CITY COMMENTS

The Applicant has reviewed the 1st round of review comments provided by the City of Auburn, which comments are summarized as follows:

1. Minor clarification needed to address the applicability of current critical areas standards applicable at the time a future development application is submitted
2. Additional transportation analysis, including
 - a. clarifying the improvements required by Ordinance 4299
 - b. addressing site circulation and connectivity, including emergency vehicle access requirements from the project to the north
 - c. revising the transportation impact analysis to further analyze the intersection of 40th Street NE and I Street NE
3. A preliminary feasibility analysis to determine if the existing sewer pump station can accommodate the rezone's increased flows or what upgrades may be necessary as the result of the rezone
4. Provide the City with a copy of the DAHP desktop review findings as compiled by Shockey Planning Group, which includes information that DAHP considers confidential and *which is not subject to public disclosure per RCW 42.17.310(1)(k)*.

ADDITIONAL ANALYSIS COMPLETED

1. Applicant retained PACE Engineering to complete a preliminary feasibility study of the Auburn 40 pump station to address potential concerns about the ability of the pump station to handle the additional peak flows and what, if any, improvements may be necessary.
 - a. The parameters for the feasibility analysis were defined after consultation between PACE and Robert Elwell, Auburn's Sewer Utility Engineer
2. Applicant's traffic consultant, Gibson Traffic Consultants, revised their transportation impact analysis (TIA) to account for future development taking access from I Street NE at 40th Street NE, as well as the specification of two public road connections and an emergency vehicle access north, as well as stub roads for future access to the Auburn School District property (south).
 - a. The parameters for the revised TIA were discussed with Auburn staff via a zoom conference call on July 9, 2020.
3. Applicant had Shockey Planning Group prepare a memo addressing their prior desktop review of archeological and historic preservation information.

APPLICANT RESPONSES & REVISIONS

1. Applicant has revised the SEPA Checklist to address City comments and incorporate information now available as a result of the further analysis:
 - Section 3(a) Surface Water has been updated to reflect that current buffers are different than what were previously identified on the map submitted and that the buffers applicable at the time of a future development proposal will be those in code.
 - Section 8(h) Land & Shoreline Use has been revised to clarify that portions of the east side of the proposed area is within the 100-year floodplain
 - Section 13(c) Historic and Cultural Preservation has been clarified to reflect that Shockey Planning Group's analysis was limited in scope and a memo summarizing the findings is being provided to the City for review, *but such*

information is protected as confidential and not subject to public disclosure per RCW 42.17.310(1)(k).

- Section 14(a) and (d) Transportation have been revised to describe access and connectivity requirements to the site, including the extension of 40th Street NE; public road connections at L Street and O Place; an emergency vehicle access connection at R Street (needed to satisfy the develop to the north's requirement for a second access); and stubbed connections coordinated with the Auburn School District to serve their future site.
 - Section 14(b) Transportation is revised to reflect additional information regarding connectivity of the site to nearby transit facilities, as well as to identify future, planned rapid transit services in this corridor.
 - Section 14(f) Transportation has been revised to reflect suggested MDNS conditions that identify require road connections, circulation, and emergency vehicle access.
 - Section 16 Utilities has been revised to reflect information from the PACE preliminary feasibility analysis for sewer.
2. Applicant has also revised the proposed written descriptions, statements and narratives for the Comprehensive Plan Amendment and Rezone.

PROPOSED MDNS CONDITIONS

Applicant is under the impression from its meeting with Auburn Staff on July 9, 2020 that an MDNS is likely to be issued for this proposed rezone to R20. As such, the Applicant is proactively offering suggested language for mitigation conditions as follows:

TRANSPORTATION (GENERALLY):

Additional analysis of the intersection of 40th Street NE and I Street will be required at the time of any future development application, which analysis should evaluate the impacts of the Copper Gate development, the amount of traffic that would shift to I Street NE from Auburn Way S with the extension to S 277th Street, and the impacts of the proposed development to identify what improvements, if any, are needed to the intersection at 40th Street NE and I Street NE.

CIRCULATION:

1. *Future development of parcels 0004200024, 0004200022, and 0004200003 will be required to have public roads that connect to an extension of I Street consistent with the conditions of Ordinance 4299, which requires the development of parcels 0004200019 and 0004200025 to construct and dedicate 40th Street NE from I Street to the western boundary of this proposed rezone prior to the occupancy of any buildings.*
2. *The future development of parcels 0004200024, 0004200022, and 0004200003 are required to have future public road connections north at L Street and O Place, as well as an emergency vehicle access connection with R Street, unless the proposed development can demonstrate changed conditions or lower trip generation require this be re-evaluated.*
3. *As part of the extension of 40th Street NE from I Street NE, half-street improvements shall be constructed along I Street NE.*
4. *Future development will coordinate with the Auburn School District to provide future road connections to the south in anticipation of future development of a school.*
5. *Future road connections shall be timed with the future development or phases of the development; and improvements shall be a condition of building occupancy.*

SEWER:

A preliminary analysis shows that the future development of parcels 0004200024, 0004200022, and 0004200003 is likely to require improvements to the Auburn 40 pump station. Future development shall analyze and identify upgrades, if any, that may be necessary to handle increased and peak flows expected from that development proposal. If upgrades are necessary, they will be required prior to building occupancy unless a phasing plan is proposed that demonstrates a portion of the project can be built prior to completion of any upgrades.



TOYER STRATEGIC ADVISORS, INC.

DAVID TOYER, PRESIDENT

3705 COLBY AVE | SUITE 1

EVERETT, WA 98201

425-344-1523 | toyerstrategic.com

September 28, 2020

Community Development

Attn: Thaniel Gouk

City of Auburn

25 W. Main Street

Auburn, WA 98001

RE: APPLICANT REVISION TO CPA 20-0002 and REZ20-0002

Dear Mr. Gouk:

On behalf of our client, Westport Capital Investment, we are requesting that our application for a re-designation and rezone from R-7 to R-20 be amended to be proposed as being from R-7 to R-16. After a more extensive evaluation of the City's land use code, we believe that the R-16 zone would be more appropriate for the type of attached single-family and multiple-family housing options our client anticipates will be developed on its parcels in the future.

As you are aware, R-16 allows for duplex, attached townhome, and multiple-family uses, which mix of uses encourages the creation of missing middle housing that is owner and/or renter occupied. It is our client's intent that future development of this site accommodates a range of housing options. More specifically, attached single-family housing types as permitted under the R-16 zone provide affordable home ownership opportunities for a broader market segment that is otherwise not able to afford ownership in Auburn.

Attached you will find revised written statements (narratives) for the Applicant's comprehensive plan amendment and rezone proposals.

Should you have any questions, please do not hesitate to contact me at any time.

Sincerely,

David K. Toyer
President



WESTPORT CAPITAL COMPREHENSIVE PLAN AMENDMENT

APPLICANT'S WRITTEN STATEMENT [REVISED JULY 17 SEPTEMBER 24, 2020]

LOCATION

Applicant is the owner parcels 0004200024, 0004200022, and 0004200003 located adjacent to the eastern boundary of the Auburn Way North Corridor (I Street NE) and less than 1 mile east of the NW Auburn Manufacturing Village as shown in Figures 1 & 2:

Figure 1 – General Location Map

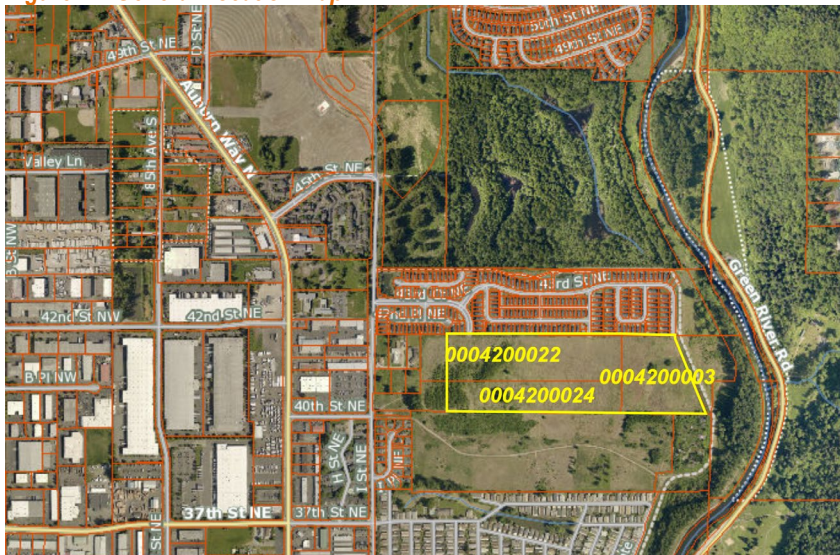
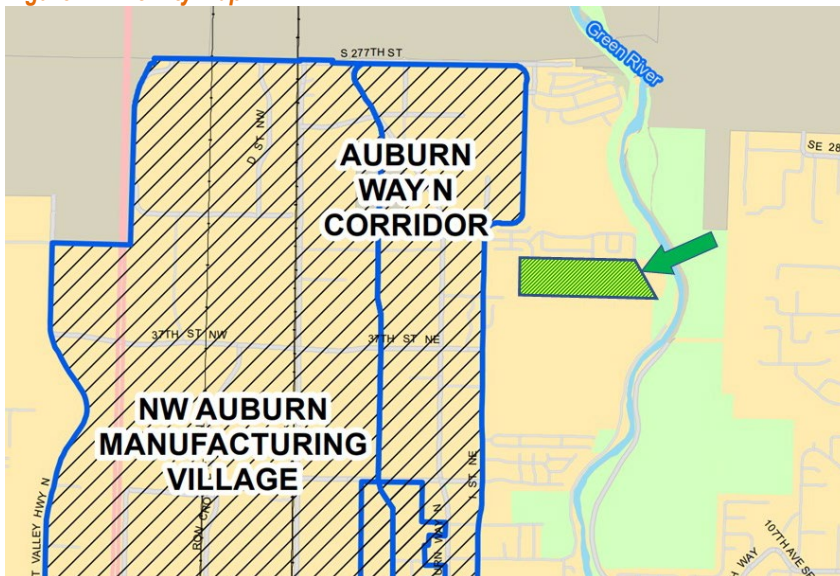


Figure 2 – Vicinity Map



EXISTING CONDITIONS

Applicant's parcels have the following current land use designation, which is also shown in Figure 4:

- 0004200024 – single-family
- 0004200022 – single-family
- 0004200003 – single family

Figure 3 – Area Land Use Pattern Map

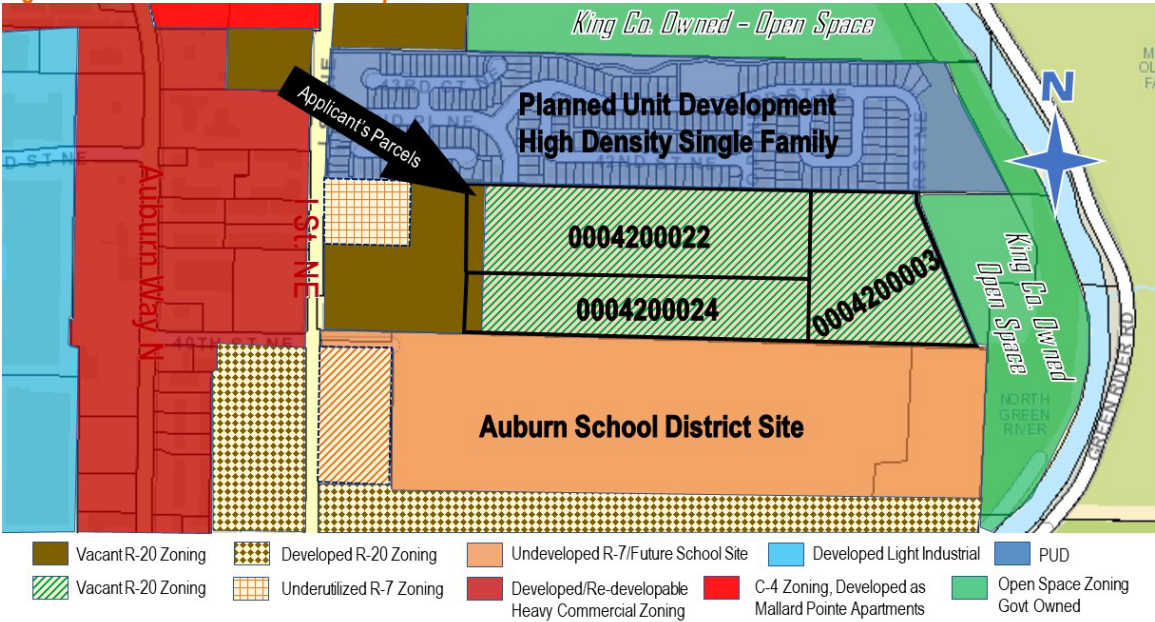


Figure 4 – Existing Land Use

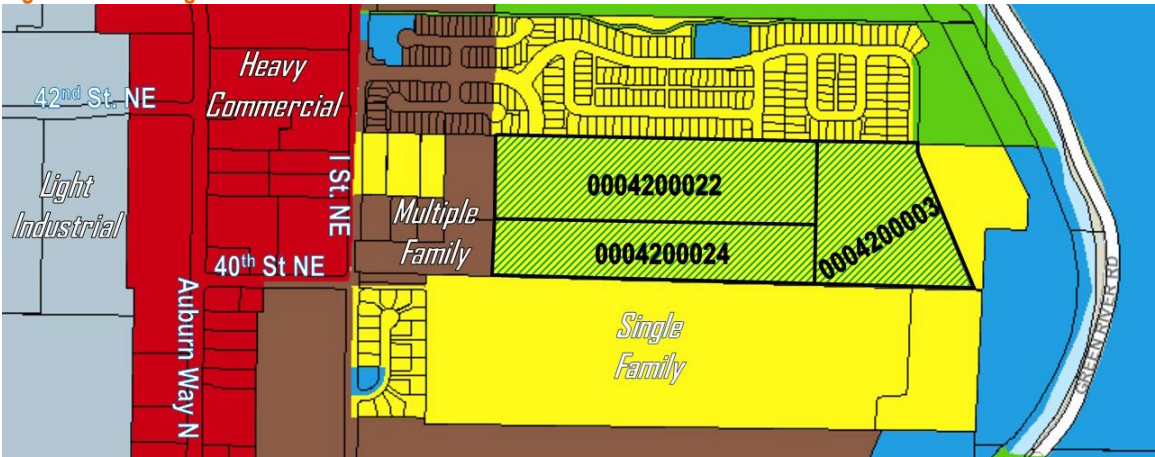
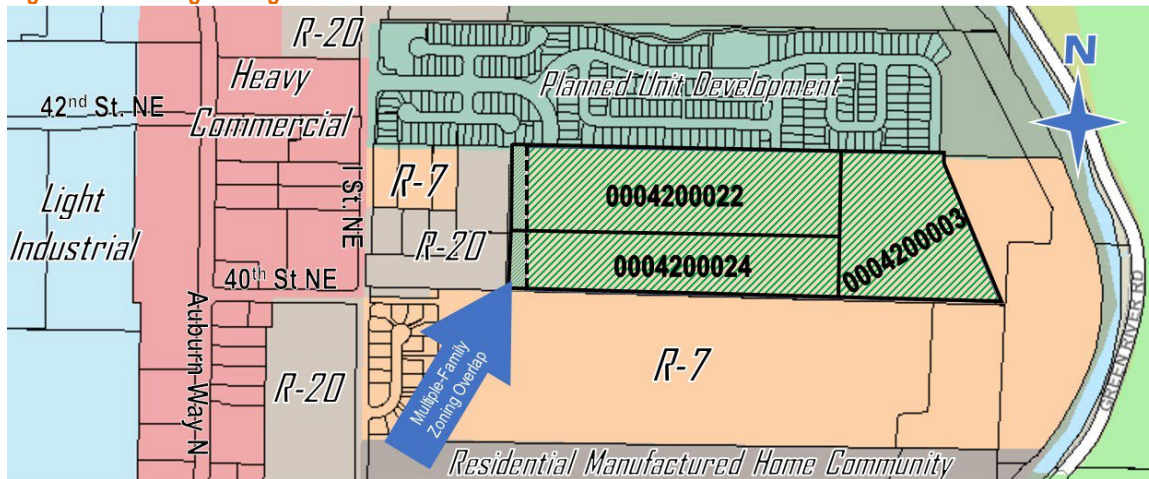


Figure 5 – Existing Zoning



LAND USE DESIGNATION REQUESTED

Applicant is requesting the land use designation be amended from Single-Family to Multiple-Family (comprehensive plan amendment) concurrent with a rezone from R-7 to **R-20 R-16** (zoning map amendment) for its three parcels as follows:

1. Re-designate 32.4 acres from “Single-Family” to “Multiple-Family” which action will:
 - fix an inconsistency between the current single-family land use designation (~~Single-Family~~) and ~~current zoning (R-20)~~ for R-20 zoning that presently applied to 1.2 acres of Applicant's property as indicated by the blue arrow in Figure 4 above. The R-20 zoning for this area was established as part of Ordinance 4299 in 1988;
 - establish needed multi-family and attached single family housing options within 1 mile of a key commercial corridor (Auburn Way N) and a significant area for employment (NW Auburn Manufacturing District); and
 - create transit compatible densities within a half-mile of all-day transit services along Auburn Way N, which is consistent with local, county, and regional policies for land use, development patterns, etc.

WRITTEN STATEMENT

Applicant is required as part of its comprehensive plan application to submit a written statement to justify its proposal by demonstrating its compliance with local, county, and regional comprehensive plan goals and policies. The following responds to the specific questions Applicant must answer in its written statement.

1. The proposed change will further and be consistent with the goals and objectives of the comprehensive plan and the plan will remain internally consistent

Applicant's parcels are part of small pocket of single-family designated lands that border a key, planned commercial corridor (Auburn Way N. Corridor) and an important employment district (NW Auburn Manufacturing Village).

This area of single family is surrounded by higher intensity land use designations, including Multiple-Family, Heavy Commercial, and Light Industrial. And the single-family designation land use immediately south of Applicant's site is owned by the Auburn School District and most likely to be a school site, not a single-family residential neighborhood.

Additionally, the northernmost portion of the area designated Single-Family is already developed with a high-density, single-family detached Planned Unit Development and a 1.2 acre portion of Applicant's three parcels have been zoned R-20 zone despite having a land use designation of Single-Family.

The following assists in demonstrating how Applicant's the proposal furthers and is consistent with the comprehensive plan:

► **Applicant's proposal is consistent with the description and designation criteria for Multiple-Family as follows:**

Description: this category shall be applied to those areas that are either now developed or are reserved for multiple-family dwellings. Densities may range from 20 to 24 units per acre. These communities are served by transit, have nonmotorized connections to surrounding amenities and services or have access to on-site amenities.

Designation criteria: (1) previously designated high-density residential or manufactured/mobile home parks; or (2) properties that are connected to single-family and non-residential designations by the Residential Transition designation and meet the development parameters of the Multi-family designation.

Applicant Discussion

Two parcels within Applicant's proposal have split zoning that includes both multiple- and single-family. The multiple-family zoning was established pre-Growth Management Act (GMA)^{1,2} in 1988 by Ordinance 4299, which zoning was later carried over into the City's GMA planning and zoning maps. The prior decision to allow R-20 (multiple family) zoning in this area was most likely based on planning for uses that transition from more intense to less intense uses, as well as a recognition that areas designated for commercial and light industrial uses would benefit from adjacent residential development.

In the 25 years since the first GMA comprehensive plan was adopted, the growth and employment targets in Auburn have increased and land use designations and zones have since been modified to reflect regional policies that seek to hold the present Urban Growth Area boundary in place. This has resulted in the need for more and higher densities based on specific principals which include planning for areas of multiple-family land use which will develop within one-half mile of transit routes, adjacent to major commercial or mixed-uses areas (centers), and/or close to employment centers (and industrial centers).

Applicant's parcels adhere to those planning principals as it is proximate to all-day transit, a commercial corridor, and an significant employment district. Applicant's requested re-designation of 31.2 acres to multiple-family is consistent with comprehensive plan's description and designation criteria for where multiple family uses should be placed. And by re-designating Applicant's parcels to multi-family with a concurrent rezone to the balance of the parcels (from R-7 to R-16), the City will be encouraging the creation of attached single-family and multiple-family for sale and for rent housing opportunities.

► **Applicant's proposal is consistent with the comprehensive plan's stated 'Policies' for the Multiple-Family land use designation and Applicant's location can further result in consistency with the stated policy goals for the development regulations which implement the designation:**

LU-22 Development regulations should include density bonuses and flexible development standards that creation incentives for innovative site and building design, incorporation of open space and public art, nonmotorized connectivity to parks and commercial areas, proximity to transit services, supplemental natural resource protection, supplemental use of CPTED, and supplemental use of low-impact development techniques.

Applicant Discussion:

Re-designating the land use to multiple-family would promote and incentivize additional innovative site and building design techniques where such innovative design can be used to better incorporate open spaces that connect with and help supplement the adjacent natural resource areas around the Green River, as well as:

- provide nonmotorized connectivity to both (North Green River Park and the Green River Trail) and commercial areas (the Auburn Way N Corridor)
- locate affordable and accessible attached single-family and multiple-family housing options, *including opportunities*

¹ Prior comprehensive planning and land use documents have indicated the City's first modern comprehensive plan was adopted in 1986, two years before Ordinance 4299.

² The City's first GMA-compliant comprehensive plan was adopted in 1995.

for workforce housing, within a half-mile proximity^{3,4} of all-day transit services (Route 180)

Applicant emphasizes these points as they are key elements of successful, sustainable use of alternative modes of transportation and help overcome housing accessibility obstacles for workforce housing by reducing the combined housing + transportation costs as examined in detail within the Comprehensive Plan (Figure 24, Appendix B: City of Auburn Housing Needs & Characteristics Assessment, Berk & Associates, 2014).

LU-27 Provide a variety of housing typologies to suit the needs of various potential residents.

Applicant Discussion:

The Applicant's proposed re-designation can support a variety of attached single-family and multiple-family housing typologies, including duplex, attached townhome, and multiple-family units, that could can meet the needs of several types of future (and existing) residents as the use matrix in Section 18.07.020 of the Auburn Municipal Code shows that the R-20 implementing zone permits both multiple family dwellings and attached townhomes.

Multiple family dwellings, duplexes, and attached townhomes are flexible housing typologies that promote flexibility in design and help create that supply needed "missing middle" housing⁵ as identified by the PSRC – housing that can be renter or owner-occupied and which is affordable and accessible to a wide range of the existing and future population, including couples, young families, seniors, etc.

► **The consistency of Applicant's proposal with pages LU-2 and LU-3 of the comprehensive plan can be used in concert with the City's implementing development regulations to further Policies LU-2 and LU-6 as follows:**

LU-2 As the market and availability of utilities enable denser development to occur, standards should be developed to maximize density while preserving open space and critical areas.

Applicant Discussion:

This proposal would encourage development at medium to higher densities in an area where attached single-family and multiple-family housing is needed in the marketplace to promote home ownership and affordable housing; existing infrastructure exists *(and does not have to be extended long distances to serve less dense traditional development patterns)*; and the specific site design flexibility of the multiple-family land use designation can promote greater connectivity and access to open space and preservation of natural areas along the Green River.

LU-6 Cluster development is the preferred form of residential development in all residential designations with the goal of preserving natural areas, critical areas, and area that support low-impact development. Where clustering accomplishes these objectives, it should not come at the expense of lost development potential. Variances to lot size, lot dimensions, building height, and other bulk or dimensional standards should be utilized in order to create incentives that promote preservation.

Applicant Discussion:

By designating ~~this proposal~~ Applicant's parcels as multiple-family, the City will be supporting greater site design flexibility

³ The Puget Sound Regional Council's (PSRC) "Growing Transit Communities Strategy" address the need to create thriving and equitable transit communities in the region (including Auburn), describing transit communities on page 4 as "**generally the areas within a half mile radius of, or approximately ten-minute walking distance from, high-capacity transit stations, such as light rail, bus rapid transit, streetcar, and other major transit hubs.**" Applicant's parcels are within ½ mile all-day transit services via Route 180.

⁴ King County Metro Route 180 includes northbound stop (#57915) at 37th & Auburn Way N. and southbound stop (#58235) at 42nd & Auburn Way. This route provides frequent all-day service and includes night owl service, which specifically is critical to supporting transportation options for the workforce working shifts. Sidewalks within the future development can be extended to connect with existing sidewalks in the area to provide access to this service. Route 180 is an all-day route with "night owl" service and Route 180 is planned to convert to a RapidRide I line in 2023. Route 180 provides connections to Auburn Station, Kent Station, Burien, Sea-tac, and etc. And it can-connecting connects riders to Sound Transit bus and commuter train services. ~~Route-180 connects to both the Auburn and Kent Transit Stations, plus offers riders opportunities to connect with Sound Transit bus and train services.~~ Route 180 is the type of transit route that supports businesses and workers throughout the Puget Sound.

⁵ A copy of the PSRC "Puget Sound Trends" addressing "Missing Middle" Housing in the Region is attached.

that will promote the clustering of units and/or buildings in full recognition of the need to incentivize greater preservation of open space, natural areas, and critical areas. Secondly this help to support and encourage improved access to the adjacent open space and trail corridors.

► **Applicant's proposal furthers and is consistent with the comprehensive plan, improve on the City's ability to respond to housing trends and needs as identified in the Housing Element, including the following:**

Page H-2 Trends in household size indicate that Auburn will need to ensure the availability of a variety of housing types to match the needs of both small and large households.

Applicant's requested land use designation will add housing typologies that are needed to match the needs of couples, empty-nesters, seniors, workers, single parent families, and more.

Page H-2 Auburn's housing stock is older than average, and much of its rental housing stock is in fair or poor condition. Though housing is affordable in Auburn, the City could lose some of its most affordable rental housing as structures approach the ends of their useful lives.

Applicant's requested land use designation will short- and long-term help address housing needs and reduce the redevelopment pressures that can result in the loss of the City's most affordable rental housing. Adding attached single-family and multiple-family housing options can help to reduce displacement cause by redevelopment of existing multiple-family areas as the market and economic conditions ~~are expected to~~ change over time.

Page H-4 A variety of housing choices can meet the needs of Auburn's residents of all ages and affordability levels, help residents maintain and retain their homes, and promote services and amenities that improve neighborhood livability.

Applicant's requested land use designation will increase housing choices for residents (and future residents) of all ages and affordability levels by expanding the overall "housing strata" that ~~is required to allow~~ supports residents ~~to~~ more easily transitioning between segments of the housing stock as they move up, down or laterally depending on their evolving needs and economic conditions. This change in the land use designation will also increase the availability of duplex, attached townhome, and multiple-family housing opportunities closer to areas where a variety of services (including access to commercial areas, public transit services, etc.) exists and where improved amenities can provide new and existing residents with greater access to trails, open space, etc. Many of the housing options available as a result of this multiple-family land use re-designation and concurrent request for R-16 zoning are affordable, owner occupied options that include duplexes and attached townhomes.

Page H-4 Well-planned housing can support Auburn's economic goals by making it attractive and possible for residents to live near their jobs and by serving as a source of customers to support commercial districts.

Applicant's requested land use designation will increase housing opportunities within one mile of a significant area for employment (NW Auburn Manufacturing Village) and within one-half mile of an identified commercial corridor (Auburn Way N. Corridor).

Page H-4 Housing in proximity to transit or mixed use projects can help reduce the need for costly infrastructure such as roads and sewers. Housing in proximity to a variety of transportation modes can increase a household's disposable income and savings by reducing household transportation costs.

Applicant's proposed land use designation would create housing within the "optimum" proximity (one-half mile) of all-day transit and reduce the need for more costly extensions of utilities to serve areas further out. This proposal would also help address the need to create housing opportunities in locations where the true cost of housing (housing + transportation costs) can be minimized.

► **Applicant's proposal furthers and is consistent with the goals of the Comprehensive Plan's Housing Element, including:**

H-4 Promote housing that meets the needs of Auburn's workforce, is located and designed to support affordable multi-

modal transportation options, and contributes to a regional jobs-housing balance.

Applicant's proposed land use designation would promote housing to a greater number of those in the workforce^{6,7} with housing needs that require access to non-motorized transportation options (including those for commuting). Doing this will further improve the region's jobs-housing balance.

H-10 Provide a land use plan and zoning that offers opportunities to achieve a variety of housing styles and densities for private and non-profit housing providers.

Applicant's proposed land use designation would allow for zoning that can add to the variety of housing styles and densities available in the City, including creating new opportunities for duplexes and attached townhomes that provide affordable owner occupied housing choices.

H-17 Allow manufactured housing parks, transitional housing, and multi-family housing in appropriately zoned but limited areas.

Applicant's proposed land use designation would apply a land use designation to an area that should be zoned for "multi-family" housing based on the characteristics within the comprehensive plan. This will reduce the pressure to expand multiple-family housing zoning in other areas of the City which would be less proximate to employment, city utility services, commercial corridors, and regional open space.

H-23 Promote affordable housing that meets the changing demographic needs.

Applicant's proposed land use designation would enable the City to respond to housing demand with a greater range of affordable⁸ housing options, helping to address both changing demographic needs and changing economic circumstances (especially those expected as a result of the Pandemic).

► **Applicant's proposal is consistent with and will further the 'Goals' identified in the July 2014 "Community Vision Report" incorporated as Appendix A in the current comprehensive plan:**

1.2 Provide a variety of housing types that support a high quality of life for current residents and attract new residents to Auburn neighborhoods.

Applicant Discussion:

Re-designating Applicant's parcels to multiple-family will not negatively impact the quality of life for nearby, current residents as the area is presently adjacent to higher intensity non-residential uses. Further, this re-designation will:

- comply with existing city development regulations and design standards, including landscaping/buffering standards between single-family and multiple-family zone;
- provide greater access and connectivity to area commercial services and open spaces;

⁶ "Workforce housing" as defined in the King County Countywide Planning Policies, page 66:

"Housing that is affordable to households with one or more workers. Creating housing in a jurisdiction implies the consideration of the wide range of income levels that characterize working households, from one person working at minimum wage to two or more workers earning the average county wage or above. There is a particular need for workforce housing that is reasonably close to the regional and sub-regional job centers and/or easily accessible by public transportation."

⁷ See Comprehensive Plan Appendix B, *Exhibit 24*, Housing Needs & Characteristics Assessment, Berk & Associates, October 2014.

⁸ "Affordable housing" as defined in the King County Countywide Planning Policies, page 63:

"Housing that is affordable at 30% or less of a household's monthly income. This is a general term that may include housing affordable to a wide range of income."

- reduce motorized travel distances⁹ to commercial areas and employment opportunities and ease cumulative congestion for the greater area, as Applicant's proposal is within one-half mile of a key commercial corridor (Auburn Way N) and 1 mile of a significant portion of a major employment district (NW Auburn Manufacturing District); and
- create transit compatible densities within a half-mile of all-day transit services along Auburn Way N which will improve the sustainability of multi-modal transit options in the greater area

1.5 Ensure safe, well connected and accessible neighborhoods with healthy food, parks and local services in close proximity.

Addressed in earlier Applicant Discussions.

2.1 "Mid-city" scale: Encourage higher density development that supports family living and mixed uses. Maintain height limitations that keep Downtown and other development to an appropriate scale.

Addressed in earlier Applicant Discussions.

3.1 Develop an efficient, well-connected transportation system to support a variety of travel modes, including automobile, public transit, walking and biking.

Addressed in earlier Applicant Discussions.

3.3 Improve the safety, connectivity and quality of the bicycle and pedestrian networks and related facilities.

Addressed in earlier Applicant Discussions.

3.5 Improve public transit service throughout the City and better connect the City to the region for residents, visitors and businesses.

Addressed in earlier Applicant Discussions.

► **Applicant's proposal will further the City's efforts to capitalize on 'Opportunities' as identified in the July 2014 "Community Vision Report" incorporated as Appendix A in the current comprehensive plan:**

1.A Controlled, well planned growth: Actively manage Auburn's progression from a suburban to an urban community, focusing on planned growth and expansion. Give careful consideration to appropriate limits on density and building height, seeking community input along the way.

Applicant Discussion:

Applicant's proposed land use designation is consistent with the evolving planning needs of Auburn, which require continuous review to determine how to best progress from a suburban to urban community as it plans for additional forecasted growth.

Specific to building heights and scale, it is important to note that the area is presently bordered by more intense land use designations like Heavy Commercial, where building heights up to 75 feet are allowed. By contrast, a multiple-family zone would be limited to building heights up to 50 feet – the scale of which can be offset¹⁰ by the separation required between, for example, the R-7 (single-family) and R-~~1620~~ (multiple-family) zones per the City's landscaping and setback requirements.

⁹ It should also be pointed out that for non-transit travel, the area is within 1 mile of S. 277 Street and within 2 miles of SR 167 and the W. Valley Highway.

¹⁰ It is common in many jurisdictions to allow increased building heights based on increase setbacks, which is typically done based on 1 additional foot of height for each additional foot of setback. Although the zones in land use designations of multiple-family have increased heights, they are required to have landscape buffers between their zone and adjacent single-family zones. Such buffering accomplishes the same type of "offset" to the scale of the building height.

A multiple-family land use designation in this location can provide an appropriate transition (step-down) in building height and scale from the Heavy Commercial zone to the surrounding residential areas.

- 1.B Diverse housing types: Encourage a diverse mix of housing types throughout Auburn, including single family homes, multi-family housing and mixed-use development. Vary housing based on neighborhood context.

Addressed further in earlier Applicant Discussions.

- 1.C Walkable neighborhoods: Create walkable neighborhoods with safe, continuous sidewalks and accessible shopping, parks, amenities and centers of community activity nearby.

Addressed further in earlier Applicant Discussions.

- 1.E Senior housing: Encourage quality senior housing in town so residents are able to stay in the community.

Addressed further in earlier Applicant Discussions. Multiple-family is a flexible land use designation that can enable the creation of many types of senior housing, including duplexes, attached townhomes, and multiple-family units.

- 1.F Homes for the middle class: Create opportunity for the development of homes for middle income families and individuals.

Addressed in earlier Applicant Discussions. The need to create “Missing Middle” housing, which includes a variety of multiple-family housing types, is in response to the growing needs of middle income families and individuals who are seeking more affordable housing ownership options combined with reduced transportation (commute) costs.

- 3.F Bicycle network: Address the gaps and barriers in the bicycle network. Create an expanded network of safe, connected bicycle facilities to improve travel between neighborhoods and to and from schools and commercial areas. Where possible, separate bike lanes and paths from roads.

Addressed further in earlier Applicant Discussions.

- 3.G Trail and park connections: Improve Auburn’s system of trails and better connect existing parks and recreation areas and amenities. Build a pedestrian bridge across the White River to provide greater access to Game Farm Wilderness Park

Addressed further in earlier Applicant Discussions.

- 5.E Park and trails connectivity: Enhance accessibility to parks and open spaces (such as the greenbelt) through hiking and biking trails that provide recreation opportunities and connect to schools and neighborhoods. Close trail gaps and complete the Green River Trail.

Addressed in earlier Applicant Discussion. This designation furthers and is consistent with creating access from/between adjoining residential areas, the commercial corridor, and the Green River and Interurban trails.

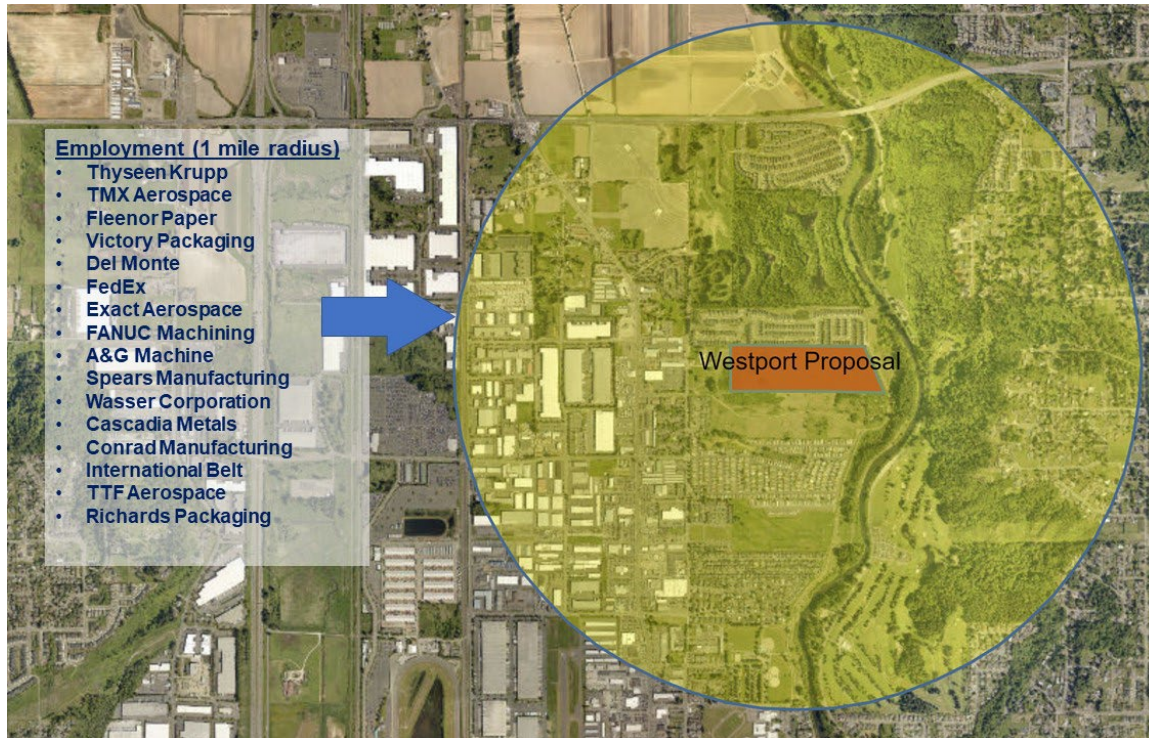
- **Applicant’s proposal will positively benefit the City’s future economic development goals and strategies because of its location.**

Applicant Discussion:

The proximity of Applicant’s proposed multiple-family land use designation will contribute toward the population density needed to encourage new investments in commercial development within the Auburn Way N. Corridor and along the future extension to I Street NE furthering several of the City’s economic development goals and strategies.

Further, Applicant’s proposal will create housing options within 1 mile of the Northwest Auburn Manufacturing Village where Exact Aerospace, Thyssen Krupp Aerospace, and TMX Aerospace are among a cluster of dozens of manufacturing,

production, and distribution businesses – shown on the next page in Figure 5.



► **Applicant's proposal will further and be consistent with the Comprehensive Plan's Economic Development Element as follows:**

ED-1 City promotion of new industry shall be directed at attracting business that diversifies the City's tax base, offers secure, quality employment opportunities, is sensitive to community values, and promotes the development of attractive facilities.

Applicant's Discussion:

Applicant's proposal will create new owner or renter housing opportunities adjacent to strategic economic development areas as identified above. Added housing options will help the City attract a workforce to support future business investments and reinvestments in these locations.

ED-16 Increasing the utilization of land for manufacturing and industrial land uses should be the City's preferred economic development and land use priority for industrially zoned areas of the City that are currently dominated by warehouse and distribution land uses. The City should promote and create incentives for new manufacturing and light industrial uses, and for the gradual conversion of existing warehouse and distribution land uses to manufacturing and sales tax generating land uses.

Applicant's Discussion:

Applicant's proposed land use designation in such close proximity to one of its older manufacturing areas will support the City's economic development strategy as the creation of more workforce housing can attract more skilled workers to the area, strengthening the core employers in the area and encouraging their expansion.

Just prior to the Pandemic, Bank of America's Global Research division released a report on global supply chains, which concluded that re-shoring of manufacturing was increasing at a faster pace due to a combination of global factors. However, it also pointed out that there were roughly 400,000 jobs unfilled in manufacturing nationwide – an economic development challenge that has catapulted workforce development and recruitment to top of list in many areas.

This region's manufacturing base is highly technical in nature and it requires a highly skilled workforce. Even with the impacts caused by the Pandemic there will be a long-term need in the region for communities to attract skilled workers – a workforce whose incomes and housing needs vary greatly.

Thus, those communities with a greater range of housing types available in proximity to area industrial districts and centers will be positioned to achieve greater results in their Business Retention & Expansion (BRE) programs, as well as their business recruitment efforts.

ED-17 To support continued sales tax revenue growth opportunities in the City, those areas currently dominated by existing warehouse land uses that abut existing commercial retail areas, and that could take advantage of this proximity to realize substantive value by changing to commercial retail uses, should be considered for changes in the Comprehensive Plan and zoning designations that would facilitate the conversion of these properties to commercial retail use.

Applicant's Discussion:

Applicant's requested land use designation of multiple-family will lead a greater concentration of population density, which is a key supportive component to encouraging new retail within emerging and transforming commercial areas.

ED-23 Utilize the future extension of I Street NE as an economic development opportunity. Development of I Street NE should establish it as a stand-alone corridor and not a "back side" to Auburn Way North. Conditional use permit applications for commercial uses and nursing homes along this corridor, whose impacts can be adequately mitigated, should be supported.

Applicant's Discussion:

Applicant's requested land use designation of multiple-family immediately east of I Street is consistent with and will further this economic development strategy by providing a greater density of missing middle housing to support commercial uses, as the housing ~~that is would be~~ within a very walkable distance of commercial development, and housing ~~that can could~~ support segments of the workforce that ~~need multiple-family~~ desire owner and renter housing options proximate to and access to the ~~the~~ nearby transit system.

2. Whether the capacity to provide adequate services is diminished or increased

Applicant Discussion:

Applicant's proposal is not a development specific request and the action to re-designate and rezone the Applicant's property is not the final decision. Any future development will require a separate land use process. As potential impacts from an increase in density are discussed it's important to keep in perspective that that latter land use process is where the City applies regulations identify the impacts of the specific development impacts and require appropriate mitigation.

In general, Applicant's proposal would increase demand for services, including additional demand for sewer, water, transportation, and public services (such as emergency services). But any future development would also not be approved unless capacity was available at the time of development or the project's impacts were mitigated.

While the increased demand for services is often only viewed in the negative, the following points reflect on how the Applicant's proposal furthers and is consistent with the portions of the City's comprehensive plan referring to services. In sum, Applicant believes that its proposed land use designation will require increased services, but through the imposition of the City's development regulations which require development to mitigate impacts, the capacity of the City to provide adequate services will not be diminished.

- **Designating the Applicant's property as multiple-family would support more efficient utility service delivery and improve the ratio of ratepayers per acre.**

Applicant Discussion:

The Applicant's parcels are already adjacent to existing water, sewer, natural gas, and fiber utilities. The designation of this location as multiple-family will allow for more efficient service delivery by reducing both the service area and the distance over which utility infrastructure must be placed. Additionally, increased density will improve the ratio of rate payers per

lineal foot of infrastructure acre which can better support long-term maintenance and operations costs, plus reduce the total amount of infrastructure that will one day require replacement. The residential property adjacent to Applicant's site (to the south) is owned by the School District and is anticipated to be a school. At least a portion of the potential students anticipated from a project like this could be accommodated by the additional of a future school to the south.

The requested land use designation as implemented through the City's development regulations furthers and can be consistent with Policy LU-1, H-4, CF-2, CF-4, CF-7 and CF-11¹¹ of the City's comprehensive plan.

- **Designating the Applicant's property for multiple-family would contribute impact fees and result in an improved assessed value per acre.**

Applicant Discussion:

Increased needs for fire and police can be mitigated through impact fees, as well as compliance with improved fire and building codes; site design and aesthetic techniques (lighting, landscaping, etc.) that promote safer neighborhoods; and a greater concentration of assessed value per square foot, which supports a more stable tax base over the long-term.

The requested land use designation as implemented through the City's development regulations furthers and can be consistent with Policy LU-1, H-4, CF-2, CF-4, CF-7 and CF-11 of the City's comprehensive plan.

- **Specific to transportation, a traffic impact analysis performed by Gibson Traffic Consultants (Gibson Analysis) was prepared and submitted with this application. This study concluded:**

Applicant Discussion:

The existing land use designation and zoning for Applicant's three parcels would allow for as many as 218 single-family detached homes. According to the Gibson Analysis, Applicant's proposed re-designation and rezone to the maximum density allowed by code (under an R-20 scenario) would allow for as many as 624 multi-family units resulting in an increase of 1,337 daily trips, 64 AM peak hour trips and 59 PM peak-hour trips. It is important to note that this is a worse-case analysis based on the maximum density allowed in the R-20 whereas Applicant's proposal seeks R-16 zoning where the actual projects typically have less than the maximum density would be less due to the types of housing options allowed and the nature of this site's as a result of site constraints, infrastructure, open space, etc. Under the R-16 zoning, Applicant's proposal would result in up to 281 additional units in the form of duplexes, attached townhomes, and/or multiple-family units.

¹¹ CF-2 Encourage development where new public facilities can be provided in an efficient manner.

- H-4: Promote housing that meets the needs of Auburn's workforce, is located and designed to support affordable multi-modal transportation options and contributes to a regional jobs-housing balance.
- CF-6 New connections to the City's sanitary sewer, water and/or storm drainage systems, shall contribute their fair share toward the construction and/or financing of future or ongoing projects to increase the capacity of those systems.
- CF-7 The City shall encourage and approve development only where adequate public services including police protection, fire and emergency medical services, education, parks and other recreational facilities, solid waste collection, and other governmental services are available or will be made available at acceptable levels of service prior to project occupancy or use.
- CF-11 No new development shall be permitted unless the facilities specified in each facility plan are available or can be provided at a level adequate to support the development. The adequacy of facilities shall be determined by the following:
1. An adopted system plan
 2. Policy guidance as provided in the City Capital Facilities Plan
 3. Appropriate engineering design standards as specified in applicable City plans, codes, and manuals as approved by the City Engineer
 4. Environmental Review standards (adequacy includes the absence of an unacceptable adverse impact on a public facility system)
 5. Case-by-case evaluation of the impacts of a proposed development on public facilities systems, first to determine the minimum level of facilities necessary to support the development, and second to determine a proportionate share of the system to be developed or financially guaranteed before approving the development

The Gibson analysis found that the level of service analysis of the highest potential density (R-20) shows that the intersection of I Street NE at 42nd Street NE will operate at acceptable LOS C with the existing and proposed rezone. However, the intersection of I Street NE at 40th Street NE is likely to require some level of improvement, but can operate at an acceptable level of service with the rezone and with improvements.

~~More important to note the Gibson Analysis found that the proposed designation and zoning for multiple-family:~~

- ~~• Only resulted in two intersections exceeding the threshold requiring a added analysis of PM peak-hour trips~~
- ~~• That additional analysis showed both intersections could operate at an acceptable level of service with restriping~~
- ~~• Average daily trips for I Street NE (classified as a minor arterial) fell within the acceptable range for minor arterials~~

3. Assumptions upon which the comprehensive plan is based are found to be invalid

Applicant Discussion:

Two of Applicant's three parcels have split zoning ~~as a result of~~ resulting from a rezone that was granted by Ordinance 4299 in 1988. Therefore, the portions of the two parcels with R-20 zoning are presently not consistent the current single-family land use designation. To create consistency between the comprehensive plan and zoning map, the land use designation should be changed appropriately to reflect the zoning that has already been established.

In looking at how best to resolve this inconsistency, the Applicant has identified objectives, policies, community visioning and more (see *Applicant's Discussion to questions #1 and #2 above*) which strong suggests that the assumptions by which this area was designated single-family were incorrect.

Further, since the single-family designation property to the south of Applicant's parcels is owned by the Auburn School District and very likely to become a future school site, the assumptions within the existing comprehensive plan that this area would become single family residential housing is not valid. Therefore, Applicant believes the City should review its requested change in light of:

- The requested change in land use designation to multiple-family would not be inconsistent with future single-family land use to the south, as this is very likely to become a school.
- The development of a school south of the Applicant's parcels would thus remove residential capacity from the City's comprehensive plan, which could be made up by the designation of Applicant's parcels as multiple-family.
- This "reallocation" of housing density to Applicant's parcel would further limit the need to account for added density in a different location where infrastructure may be less capable of handling such density.

Applicant believes that applying the land use designation of multiple-family will correct an inconsistency and ~~correctly support needed housing options plan for development in this~~ in accordance with the broader policy direction of the Comprehensive Plan.

4. A determination of change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the specific section of the comprehensive plan that dictates the need for a proposed amendment;

Several changes in conditions and circumstances have occurred since the adoption of the latest amendments to the Comprehensive Plan's land use designations, including:

- The continued, chronic lack of housing options to effectively create enough housing diversity to improve the area jobs-to-housing imbalance and provide housing options within closer proximities to employment districts

- The passage of I-967 and the resulting impacts to transportation projects and transit services, which
 - heightens the need to re-examine opportunities to locate density near major transportation and transit corridors
 - creates a greater and more urgent need to emphasize housing density that is within one-half mile of major transit routes to provide stable ridership that can support transit operations
 - suggests more emphasis needs to be placed on creating diverse housing options near areas with a concentrated cluster of employment
- A Pandemic that has dramatically impacted the economic condition of all businesses, individuals, and governments, which is likely to result (short and long term) in greater market demand for housing options that are more affordable, closer to places of employment, and near major recreation amenities (like regional and sub-regional trail systems).
- The final stages leading to the adoption of a new regional plan (PSRC VISION 2050) which continues to emphasis a Regional Growth Strategy that recommends King County's core cities like Auburn collectively accept 40% of the forecasted population growth to 2050 (up from 22% in VISION 2040)

5. If applicable, a determination that a question of consistency exists between the comprehensive plan and Chapter 36.70A RCW, the countywide planning policies for either King and/or Pierce County, as appropriate, and Vision 2040: Growth and Transportation Strategy for the Puget Sound Region;

This is *not applicable*. The proposed change in land use designation does not result from a question of consistency between Auburn's comprehensive plan and either RCW 36.70A, the countywide planning policies (King County) or Vision 2040.

However, in reviewing the Countywide Planning Policies (King County), as well as the Multi-County Planning Policies (MPPs) within the existing Vision 2040 and the proposed Vision 2050, Applicant has identified significant policy support for its proposed land use change.

► **Applicant's proposal is consistent with and furthers the Vision & Framework for the year 2030 as identified in the Countywide Planning Policies (King County), including:**

Page 6 Vibrant, diverse and compact urban communities.

Within the Urban Growth Area little undeveloped land now existing and urban infrastructure has been extended to fully serve the entire Urban Growth Area.

Development Activity is focused on redevelopment to create vibrant neighborhoods where residents can walk, bicycle or use public transit for most of their needs. Improvements to infrastructure now focus on maintaining existing capacity as opposed to extending the infrastructure into previously unserved areas. Because of the innovations developed in public and private partnerships, there is still ample capacity to accommodate the planned population and employment growth targets within the Urban Growth Area.

Applicant Discussion:

Applicant's proposed multiple-family land use designation furthers and is consistent with this county-wide vision, specifically as it will focus on "maintaining" existing utility capacity (as opposed to extensions of utilities, roads); providing connectivity and access to transit; and ensuring that existing Urban Growth Areas can support future population density allocations and not just current allocations – *this latter policy directive is especially important as PSRC is considering the final draft of VISION 2050 and new allocations of forecasted growth.*

► **Applicant's proposal is consistent with and furthers the following countywide planning policies for King County:**

EN-16 Plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions, including:

- Maintaining or exceeding existing standards for carbon monoxide, ozone, and particulates;
- Directing growth to Urban Centers and other mixed use/high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;
- Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;
- Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and "green" building techniques; and
- Increasing the use of low emission vehicles, such as energy efficient electric-powered vehicles.

Applicant Discussion:

Applicant's parcels' proximity to a commercial corridor and employment district, plus its location within one-half mile of all day transit service support would benefit from the multiple-family land use designation as such designation would create densities needed to support and sustain transit, and encourage the use of non-motorized modes of travel, including walking, bicycling, and carpooling. They would also locate owner-occupied housing options (such as duplexes and attached townhomes) within walking distance of transit options, providing the workforce with more opportunities to locate closer to employment areas or alternatives methods of commuting.

DP-2 Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single occupancy vehicle travel for most daily activities.

Addressed in greater detail in earlier Applicant Discussions.

DP-3 Efficiently develop and use residential, commercial, and manufacturing land in the Urban Growth Area to create healthy and vibrant urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:

- Directing concentrations of housing and employment growth to designated centers;
- Encouraging compact development with a mix of compatible residential, commercial, and community activities;
- Maximizing the use of the existing capacity for housing and employment; and
- Coordinating plans for land use, transportation, capital facilities and services

Addressed in greater detail in earlier Applicant Discussions.

H-4 Provide zoning capacity within each jurisdiction in the Urban Growth Area for a range of housing types and densities, sufficient to accommodate each jurisdiction's overall housing targets and, where applicable, housing growth targets in designated Urban Centers.

Addressed in greater detail in earlier Applicant Discussions.

- H-9 Plan for housing that is accessible to major employment centers and affordable to the workforce in them so people of all incomes can live near or within reasonable commuting distance of their places of work. Encourage housing production at a level that improves the balance of housing to employment throughout the county.

Addressed in greater detail in earlier Applicant Discussions.

- H-10 Promote housing affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit oriented development and planning for mixed uses in transit station areas.

Addressed in greater detail in earlier Applicant Discussions.

- T-5 Support countywide growth management objectives by prioritizing transit service to areas where existing housing and employment densities support transit ridership and to Urban Centers and other areas planned for housing and employment densities that will support transit ridership. Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.

Addressed in greater detail in earlier Applicant Discussions.

► **Applicant's proposed land use designation furthers and is consistent with the following Vision 2040 goals and policies:**

Vision 2040 Goals & Policies¹²

- | | |
|------------|--|
| Main Goal | The region will promote the efficient use of land, prevent urbanization of rural and resource lands, and provide for the efficient delivery of services within the designated urban growth area. |
| MPP-DP-2: | Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density. |
| MPP-DP-4: | Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision. |
| MPP-DP-14: | Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces. |
| MPP-DP-35: | Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use. |
| MPP-DP-36: | Provide a wide range of building and community types to serve the needs of a diverse population. |
| MPP-H-1: | Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region. |

¹² VISION 2040 addresses the benefits of density on page 48 of the plan, "Both high urban density and low-density development have costs and impacts. Low-density development, especially urban sprawl, is costly to serve, can fragment and convert resources lands and environmentally significant areas, and is challenge to serve with transportation beyond driving along. While higher density areas can experience more localized pollution and noise, compact built environments, where businesses, housing, shopping, and entertainment are in closer proximity, produce a number of benefits. These benefits include reducing demand on services (including water and energy supply), having fewer impervious surfaces (which is a factor in reducing the amount of urban run-off), and providing opportunities for economic development through infill and redevelopment.

- MPP-H-2: Achieve and sustain — through preservation, rehabilitation, and new development — a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.
- MPP-H-4: Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.

► **Applicant's proposed land use designation furthers and is consistent with the following Vision 2050 goals and policies that are awaiting the Executive Board's final approval:**

- MPP-RGS-5 Ensure long-term sustainability of the urban growth area consistent with the regional vision.
- MPP-RGS-6 Encourage the efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth areas in locations consistent with the Regional Growth Strategy.
- MPP-DP-1 Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.
- MPP-DP-2 Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.
- MPP-DP-54 Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.
- MPP-H-1 Plan for housing supply, forms, and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards the jobs/housing balance.
- MPP-H-2 Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.
- MPP-H-5 Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequalities in access to homeownership opportunities for communities of color.
- MPP-H-6 Develop and provide a range of housing choices for workers at all income levels throughout the region that is accessible to job centers and attainable to workers at anticipated wages.
- MPP-H-8 Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.
- MPP-T-14 Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especial to and within centers and along corridors connecting centers, by ensuring the availability of reliable and competitive transit options.
- MPP-T-15 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

6. If the request is to change the land use designation of a specific property on the comprehensive land use map, the applicant must demonstrate one of the following:

- a. **The current land use designation was clearly made in error or due to an oversight;**

Yes. Applicant believes it was an oversight to have a portion of its parcels zoned for R-20 (multi-family) without a consistent land use designation in the comprehensive plan. Thus, Applicant believes this and other factors justify considering re-designation to Applicant's parcel to a land use designation of Multiple-Family from Single-Family with a concurrent rezone to R-16.

- b. **The proposed land use designation is adjacent to property having similar or compatible designation, or other conditions are present to ensure compatibility with surrounding properties;**

Yes. Surrounding properties to the immediately to the west and southwest are already designated multiple-family. Additional sites to the west are designated as Heavy Commercial and Light Industrial.

An existing development to the north is designated as single-family and has been developed as a Planned Unit Development already partially surrounded on its west, north and south property lines by parcels designation multiple-family.

The property immediately south of the Applicant's is designated for single-family use, but is owned by the Auburn School District and highly likely to be a future school (institutional/public use) and not lower density single-family uses. Thus, the designation of Applicant's parcels as multiple-family would be consistent with adjacent land uses and further the comprehensive plan. See **Figure 3**, page 2.

- c. **There has been a change in conditions since the current land use designation came into effect.**

Yes. See earlier answer to Question 4 regarding the change in conditions since these parcels' land use designation become effective. This includes, among other things, Initiative 967, the Pandemic, and the forthcoming Vision 2050.

7. Identify anticipated impacts from the proposed change.

The change to the multiple-family land use designation from single-family could allow as *many* as 406 additional housing units at a maximum density using the R-20 zone over the existing designation. Applicant's requested R-16 zoning could allow up to an additional 281 owner or renter occupied single-family duplexes or attached townhome, or multiple-family units. Potential impacts of this change include increased demands for utilities, city services, schools¹³, and transportation infrastructure. However, the City's existing development regulations, concurrency programs, and SEPA would require the identification of project specific impacts and, if necessary, require any impacts be mitigated provide to development to ensure adequate services.

Any future development of this site as multiple-family (R-16) would be required to contribute system improvement charges (water/sewer) and impact fees (traffic, parks and schools) to offset impacts to services. Additional density at this location would ultimately provide a greater concentration of these contributions to the services and utilities specific to this area.

Parcel 0004200003 (furthest east of Applicant's parcels) has portions of the site within the 100-year floodplain (see attached map). Regardless of whether or not this parcel is developed in the future as single- or multiple-family, this area will need to comply with the City's regulations for flood zones, which changes are being considered presently to comply with the latest FEMA requirements.

8. Identify the implementing zoning designation to be requested

R-20 R-16 zone

¹³ In general student generation rates for multiple-family developments are lower than single-family developments. Specifically, the most current Six Year Capital Facility Plan we found online (2017 to 2023) confirms that the Auburn School District experiences a lower student generation rate from multiple-family developments.

9. Discuss how the proposed change is consistent with the comprehensive plan designations of surrounding properties

The applicant's proposal to designate the site Multiple-Family is consistent with the surrounding land uses and serves as an appropriate transition between other higher density residential uses and adjacent heavy commercial development land use designation for the Auburn Way N. Corridor, extending to the west side of I Street NE.

Designation as Multiple-Family will ensure this site is developed consistent to adjacent uses and consistent with providing a transition between residential and non-residential uses. The existing Planned Unit Development immediate north of Applicant's parcels already shares approximately 30% of its border with the Multiple-Family land use designation. Further it will provide transit supportive densities for the transit service within one-half mile of the site, encourage new commercial development along Auburn Way N. and I Street NE, and provide owner and/or renter housing options that can encourage support additional economic development activity within the NW Auburn Manufacturing Village.

10. Discuss how the adopted City of Auburn utility plans and capital improvement programs support the change.

Based on a review of the City's interactive capital improvements map, there do not appear to be any pending capital improvement needs in this area, but there was a stormwater replacement project (CP1823) south of I Street NE at 35th which was completed in 2018.

Police

Based on a review of information available from the City's website there were not any level of service issues identified. Some additional police services may be required to serve an increase in population, but needs are likely to be based on multiple projects over a wide area.

Fire & EMS

Valley Regional Fire Authority (VFRA) recently adopted a Strategic Plan for 2020-2025, which has prioritized an update to its capital facilities plan. Based on a review of information available online from VFRA no immediate level of service issues were identified. The re-designation of this property in 2020 may potentially be completed before the final adoption of that plan. If not, future updates to the VFRA Capital Facilities Plan would be able to identify capital needs related to potential new development.

In Auburn, impact fees are charged per housing unit for Fire and EMS. Based on the current impact fee schedule, development under a Multiple-Family land use designation would generate \$125,000 more in impact fees than development under the existing Single-Family designation.

Water

The applicant's site is served by water and only developer extensions of the system would be required.

Based on a review of the City's October 2015 Water Comprehensive Plan on page 4-23:

Valley Service Area: SFR is not expected to increase substantially in the Valley Service Area. All population growth was allocated to MFR. The majority of MFR development is expected to occur in the Valley floor, especially in the urban center/Downtown Auburn. The City expects limited SFR infill on the Valley, however, the magnitude and timing of the infill is unknown and therefore not considered in the demand projections.

Subsequently there does not appear to be any level of service issues or deficiencies in the Valley water service area, which is planned to support nearly 29,000 equivalent residential units (ERUs) by 2035. Further, according to the water comprehensive plan, water PSI in the area is greater than 80 and a 10"-16" water line is in I Street NE.

Sewer

Sewer for this site is planned to connect to the City's system to the north. The City requested a preliminary feasibility

~~analysis of the Auburn 40 pump station, which analysis revealed that if developed at the maximum rezoned density, the pump station would not be able to handle the additional peak flows and upgrades were likely needed to the pump, gensat, controls and electrical equipment. Future development of this site would be required to complete a more specific analysis based on it's proposal, as well as be required to complete improvements, if necessary, prior to build out. This site is in the Valley Sewer Basin. Unlike development in other areas it would not require large capital investments in costly new sewer extensions and/or pump stations. Sewer exists in I Street NE and would be extended east to the development and future served by a gravity line. The area is served by gravity sewers that directionally flow south on I Street NE to the gravity sewers in 37th ST NE to the main conveyance for King County.—~~

~~Based on a review of 2015 Sewer Comprehensive Plan there do not appear to be any level of service issues or future capacity issues in this area. Also, this area has only a moderate I/I rating and is not located in one of the areas more prone to be impacted by flooding.~~

Transportation

An extension of I Street NE from 45th Street NE to S. 277th Street has been identified within the current Transportation Improvement Plan (TIP). This project is schedule for 2022 and is funded by \$6.76 million in developer contributions.

Applicant's proposed land use designation change may result in new development that can further contribute to these and other localized improvements in the road system. For example, based on current traffic fees, a plat of 218 single family detached homes would generate \$1.17 million in impacts fees while a multiple family development would generate \$1.5 million.

The existing zoning of Applicant's three parcels would allow for as many as 218 single-family detached homes. At the request of the City, an analysis was completed by Gibson Traffic Consultants. According to Gibson, the proposed re-designation and rezoning of Applicant's project would allow for *as many as* 624 multi-family units resulting in an increase of 1,337 daily trips, 64 AM peak hour trips and 59 PM peak-hour trips.

It is important to note that this is a worse-case analysis based on the maximum density allowed whereas actual projects typically have less than the maximum density as a result of site constraints, infrastructure, open space, etc.

The Gibson analysis found that at the highest potential density (R-20) the level of service at the intersection of I Street NE at 42nd Street NE will operate at acceptable LOS C with the existing and proposed rezone. However, the intersection of I Street NE at 40th Street NE is likely to require some level of improvement, but can operate at an acceptable level of service with the rezone and with improvements.

~~More important to note the Gibson Analysis found that the proposed designation and zoning for multiple family:~~

- ~~• Only resulted in two intersections exceeding the threshold requiring a added analysis of PM peak-hour trips~~
- ~~• That additional analysis showed both intersections could operate at an acceptable level of service with restriping~~
- ~~• Average daily trips for I Street NE (classified as a minor arterial) fell within the acceptable range for minor arterials~~

Storm Drainage

Based on a review of the 2015 Storm Drainage Comprehensive Plan, I Street NE would occasionally flood due to issues with the City's infiltration system near 32nd Street NE. Identified within the plan as projects 4A and 4B improvements were completed in 2018 according to the City's interactive CIP map.

Attachments – Maps



LOCATION

Figure 1 – General Location Map



The map displays the NW Auburn Manufacturing Village area. A large hatched area is labeled "NW AUBURN MANUFACTURING VILLAGE" and "AUBURN WAY N CORRIDOR". A green arrow points to a specific location on the map. The map includes street names: S 27TH ST, 37TH ST NW, 37TH ST NE, 10TH AVE SE, and T VALLEY HWY N. The Green River is also shown.

EXISTING CONDITIONS

Applicant's parcels are currently zoned (split zoned¹), which zoning is depicted further on the next page in **Figure 5**.

0004200024 R-20 (partial) and R-7 (partial)
0004200022 R-20 (partial) and R-7 (partial)
0004200003 R-7

Figure 3 – Area Land Use Pattern Map

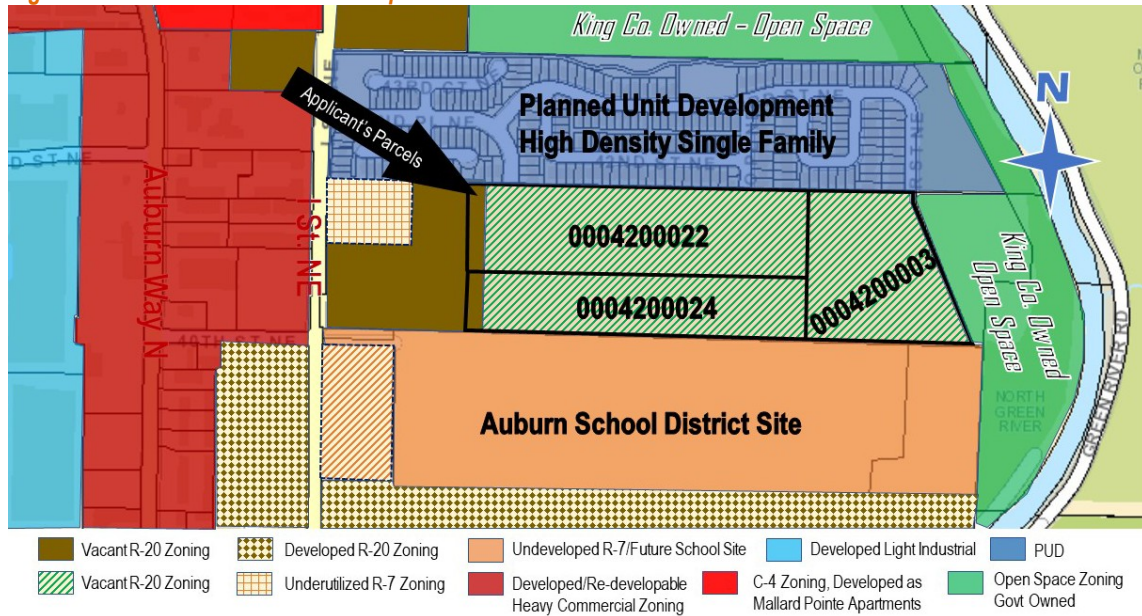
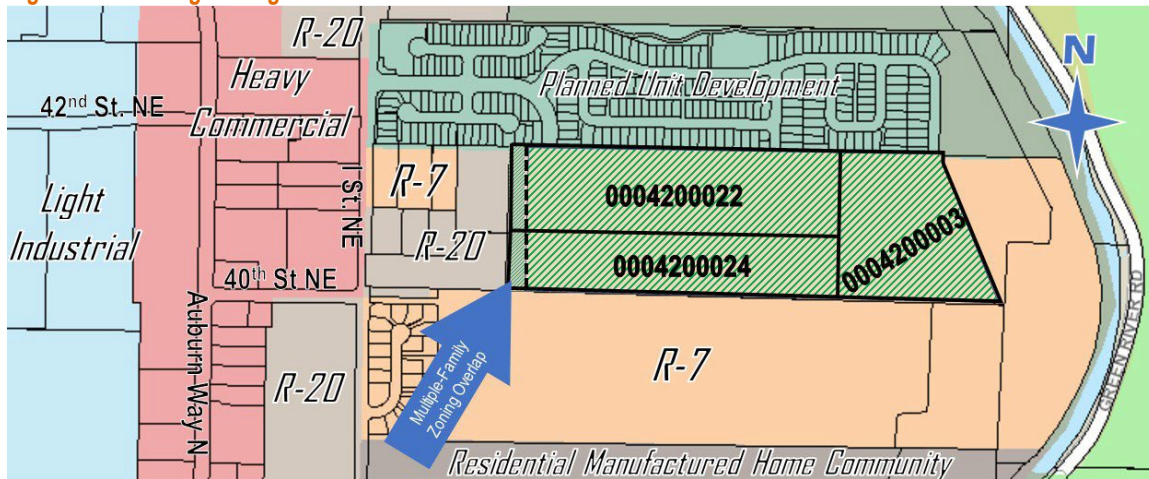


Figure 4 – Existing Land Use



¹ The split zoning on Applicant's parcels 0004200024 and 0004200022 relates back to a rezone in 1988 (Ordinance 4299), which added multiple family zoning in this area.

Figure 5 – Existing Zoning



REZONE REQUESTED

Applicant requests a rezone of 31.2 acres of its 32.4 acres from R-7 to R-16R-20. The rezone would:

- correct an inconsistency improve the compatibility between the zoning and future land use maps;
- further and be consistent with Auburn's comprehensive plan;
- result in a logical extension of multiple-family zoning in an area adjacent to more intensive uses;
- support the creation of attached single-family and multi-family housing options within 1 mile of a key commercial corridor (Auburn Way N) and a significant area for employment (NW Auburn Manufacturing Village); and
- create transit compatible densities within a half-mile of all-day transit services along Auburn Way N, which is consistent with local, county and regional policies for land use, development patterns, etc.
- encourage owner occupied missing middle housing options

WRITTEN STATEMENT

Applicant is required as part of its rezone application to submit a written statement addressing how the rezone is consistent with the comprehensive plan and whether municipal services are available to serve the rezone.

1. Is the rezone consistent with the comprehensive plan?

Applicant's parcels are part of a small area of R-7 zoning that borders a key, planned commercial corridor (Auburn Way N. Corridor) and a significant employment district (NW Auburn Manufacturing Village). The R-7 zoning in this area is nearly surrounded by higher intensity land use zones, including the R-20, Heavy Commercial, Light Industrial, Planned Unit Development and Residential Manufactured Housing Community zones. Further, the Auburn School District is the owner of nearly all of the R-7 zoned parcels outside of what is owned by the Applicant and the R-7 zoned property immediately south of the Applicant is most likely to become a future school.

The following demonstrates how the proposal furthers and is consistent with the comprehensive plan:

- **Applicant's proposed rezone would be consistent with the description and designation criteria for where multiple-family zoning (like the R-16R-20) should be located:**

Description: this category shall be applied to those areas that are either now developed or are reserved for multiple-family dwellings. Densities may range from 20 to 24 units per acre. These communities are served by transit, have nonmotorized connections to surrounding amenities and services or have access to on-site amenities.

Designation criteria: (1) previously designated high-density residential or manufactured/mobile home parks; or (2)

properties that are connected to single-family and non-residential designations by the Residential Transition designation and meet the development parameters of the Multi-family designation.

Applicant Discussion

Two of Applicant's three parcels have split zoning of R-20 and R-7. The current R-20 zone is the result of multiple-family zoning established pre-Growth Management Act (GMA)^{2,3} in 1988 by Ordinance 4299, which zoning was carried forward in the City's subsequent GMA plans and zoning maps. The allowance of R-20 (multiple family) zoning in this area was based on planning for uses that transition from more intense to less intense uses, as well as recognizing that areas designated for commercial and light industrial uses benefit from adjacent residential development.

In the 25 years since the first GMA comprehensive plan was adopted, the growth and employment targets in Auburn have increased and land use designations and zones have since been modified to reflect regional policies that seek to hold the present Urban Growth Area boundary in place. This has resulted in the need for more and higher densities based on specific principals which include planning for these higher intensity residential uses (~~multiple family; R-20~~) to develop within one-half mile of transit routes, adjacent to major commercial or mixed-uses areas (centers), and/or close to employment centers (and industrial centers).

Applicant's parcels adhere to those planning principals as it is proximate to all-day transit, a commercial corridor, and an significant employment district. ~~The extension of R-20 The rezone to R-16 of the Applicant's R-7 over the remaining~~ portions of parcels 0004200022 and 0004200024, as well as 0004200003, is consistent with comprehensive plan's description and designation criteria for where multiple family uses should be placed.

► **Applicant's proposal is consistent with how the Comprehensive Plan views the administration of development regulations in furtherance of comprehensive plan goals and policies:**

LU-22 Development regulations should include density bonuses and flexible development standards that creation incentives for innovative site and building design, incorporation of open space and public art, nonmotorized connectivity to parks and commercial areas, proximity to transit services, supplemental natural resource protection, supplemental use of CPTED, and supplemental use of low-impact development techniques.

Applicant Discussion:

This rezone to R-~~1620~~ would promote a greater level of innovative site and building design techniques in a location where such innovative design can be used to better incorporate open spaces that will connect with and help supplement the adjacent natural resource areas around the Green River, as well as:

- provide nonmotorized connectivity to both (North Green River Park and the Green River Trail) and commercial areas (the Auburn Way N Corridor)
- locate affordable and accessible owner occupied duplex, attached townhome, and multiple family housing options, including opportunities for workforce housing, within a half-mile proximity^{4,5} of all-day transit services (Route 180)

² Prior comprehensive planning and land use documents have indicated the City's first modern comprehensive plan was adopted in 1986, two years before Ordinance 4299.

³ The City's first GMA-compliant comprehensive plan was adopted in 1995.

⁴ The Puget Sound Regional Council's (PSRC) "Growing Transit Communities Strategy" address the need to create thriving and equitable transit communities in the region (including Auburn), describing transit communities on page 4 as **"generally the areas within a half mile radius of, or approximately ten-minute walking distance from, high-capacity transit stations, such as light rail, bus rapid transit, streetcar, and other major transit hubs."** Applicant's parcels are within ½ mile all-day transit services via Route 180.

⁵ King County Metro Route 180 includes northbound stop (#57915) at 37th & Auburn Way N. and southbound stop (#58235) at 42nd & Auburn Way. This route provides frequent all-day service and includes night owl service, which specifically is critical to supporting transportation options for the workforce working shifts. Sidewalks within the future development can be extended to connect with existing sidewalks in the area to provide access to this service. Route 180 is an all-day route with "night owl" service and Route 180 is planned to convert to a RapidRide I line in 2023. Route 180 provides connections to Auburn Station, Kent Station, Burien, Sea-tac, and etc. And it can connecting connects riders to Sound Transit bus and commuter train services. ~~Route 180 connects to both the Auburn and Kent Transit Stations, plus offers riders opportunities to connect with Sound Transit bus and train services.~~ Route 180 is the type of transit route that supports businesses and workers throughout the Puget Sound.

Applicant emphasizes these points as they are key elements of the successful, sustainable use of alternative modes of transportation and help overcome housing accessibility obstacles for workforce housing by reducing the combined housing + transportation costs as examined in detail within the Comprehensive Plan (Figure 24, Appendix B: City of Auburn Housing Needs & Characteristics Assessment, Berk & Associates, 2014).

LU-27 Provide a variety of housing typologies to suit the needs of various potential residents.

Applicant Discussion:

The Applicant's proposed rezone to R-~~1620~~ can support a variety of housing typologies that could meet the needs of future (and existing) residents as the use matrix in Section 18.07.020 of the Auburn Municipal Code shows that the R-~~1620~~ zone allows duplexes, attached townhomes, and multiple-family units. This created opportunities for both attached single-family and multiple family housing options. ~~permits both multiple family dwellings and attached townhomes.~~

~~Multiple family dwellings and attached townhomes~~ These types of housing options are flexible housing typologies that supply needed "missing middle" housing⁶ as identified by the PSRC – housing that can be renter or owner-occupied and which is affordable and accessible to a wide range of the existing and future population, including couples, young families, seniors, etc.

LU-2 As the market and availability of utilities enable denser development to occur, standards should be developed to maximize density while preserving open space and critical areas.

Applicant Discussion:

This proposal would encourage additional density in an area (both locally and regionally) where attached single-family and multiple-family housing is needed in the marketplace; existing infrastructure exists (*and does not have to be extended long distances to serve less dense traditional development patterns*); and the specific site design flexibility of the R-~~1620~~ zone, along with its density, can promote and incentivize greater connectivity and access to open space and preservation of natural areas along the Green River.

LU-6 Cluster development is the preferred form of residential development in all residential designations with the goal of preserving natural areas, critical areas, and area that support low-impact development. Where clustering accomplishes these objectives, it should not come at the expense of lost development potential. Variances to lot size, lot dimensions, building height, and other bulk or dimensional standards should be utilized in order to create incentives that promote preservation.

Applicant Discussion:

The rezone would support greater site design flexibility that will promote the clustering of units and/or buildings in full recognition of the need to incentivize greater preservation of open space, natural areas, and critical areas. Secondly this rezone will help support and encourage improved access to the adjacent open space and trail corridors.

► **The rezone would further and be consistent with the comprehensive plan's Housing Element and would address specific, identified housing trends and needs as follows:**

Page H-2 Trends in household size indicate that Auburn will need to ensure the availability of a variety of housing types to match the needs of both small and large households.

Applicant's rezone will add owner and renter occupied attached housing typologies that are needed to match the needs of couples, empty-nesters, seniors, workers, single parent families, and more.

Page H-2 Auburn's housing stock is older than average, and much of its rental housing stock is in fair or poor condition. Though housing is affordable in Auburn, the City could lose some of its most affordable rental housing as structures approach the ends of their useful lives.

Applicant's rezone provides both short- and long-term help to address housing needs and reduce redevelopment pressures that could result in the loss of the City's most affordable rental and owner occupied housing that may otherwise be displaced by redevelopment. ~~And multiple family housing options can help to~~

⁶ A copy of the PSRC "Puget Sound Trends" addressing "Missing Middle" Housing in the Region is attached.

reduce displacement as the market and economic conditions are expected to change over time.

Page H-4 A variety of housing choices can meet the needs of Auburn's residents of all ages and affordability levels, help residents maintain and retain their homes, and promote services and amenities that improve neighborhood livability.

Applicant's rezone will add to the housing choices of residents (and future residents) of all ages and affordability levels by expanding the overall "housing strata" that is required to allow residents to more easily transition between segments of the housing stock as they move up, down or laterally depending on their evolving needs and economic situations. The rezone to R-1620 will increase the likelihood of affordable, attached owner-occupied housing opportunities in areas closer to services (including access to commercial areas, public transit services, etc.) and where improved amenities can provide new and existing residents with greater access to trails, open space, etc.

Page H-4 Well-planned housing can support Auburn's economic goals by making it attractive and possible for residents to live near their jobs and by serving as a source of customers to support commercial districts.

Applicant's rezone will increase housing opportunities within one mile of a significant area for employment (NW Auburn Manufacturing Village) and within one-half mile of an identified commercial corridor (Auburn Way N. Corridor).

Page H-4 Housing in proximity to transit or mixed use projects can help reduce the need for costly infrastructure such as roads and sewers. Housing in proximity to a variety of transportation modes can increase a household's disposable income and savings by reducing household transportation costs.

Applicant's rezone would create housing within the "optimum" proximity (one-half mile) of all-day transit and reduce the need for more costly extensions of utilities to serve areas further out. This rezone would also help address the need to create opportunities where the true cost of housing (housing + transportation costs) can be minimized.

H-4 Promote housing that meets the needs of Auburn's workforce, is located and designed to support affordable multi-modal transportation options, and contributes to a regional jobs-housing balance.

Applicant's rezone would promote housing to serve a greater number of those in the workforce^{7,8} with housing needs that require an area with access to non-motorized transportation options (including those for commuting). Doing this will further improve the region's jobs-housing balance.

H-10 Provide a land use plan and zoning that offers opportunities to achieve a variety of housing styles and densities for private and non-profit housing providers.

Applicant's rezone would support the addition of a variety of housing styles and densities in the City.

H-17 Allow manufactured housing parks, transitional housing, and multi-family housing in appropriately zoned but limited areas.

Applicant's rezone expands attached single-family and multiple-family housing zoning in other areas of the City that are less proximate to available transit, employment, city utility services, commercial corridors, and regional open space.

⁷ "Workforce housing" as defined in the King County Countywide Planning Policies, page 66:

"Housing that is affordable to households with one or more workers. Creating housing in a jurisdiction implies the consideration of the wide range of income levels that characterize working households, from one person working at minimum wage to two or more workers earning the average county wage or above. There is a particular need for workforce housing that is reasonably close to the regional and sub-regional job centers and/or easily accessible by public transportation."

⁸ See Comprehensive Plan Appendix B, *Exhibit 24*, Housing Needs & Characteristics Assessment, Berk & Associates, October 2014.

H-23 Promote affordable housing that meets the changing demographic needs.

Applicant's rezone would enable the City to respond to a range of affordable⁹ housing needs and changing demographic needs – some of which are being further impacted by Pandemic and will require even greater attention going forward.

► **Applicant's proposal is consistent with and will further the stated 'Goals' identified in the July 2014 "Community Vision Report" incorporated as Appendix A in the current comprehensive plan:**

1.2 Provide a variety of housing types that support a high quality of life for current residents and attract new residents to Auburn neighborhoods.

Applicant Discussion:

Applicant's rezone will not negatively impact the quality of life for nearby, current residents as the area is presently adjacent to other higher intensity zones and outside of the Applicant's parcels, the other major landowner of R-7 zoned property is the Auburn School District (future school site). Further, this rezone will:

- promote flexible site and building design and require landscaping/buffering standards between single-family and multiple-family zone;
- provide greater access and connectivity to area commercial services and open spaces;
- reduce motorized travel distances¹⁰ to commercial areas and employment opportunities and ease cumulative congestion for the greater area, as Applicant's proposal is within one-half mile of a key commercial corridor (Auburn Way N) and 1 mile of a significant portion of a major employment district (NW Auburn Manufacturing Village); and
- create transit compatible densities within a half-mile of all-day transit services along Auburn Way N which will improve the sustainability of multi-modal transit options in the greater area

1.5 Ensure safe, well connected and accessible neighborhoods with healthy food, parks and local services in close proximity.

Addressed in earlier Applicant Discussions.

2.1 "Mid-city" scale: Encourage higher density development that supports family living and mixed uses. Maintain height limitations that keep Downtown and other development to an appropriate scale.

Addressed in earlier Applicant Discussions.

3.1 Develop an efficient, well-connected transportation system to support a variety of travel modes, including automobile, public transit, walking and biking.

Addressed in earlier Applicant Discussions.

3.3 Improve the safety, connectivity and quality of the bicycle and pedestrian networks and related facilities.

Addressed in earlier Applicant Discussions.

3.5 Improve public transit service throughout the City and better connect the City to the region for residents, visitors

⁹ "Affordable housing" as defined in the King County Countywide Planning Policies, page 63:

"Housing that is affordable at 30% or less of a household's monthly income. This is a general term that may include housing affordable to a wide range of income."

¹⁰ It should also be pointed out that for motorized commuting options, this area is located within 1 mile of S. 277 Street and within 2 miles of SR 167 and the W. Valley Highway.

and businesses.

Addressed in earlier Applicant Discussions.

► **Applicant's proposal will further the City's efforts to capitalize on 'Opportunities' identified in the July 2014 "Community Vision Report" incorporated as Appendix A in the current comprehensive plan:**

- 1.A Controlled, well planned growth: Actively manage Auburn's progression from a suburban to an urban community, focusing on planned growth and expansion. Give careful consideration to appropriate limits on density and building height, seeking community input along the way.

Applicant Discussion:

Applicant's rezone is consistent with the evolving planning needs of Auburn, which require continuous review to determine how to best progress from a suburban to urban community as it plans for additional forecasted growth.

Specific to building heights and scale, it is important to note that the existing R7 zone is bordered by more intense land use designations like Heavy Commercial, where building heights up to 75 feet are allowed. By contrast, R-~~1620~~ zoning is limited to building heights up to ~~50-45~~ feet – the scale of which can be offset¹¹ by the separation required between R-7 and R-~~1620~~ zones per the City's landscaping and setback requirements.

The R-~~1620~~ zone can provide appropriate transition (step-down) in building height and scale from the Heavy Commercial zone to the surrounding residential areas. And the R-16 zone requires, at a minimum, that 20% of the site be landscaped open space (the R-7 zone has no such requirement).

- 1.B Diverse housing types: Encourage a diverse mix of housing types throughout Auburn, including single family homes, multi-family housing and mixed-use development. Vary housing based on neighborhood context.

Addressed further in earlier Applicant Discussions.

- 1.C Walkable neighborhoods: Create walkable neighborhoods with safe, continuous sidewalks and accessible shopping, parks, amenities and centers of community activity nearby.

Addressed further in earlier Applicant Discussions.

- 1.E Senior housing: Encourage quality senior housing in town so residents are able to stay in the community.

The R-~~1620~~ zone permits duplexes, attached townhome, and multiple-family uses that are favorable for the creation of senior housing.

- 1.F Homes for the middle class: Create opportunity for the development of homes for middle income families and individuals.

The rezone will help to create "Missing Middle" housing, which includes a variety of single-family attached and multiple-family housing types, is in response to the growing needs of middle income families and individuals who are seeking affordable housing options combined with reduce transportation (commute) costs.

- 3.F Bicycle network: Address the gaps and barriers in the bicycle network. Create an expanded network of safe, connected bicycle facilities to improve travel between neighborhoods and to and from schools and commercial areas. Where possible, separate bike lanes and paths from roads.

Addressed further in earlier Applicant Discussions.

¹¹ It is common in many jurisdictions to allow increased building heights based on increase setbacks, which is typically done based on 1 additional foot of height for each additional foot of setback. Although the zones in land use designations of multiple-family have increased heights, they are required to have landscape buffers between their zone and adjacent single-family zones. Such buffering accomplishes the same type of "offset" to the scale of the building height.

- 3.G Trail and park connections: Improve Auburn's system of trails and better connect existing parks and recreation areas and amenities. Build a pedestrian bridge across the White River to provide greater access to Game Farm Wilderness Park

Addressed further in earlier Applicant Discussions.

- 5.E Park and trails connectivity: Enhance accessibility to parks and open spaces (such as the greenbelt) through hiking and biking trails that provide recreation opportunities and connect to schools and neighborhoods. Close trail gaps and complete the Green River Trail.

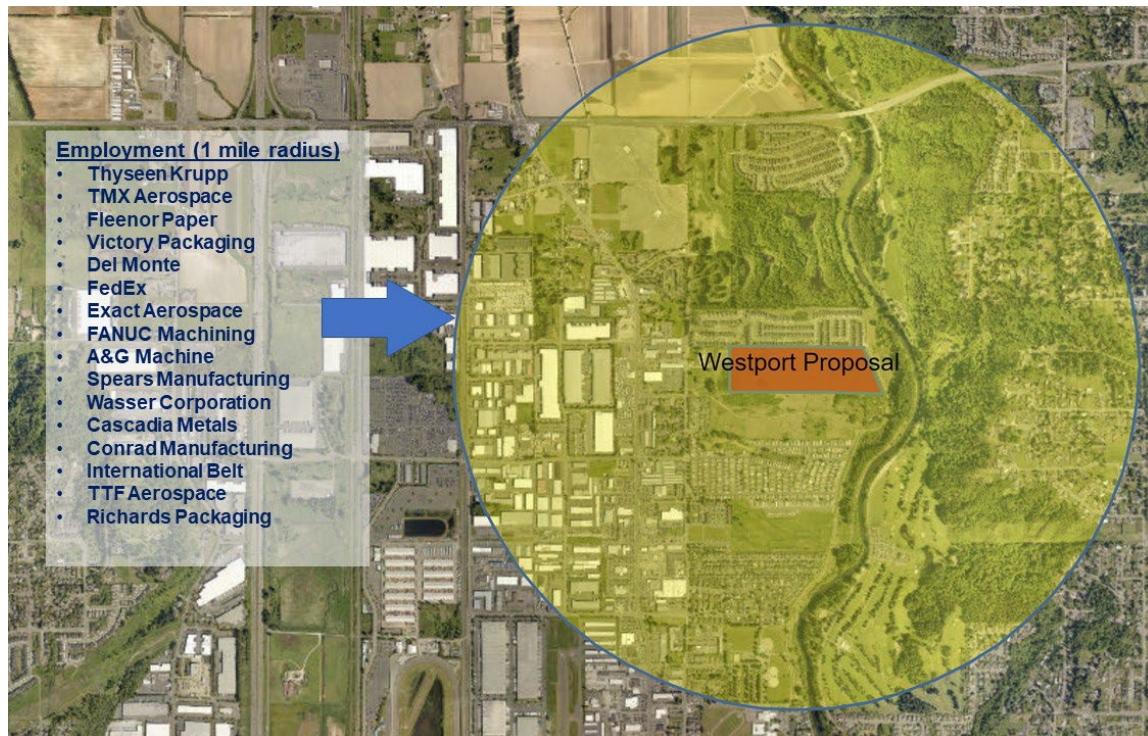
Addressed in earlier Applicant Discussion. The R-~~1620~~ zone furthers and is consistent with providing land use incentives that promote the creation of greater access from/between adjoining residential areas, the commercial corridor, and the Green River and Interurban trails.

- **Applicant's proposal will positively benefit the City's broad economic development goals and strategies because of its location.**

Applicant Discussion:

The proximity of Applicant's rezone to adjacent employment and commercial areas will add the population density needed to begin to encourage new investments in commercial development within the Auburn Way N. Corridor and along the future extension to I Street NE, which furthers several of the City's economic development goals and strategies.

This rezone will create housing options within 1 mile of the Northwest Auburn Manufacturing Village where Exact Aerospace, Thyssen Krupp Aerospace, and TMX Aerospace are among a cluster of dozens of manufacturing, production, and distribution businesses – shown below in Figure 5.



- **Applicant's proposal will further and be consistent with the Comprehensive Plan's Economic Development Element as follows:**

- ED-1 City promotion of new industry shall be directed at attracting business that diversifies the City's tax base, offers secure, quality employment opportunities, is sensitive to community values, and promotes the development of attractive facilities.

Applicant's Discussion:

Applicant's rezone will create new housing opportunities adjacent to strategic economic development areas. Adding these housing options will help the City attract a workforce to support future business investments and reinvestments in these strategic locations.

ED-16 Increasing the utilization of land for manufacturing and industrial land uses should be the City's preferred economic development and land use priority for industrially zoned areas of the City that are currently dominated by warehouse and distribution land uses. The City should promote and create incentives for new manufacturing and light industrial uses, and for the gradual conversion of existing warehouse and distribution land uses to manufacturing and sales tax generating land uses.

Applicant's Discussion:

Applicant's rezone is adjacent to one of the City's manufacturing districts and will support the City's economic development strategy by encouraging more workforce housing, which will in turn attract skilled workers to the area.

Just prior to the Pandemic, Bank of America's Global Research division released a report on global supply chains, which concluded that re-shoring of manufacturing was increasing at a faster pace due to a combination of global factors. However, it also pointed out that there were roughly 400,000 jobs unfilled in manufacturing nationwide – an economic development challenge that has catapulted workforce development and recruitment to top of list in many areas.

This region's manufacturing base is highly technical in nature and it requires a highly skilled workforce. Even with the impacts caused by the Pandemic there will be a long-term need in the region for communities to attract skilled workers – a workforce whose incomes and housing needs vary greatly.

Thus, those communities with the greatest range of housing types available near area employment districts (villages) and centers will be positioned to achieve more immediate and longer term success in programs supporting Business Retention & Expansion (BRE) goals, as well as those seeking to recruit new employers to the area.

ED-17 To support continued sales tax revenue growth opportunities in the City, those areas currently dominated by existing warehouse land uses that abut existing commercial retail areas, and that could take advantage of this proximity to realize substantive value by changing to commercial retail uses, should be considered for changes in the Comprehensive Plan and zoning designations that would facilitate the conversion of these properties to commercial retail use.

Applicant's Discussion:

Applicant's rezone will result in a greater concentration of population density which will further economic development strategies for the Auburn Way N. Corridor and the I-Street Corridor, enabling commercial areas to appropriately transform.

ED-23 Utilize the future extension of I Street NE as an economic development opportunity. Development of I Street NE should establish it as a stand-alone corridor and not a "back side" to Auburn Way North. Conditional use permit applications for commercial uses and nursing homes along this corridor, whose impacts can be adequately mitigated, should be supported.

Applicant's Discussion:

Applicant's rezone located immediately east of I Street is consistent with and will further this economic development strategy by providing a greater density of housing to support commercial uses; housing that is within a very walkable distance of commercial development and housing that can support segments of the workforce that need attached single-family and multiple-family housing options with access to transit services.

2. The rezone's impact on available municipal services:

Based on a review of the City's interactive capital improvements map, there do not appear to be any pending capital improvement needs in the rezone area, but there was a stormwater replacement project (CP1823) south of I Street NE at 35th to 32nd which was completed in 2018.

Police Services

Based on a review of information available from the City's website there were not any level of service issues identified. Additional police services may be required to serve an increase in population, but needs are likely to be based on multiple projects over a wide area and would be supported by an improved ratio of assessed value per acre.

Fire & EMS Services

Valley Regional Fire Authority (VFRA) recently adopted a Strategic Plan for 2020-2025, which has prioritized an update to its capital facilities plan. Based on a review of information available online from VFRA no immediate level of service issues were identified. The rezone to R-~~1620~~ in 2020 may be completed before the final adoption of that plan. If not, future updates to the VFRA Capital Facilities Plan would be able to identify capital needs related to serving the additional future development. In Auburn, impact fees are charged per housing unit for Fire and EMS. Based on the current impact fee schedule, development under the R-~~1620~~ zone would generate \$125,000 more in impact fees than development under the existing zone.

Water

The applicant's site is served by water and requires only developer extensions to the system to serve the immediate development. Based on a review of the City's October 2015 Water Comprehensive Plan on page 4-23:

Valley Service Area: SFR is not expected to increase substantially in the Valley Service Area. All population growth was allocated to MFR. The majority of MFR development is expected to occur in the Valley floor, especially in the urban center/Downtown Auburn. The City expects limited SFR infill on the Valley, however, the magnitude and timing of the infill is unknown and therefore not considered in the demand projections.

Subsequently there does not appear to be any level of service issues or deficiencies in the Valley water service area, which is planned to support nearly 29,000 equivalent residential units (ERUs) by 2035. Further, according to the water comprehensive plan, water PSI in the area is greater than 80 and a 10"-16" water line is in I Street NE.

Sewer

~~Sewer for this site is planned to connect to the City's system to the north. The City requested a preliminary feasibility analysis of the Auburn 40 pump station, which analysis revealed that if developed at the maximum rezoned density under the R-20 zone, the pump station would not be able to handle the additional peak flows and upgrades were likely needed to the pump, gensat, controls and electrical equipment. Future development of this site under the R-16 zone would still be required to complete a more specific analysis based on it's proposal, as well as be required to complete improvements, if necessary, prior to build out. This site is in the Valley Sewer Basin. Unlike development in other areas is would not require large capital investments in costly new sewer extensions and/or pump stations. Sewer exists in I Street NE and would be extended east to the development and future served by a gravity line. The area is served by gravity sewers that directionally flow south on I Street NE to the gravity sewers in 37th ST NE to the main conveyance for King County.~~

~~Based on a review of 2015 Sewer Comprehensive Plan there do not appear to be any level of service issues or future capacity issues in this area. Also, this area has only a moderate I/I rating and is not located in one of the areas more prone to be impacted by flooding.~~

Transportation

An extension of I Street NE from 45th Street NE to S. 277th Street has been identified within the current Transportation Improvement Plan (TIP). This project is scheduled for 2022 and is funded by \$6.76 million in developer contributions. Applicant's proposed rezone and resulting development can further contribute to these and other localized improvements in the road system. For example, based on current traffic fees, a plat of 218 single family detached homes would generate \$1.17 million in impacts fees while a multiple family development would generate up to \$1.5 million.

The existing zoning of Applicant's three parcels would allow for as many as 218 single-family detached homes. At the request of the City, an analysis was completed by Gibson Traffic Consultants to evaluate the potential impacts of R-20 zone (the maximum density allowed by code). According to Gibson, ~~the proposed re-designation and rezoning of Applicant's project under R-20~~ would allow for as many as 624 multi-family units resulting in an increase of 1,337 daily trips, 64 AM peak hour trips and 59 PM peak-hour trips. By contrast, development under the R-16 zone would result in up to 499 units (281 more than currently allowed).

Applicant Discussion:

The existing land use designation and zoning for Applicant's three parcels would allow for as many as 218 single-family detached homes. ~~According to the Gibson Analysis, Applicant's proposed re-designation and rezone would allow for as many as 624 multi-family units resulting in an increase of 1,337 daily trips, 64 AM peak hour trips and 59 PM peak-hour trips. It is important to note that this is a worse case analysis based on the maximum density allowed whereas actual projects typically have less than the maximum density as a result of site constraints, infrastructure, open space, etc.~~

~~The Gibson analysis found that under an extreme scenario (R-20) the level of service analysis shows that at the intersection of I Street NE at 42nd Street NE will operate at acceptable LOS C with the existing and proposed rezone. However, the intersection of I Street NE at 40th Street NE would require some level of improvements, but could operate at an acceptable level of service a rezone and improvements.~~

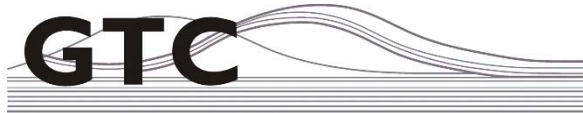
~~More important to note the Gibson Analysis found that the proposed designation and zoning for multiple family:~~

- ~~• Only resulted in two intersections exceeding the threshold requiring a added analysis of PM peak-hour trips~~
- ~~• That additional analysis showed both intersections could operate at an acceptable level of service with restriping~~
- ~~• Average daily trips for I Street NE (classified as a minor arterial) fell within the acceptable range for minor arterials~~

Storm Drainage

Based on a review of the 2015 Storm Drainage Comprehensive Plan, I Street NE would occasionally flood due to issues with the City's infiltration system near 32nd Street NE. Identified within the plan as projects 4A and 4B improvements were completed in 2018 according to the City's interactive CIP map.

Maps Attached



Gibson Traffic Consultants
2813 Rockefeller Avenue
Suite B
Everett, WA 98201
425.339.8266

Westport Rezone Comment Response

Jurisdiction: City of Auburn

August 2020

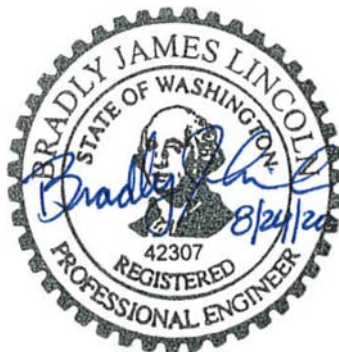


TABLE OF CONTENTS

1. DEVELOPMENT IDENTIFICATION	1
2. TURNING MOVEMENT CALCULATIONS	1
3. INTERSECTION IMPACTS	6
4. CONCLUSIONS	7

LIST OF FIGURES

Figure 1: Existing Turning Movements – PM Peak-Hour	2
Figure 2: 2025 Baseline Turning Movements – PM Peak-Hour	3
Figure 3: 2025 Future with Existing Zoning Turning Movements – PM Peak-Hour	4
Figure 4: 2025 Future with Proposed Zoning Turning Movements – PM Peak-Hour	5

LIST OF TABLES

Table 1: Intersection Level of Service Summary	6
--	---

ATTACHMENTS

Turning Movement Counts	A
Existing Zoning Turning Movement Calculations	B
Proposed Zoning Turning Movement Calculations	C
Level of Service Calculations	D

1. DEVELOPMENT IDENTIFICATION

Gibson Traffic Consultants, Inc. (GTC) completed the initial traffic impact analysis for the Westport Rezone in April 2020. This report addresses comments from City of Auburn staff requesting analysis of the intersection of I Street NE at 40th Street NE. The overall proposed rezone has not changed from the previous analysis completed in April 2020. Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

2. TURNING MOVEMENT CALCULATIONS

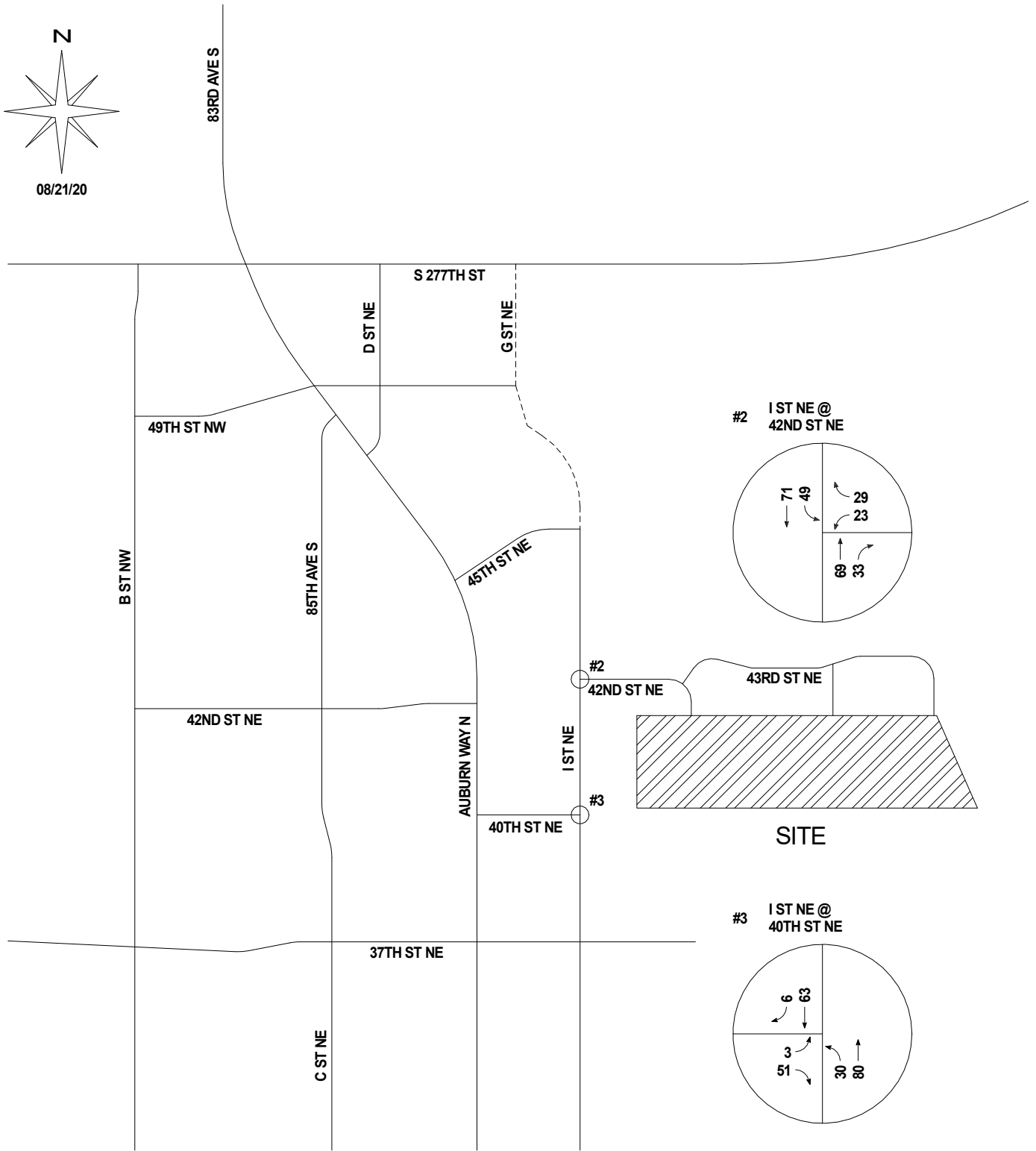
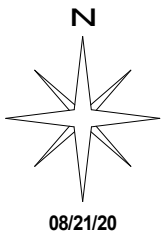
The intersections that have been analyzed as part of this comment response are:

1. I Street NE at 42nd Street NE
2. I Street NE at 40th Street NE

The intersection of I Street NE at 42nd Street NE has been updated from the April 2020 report to use counts collected in February 2020 and published by the City of Auburn. This count was collected before the Covid-19 pandemic closures took affect. The count for the intersection of I Street NE at 40th Street NE is based on count collected by the independent count firm IDAX in July 2020. This count data was relatively similar to the count data for the intersection of I Street NE at 42nd Street NE, when accounting for the several commercial driveways between the two intersections. The existing turning movement volumes are shown in Figure 1 for the PM peak-hour.

The 2025 future volumes are based on a 5-year horizon year. The 2025 baseline volumes are based on the 2024 future with development volumes for the Copper Gate development, which includes trips from pipeline developments, plus an additional year with 2% growth rate. The trips from the Copper Gate development includes a trip redirection due to the completion of the I Street extension between 45th Street NE and S 277th Street. Additionally, the growth has been applied to the trips on 42nd Place NE from the Monterey Park development even though additional growth is not anticipated. The 2025 baseline turning movements at the study intersections are shown in Figure 2 for the PM peak-hour.

The 2025 future with development turning movements are calculated by adding the trips generated per the existing zoning and the proposed zoning to the 2025 baseline turning movements. The 2025 future with existing zoning turning movements are shown in Figure 3 for the PM peak-hour and the 2025 future with proposed zoning turning movements are shown in Figure 4 for the PM peak-hour. It is important to note that the turning movement calculations with the existing zoning and proposed zoning includes crossover between the existing Monterey Park development and the subject area since there will be connectivity. The turning movement calculations are included in the attachments.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-113

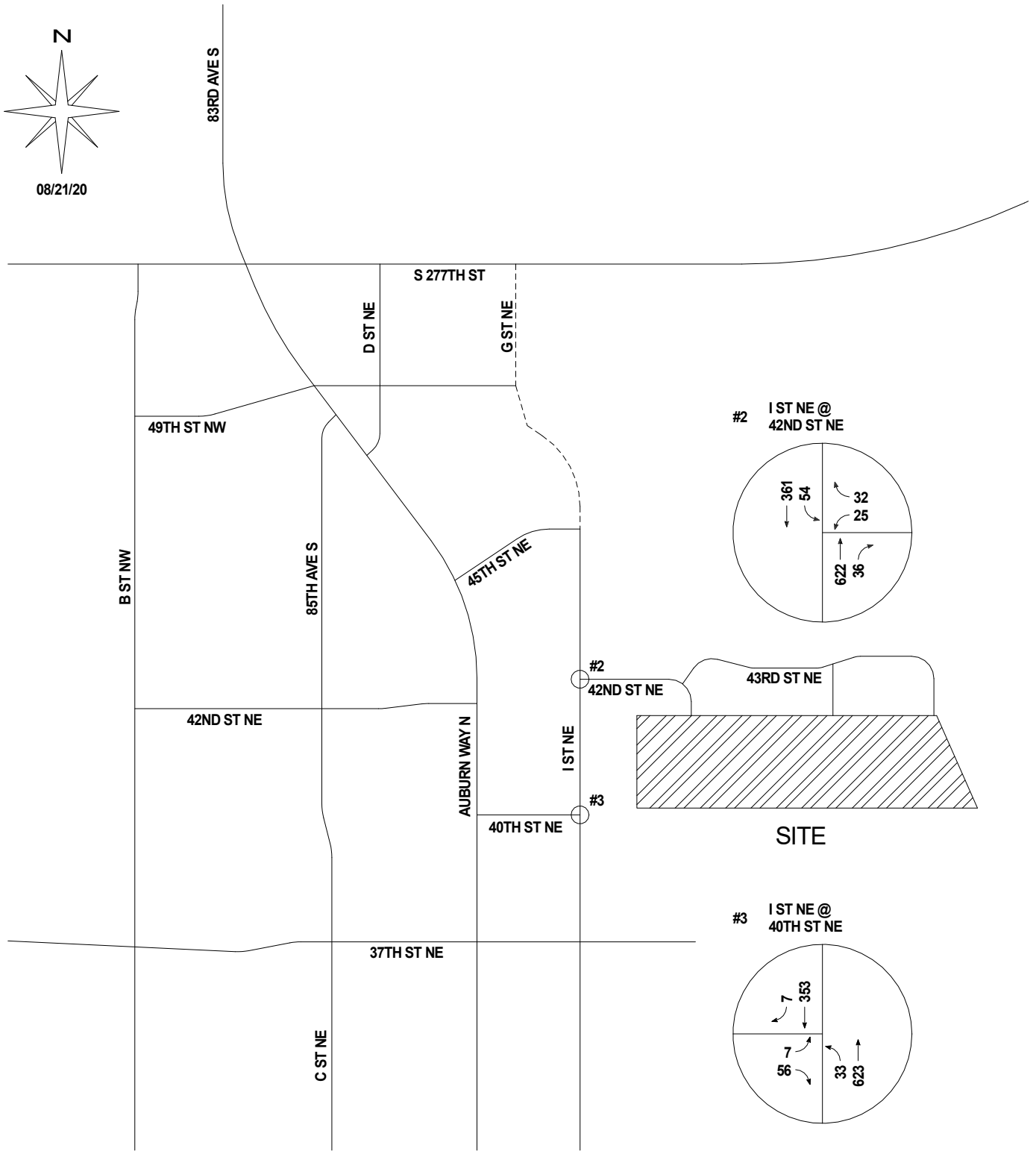
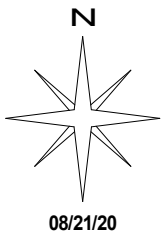
WESTPORT REZONE

LEGEND

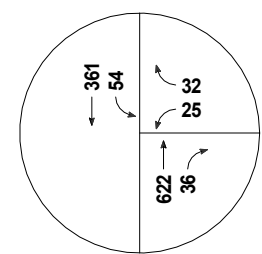
XXX → PM PEAK-HOUR
TURNING MOVEMENT VOLUMES

CITY OF AUBURN

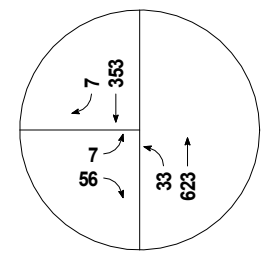
FIGURE 1
EXISTING
TURNING MOVEMENTS



#2 I ST NE @ 42ND ST NE



#3 I ST NE @ 40TH ST NE



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-113

WESTPORT REZONE

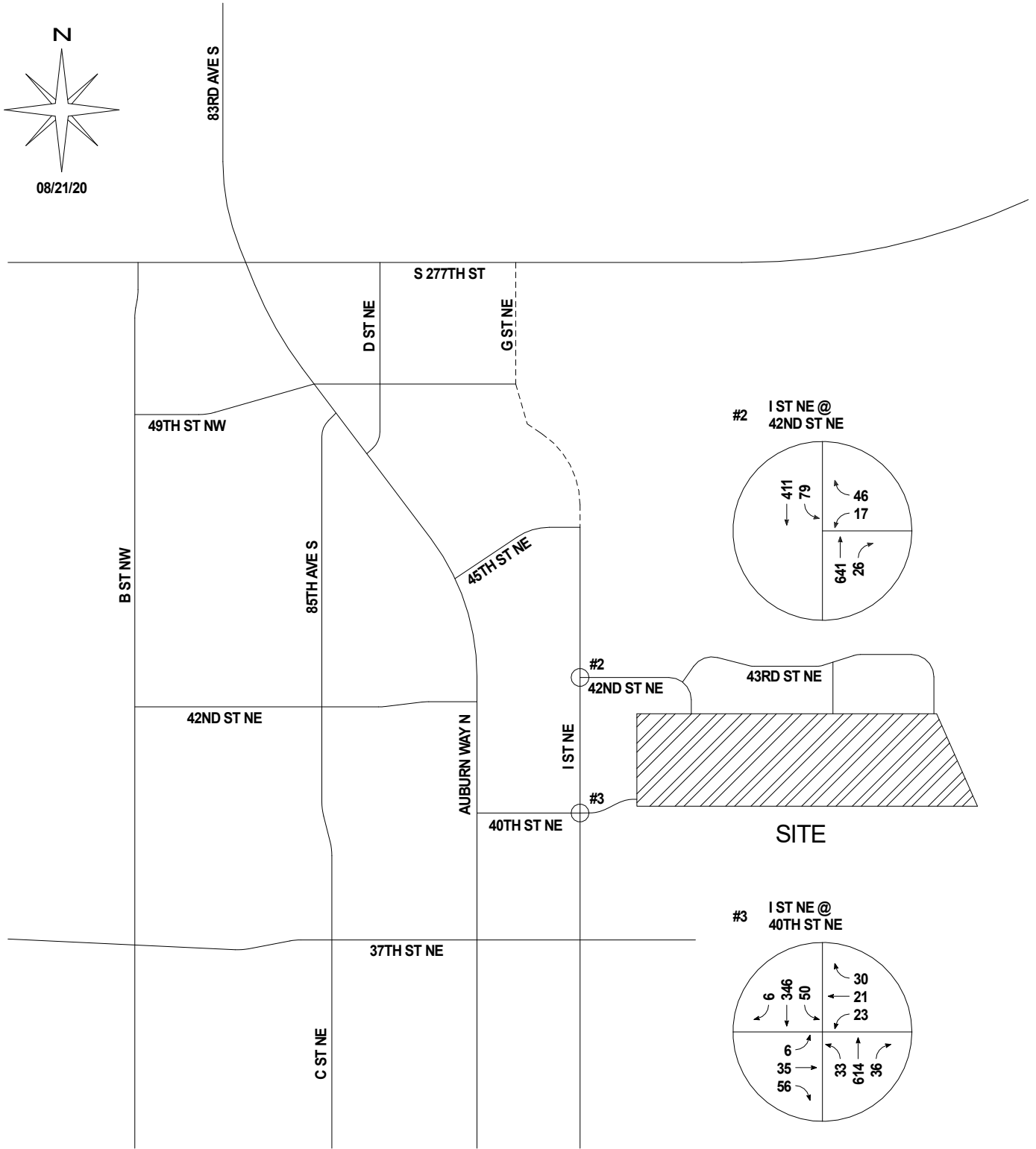
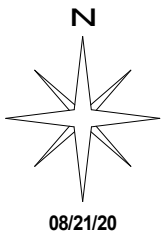
LEGEND

XXX → PM PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 2

**2025 BASELINE
TURNING MOVEMENTS**

CITY OF AUBURN



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-113

WESTPORT REZONE

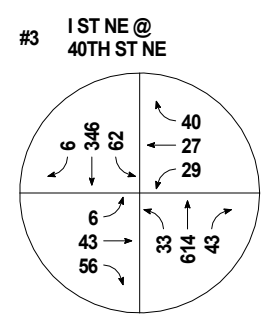
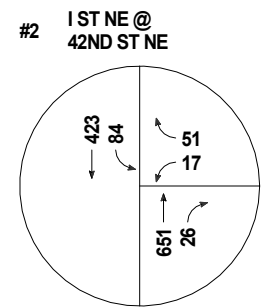
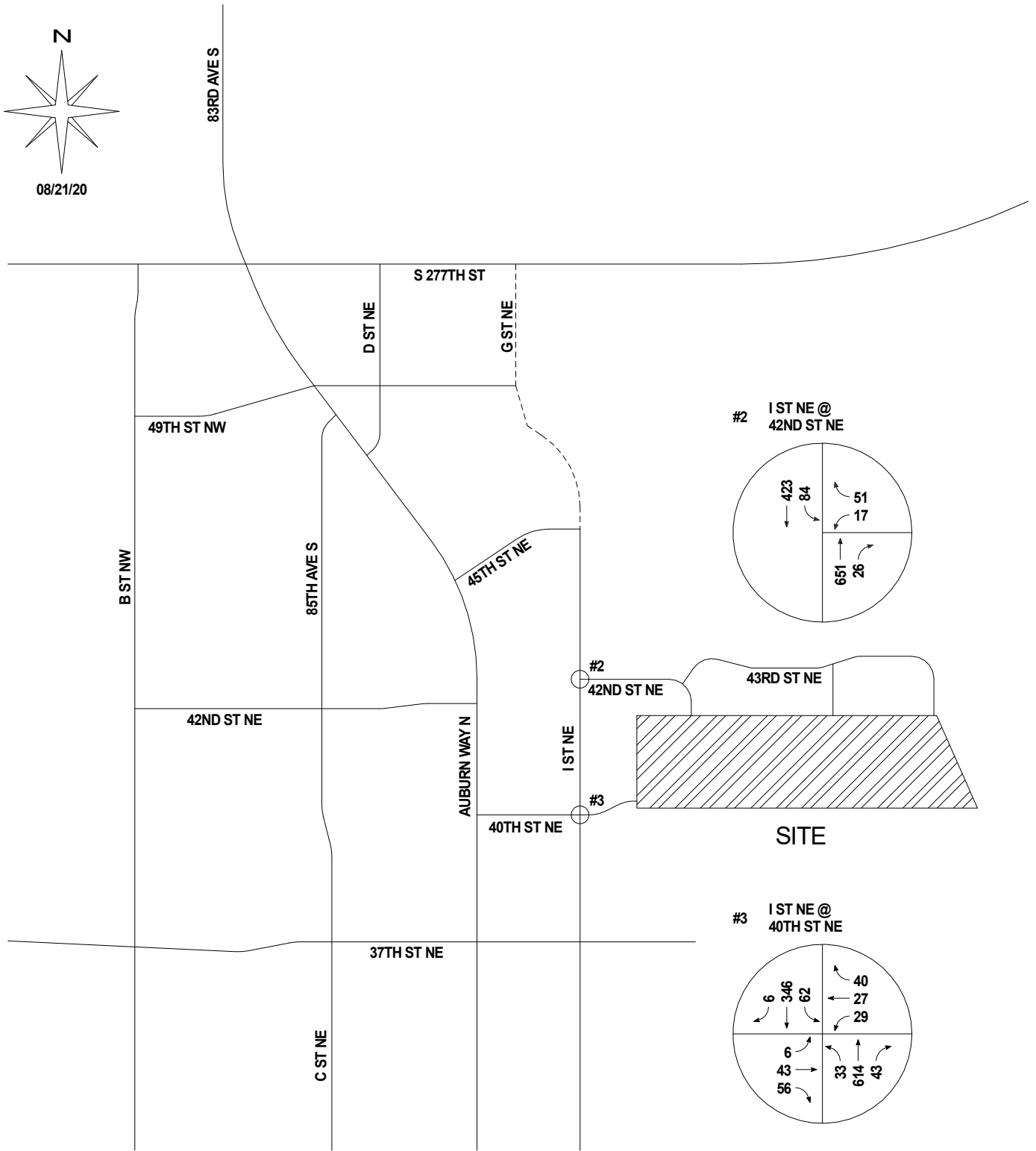
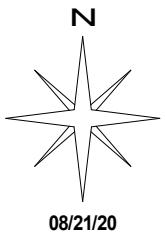
LEGEND

XXX → PM PEAK-HOUR
TURNING MOVEMENT VOLUMES

CITY OF AUBURN

FIGURE 3

**2025 FUTURE WITH
EXISTING ZONING
TURNING MOVEMENTS**



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-113

WESTPORT REZONE

LEGEND
XXX → PM PEAK-HOUR
TURNING MOVEMENT VOLUMES

CITY OF AUBURN

FIGURE 4
2025 FUTURE WITH
PROPOSED ZONING
TURNING MOVEMENTS

3. INTERSECTION IMPACTS

The operations of the study intersections during the PM peak-hour are summarized in Table 1.

Table 1: Intersection Level of Service Summary

Intersection	Existing Conditions		2025 Baseline Conditions		2025 Future with Project Conditions – Existing Zoning		2025 Future with Project Conditions – Proposed Zoning	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
2 I Street NE at 42 nd Street NE	A	9.6 sec	C	20.4 sec	C	20.1 sec	C	20.5 sec
w Copper Gate Phase I Only	---	---	---	---	C	17.6 sec	C	18.0 sec
3 I Street NE at 40 th Street NE	A	9.0 sec	B	12.7 sec	E	46.4 sec	F	70.0 sec
w Signal	---	---	---	---	A	6.9 sec	A	7.4 sec
w Roundabout					A	7.0 sec 0.704 v/c	A	7.4 sec 0.728 v/c
w Copper Gate Phase I Only	---	---	---	---	D	33.0 sec	E	44.1 sec
w Copper Gate Phase I & Signal	---	---	---	---	---	---	A	7.1 sec
w Copper Gate Phase I & Roundabout							A	7.2 sec 0.659 v/c

The level of service analysis shows the intersection of I Street NE at 42nd Street NE will operate at acceptable LOS C with the existing zoning and the proposed rezone. The intersection of I Street NE at 40th Street NE will operate at deficient levels of service with the existing zoning or the proposed zoning. This is primarily due to the diversion of trips to I Street NE from Auburn Way N with the extension of I Street NE to S 277th Street with the Copper Gate development. The level of service results for the intersection of I Street NE at 42nd Street NE are slightly different from the April 2020 report since new count data was used for the intersection and the analysis in this comment response report assumes an access to 40th Street NE, as opposed to all the trips from the rezone site utilizing the 42nd Street NE intersection.

There are improvements to the intersection of I Street NE at 40th Street NE that could be performed to mitigate the impacts of development, either under the existing zoning or proposed zoning. It is important to note that the need for improvements will be driven by several factors other than the rezone. These include the amount of traffic that shifts from Auburn Way N to I Street NE with an extension to S 277th Street and the number of trips generated by the Copper Gate development at the intersection. The analysis as part of the project specific development will fully analyze if these assumptions are valid and what level of improvement is necessary for the intersection. A general condition to improve the intersection should be included in the rezone conditions, but a specific condition for channelization improvements, a signal or a roundabout should be part of the project specific conditions and not the rezone.

4. CONCLUSIONS

The level of service analysis shows that the intersection of I Street NE at 42nd Street NE will operate at acceptable LOS C with the existing and proposed rezone. The intersection of I Street NE at 40th Street NE is likely to require some level of improvement, but can operate at an acceptable level of service with the rezone and with improvements. Additional analysis of the intersection will be necessary at the time of any future development application to evaluate the trips generated by the Copper Gate development, the amount of traffic that would shift to I Street NE from Auburn Way S with the extension to S 277th Street, the impacts of any proposed development on the site and potential improvements. A general condition to make improvements to the intersection of I Street NE at 40th Street NE for the rezone should be appropriate for this rezone application.

Turning Movement Counts



Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: I St NE & 42nd St NE
Location: Auburn, Washington

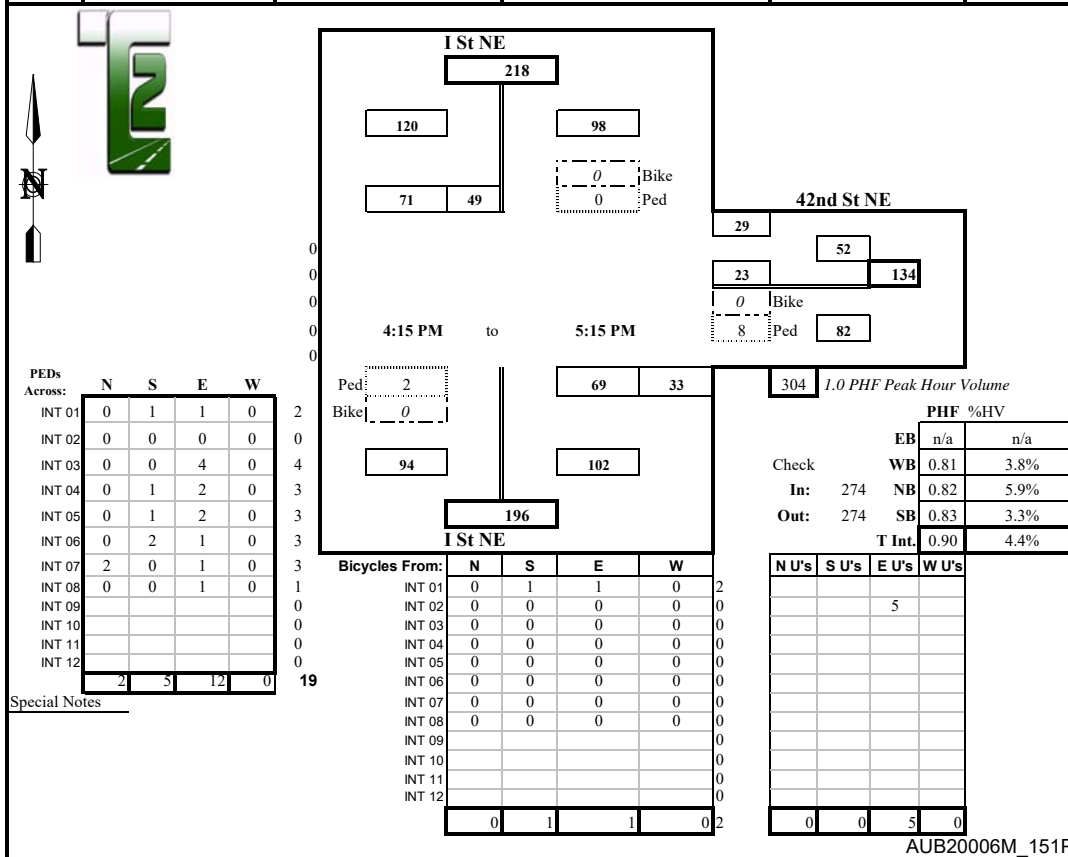
Date of Count: Thu 02/27/2020
Checked By: Jen

Time Interval Ending at	From North on (SB) I St NE				From South on (NB) I St NE				From East on (WB) 42nd St NE				From West on (EB) 0				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	2	13	19	0	0	0	11	10	0	4	0	7	0	0	0	0	64
4:30 P	1	13	23	0	1	0	7	8	0	6	0	10	0	0	0	0	67
4:45 P	3	9	21	0	2	0	22	9	0	9	0	6	0	0	0	0	76
5:00 P	0	17	14	0	3	0	16	9	1	2	0	8	0	0	0	0	66
5:15 P	0	10	13	0	0	0	24	7	1	6	0	5	0	0	0	0	65
5:30 P	0	12	16	0	0	0	15	9	0	3	0	5	0	0	0	0	60
5:45 P	1	13	14	0	2	0	16	8	0	11	0	11	0	0	0	0	73
6:00 P	0	13	12	0	0	0	21	8	0	7	0	3	0	0	0	0	64
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	7	100	132	0	8	0	132	68	2	48	0	55	0	0	0	0	535
--------------	---	-----	-----	---	---	---	-----	----	---	----	---	----	---	---	---	---	-----

Peak Hour: 4:15 PM to 5:15 PM

Total	4	49	71	0	6	0	69	33	2	23	0	29	0	0	0	0	274
Approach	120				102				52				0				274
%HV	3.3%				5.9%				3.8%				n/a				4.4%
PHF	0.83				0.82				0.81				n/a				0.90

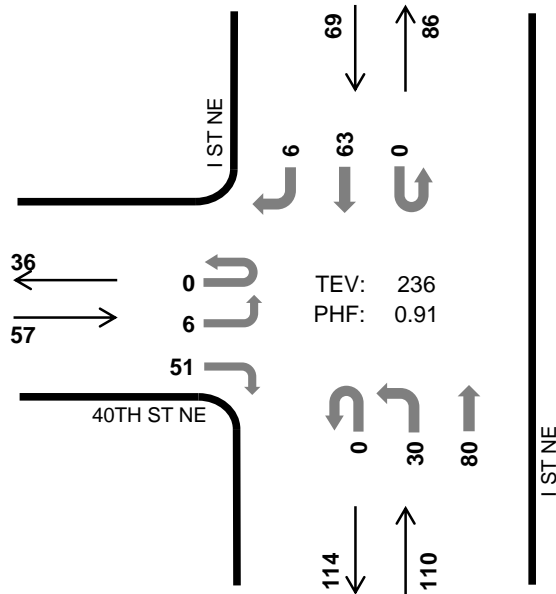




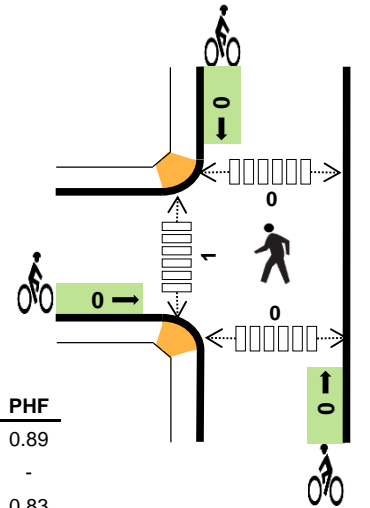
I ST NE 40TH ST NE



Peak Hour



Date: Thu, Jul 09, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.89
WB	-	-
NB	0.0%	0.83
SB	0.0%	0.72
TOTAL	0.0%	0.91

Two-Hour Count Summaries

Interval Start	40TH ST NE				0				I ST NE				I ST NE				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	0	14	0	0	0	0	0	11	22	0	0	0	12	1	62	0
4:15 PM	0	1	0	13	0	0	0	0	0	9	18	0	0	0	22	2	65	0
4:30 PM	0	3	0	10	0	0	0	0	0	4	19	0	0	0	10	1	47	0
4:45 PM	0	0	0	14	0	0	0	0	0	6	21	0	0	0	19	2	62	236
5:00 PM	0	1	0	9	0	0	0	0	0	3	21	0	0	0	15	1	50	224
5:15 PM	0	2	0	14	0	0	0	0	0	4	18	0	0	0	26	0	64	223
5:30 PM	2	1	0	11	0	0	0	0	0	2	20	0	0	0	11	1	48	224
5:45 PM	0	1	0	9	0	0	0	0	0	6	12	0	0	0	11	1	40	202
Count Total	2	11	0	94	0	0	0	0	0	45	151	0	0	0	126	9	438	0
Peak Hour	0	6	0	51	0	0	0	0	0	30	80	0	0	0	63	6	236	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1

Existing Zoning Turning Movement Calculations

Existing Zoning

2 I St NE @ 42nd St NE

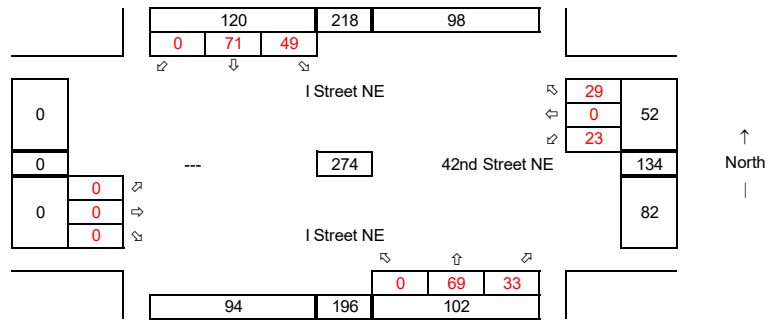
Synchro ID: 2

Existing

Average Weekday
PM Peak Hour

Year: 2/27/2020

Data Source: TCC



Pipeline Trips

Average Weekday
PM Peak Hour

Copper Gate (Full Dev.)
includes Reassignment
with I Street connection



Baseline

Average Weekday
PM Peak Hour

Year: 2025

Growth Rate = 2.0%

Years of Growth = 5

Total Growth = 1.1041



Development Trips

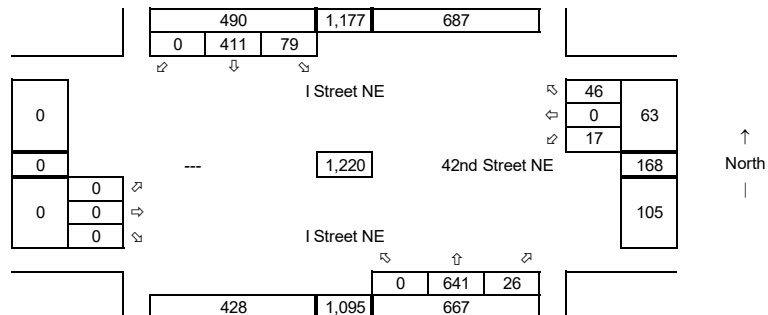
Average Weekday
PM Peak Hour

Includes 33% crossover
between existing
development and rezone area



Future with Development

Average Weekday
PM Peak Hour



Existing Zoning

3 I St NE @ 40th St NE

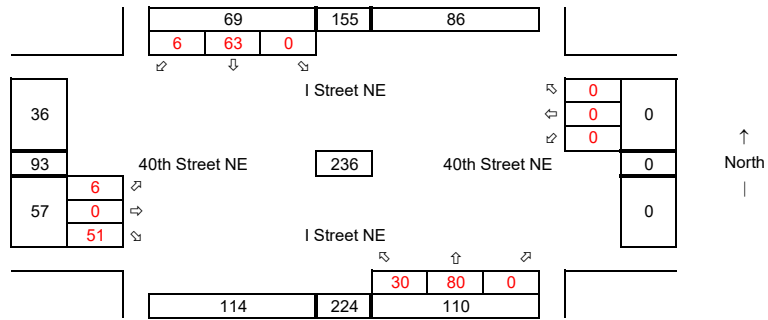
Synchro ID: 3

Existing

Average Weekday
PM Peak Hour

Year: 7/9/2020

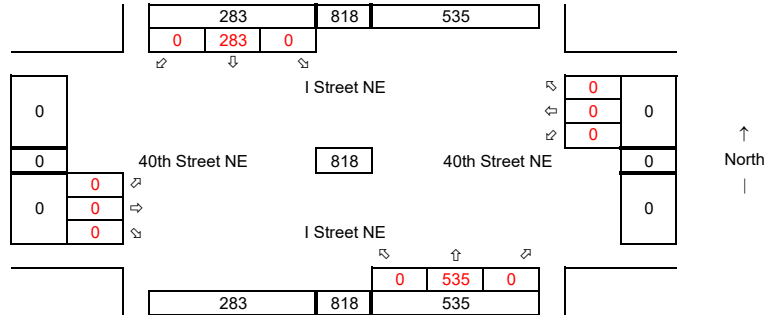
Data Source: IDAX



Pipeline Trips

Average Weekday
PM Peak Hour

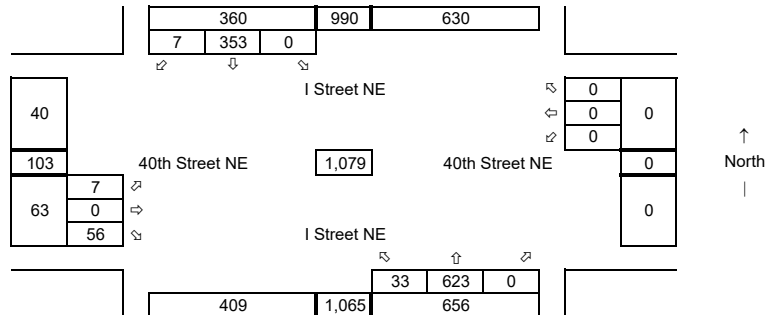
Copper Gate (Full Dev.)
includes Reassignment
with I Street connection



Baseline

Average Weekday
PM Peak Hour

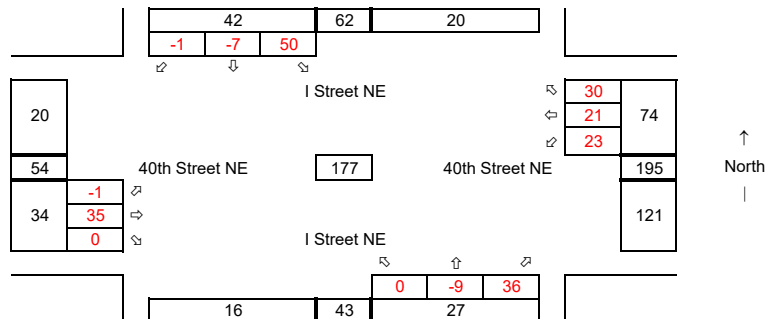
Year: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041



Development Trips

Average Weekday
PM Peak Hour

Includes trips reassigned
due to cross-connectivity
with existing development



Future with Development

Average Weekday
PM Peak Hour



Existing Zoning
Copper Gate Phase 1 Only

2 I St NE @ 42nd St NE

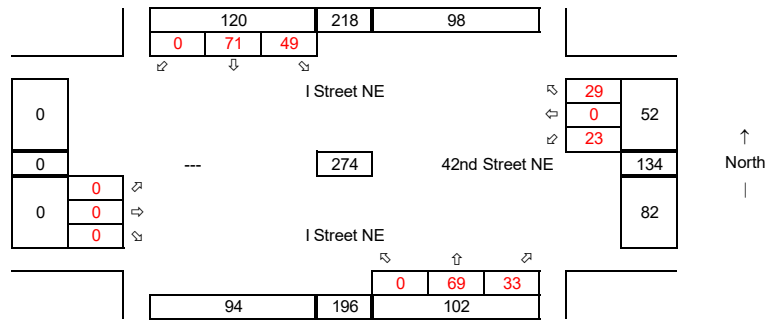
Synchro ID: 2

Existing

Average Weekday
PM Peak Hour

Year: 2/27/2020

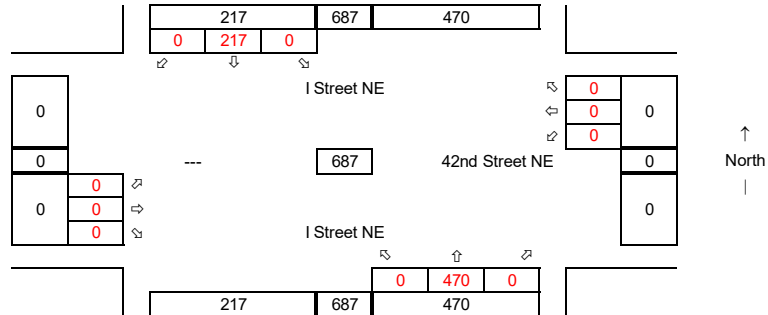
Data Source: TCC



Pipeline Trips

Average Weekday
PM Peak Hour

Copper Gate (Phase 1)
includes Reassignment
with I Street connection



Baseline

Average Weekday
PM Peak Hour

Year: 2025

Growth Rate = 2.0%

Years of Growth = 5

Total Growth = 1.1041



Development Trips

Average Weekday
PM Peak Hour

Includes 33% crossover
between existing
development and rezone area



Future with Development

Average Weekday
PM Peak Hour



Existing Zoning
Copper Gate Phase 1 Only

3 I St NE @ 40th St NE

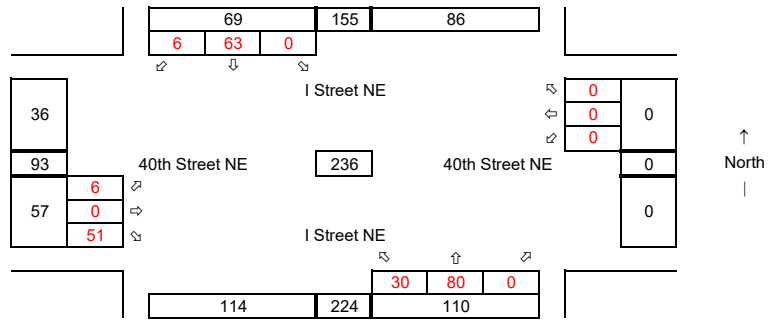
Synchro ID: 3

Existing

Average Weekday
PM Peak Hour

Year: 7/9/2020

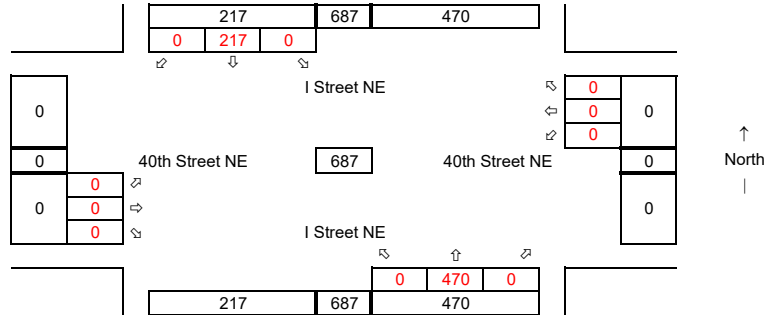
Data Source: IDAX



Pipeline Trips

Average Weekday
PM Peak Hour

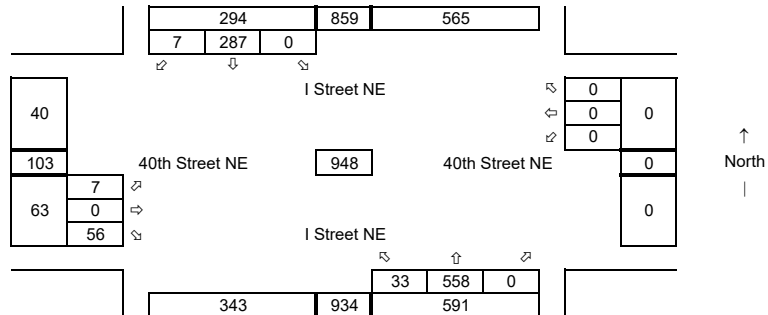
Copper Gate (Phase 1)
includes Reassignment
with I Street connection



Baseline

Average Weekday
PM Peak Hour

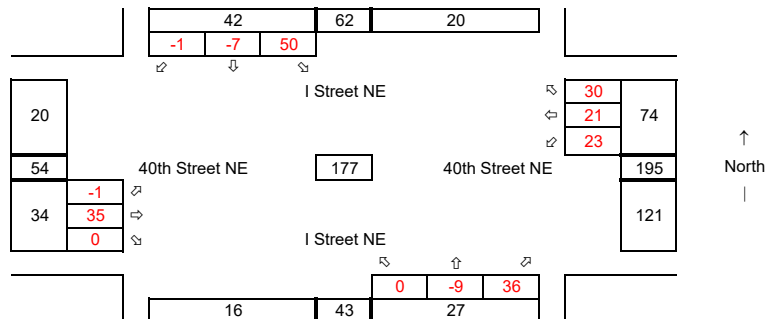
Year: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041



Development Trips

Average Weekday
PM Peak Hour

Includes trips reassigned
due to cross-connectivity
with existing development



Future with Development

Average Weekday
PM Peak Hour



Proposed Zoning Turning Movement Calculations

Proposed Zoning

2 I St NE @ 42nd St NE

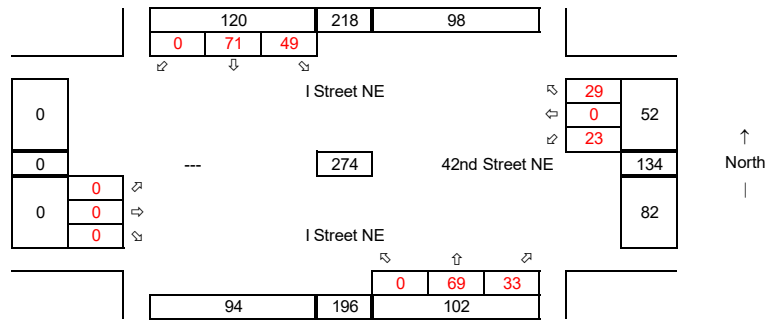
Synchro ID: 2

Existing

Average Weekday
PM Peak Hour

Year: 2/27/2020

Data Source: TCC



Pipeline Trips

Average Weekday
PM Peak Hour

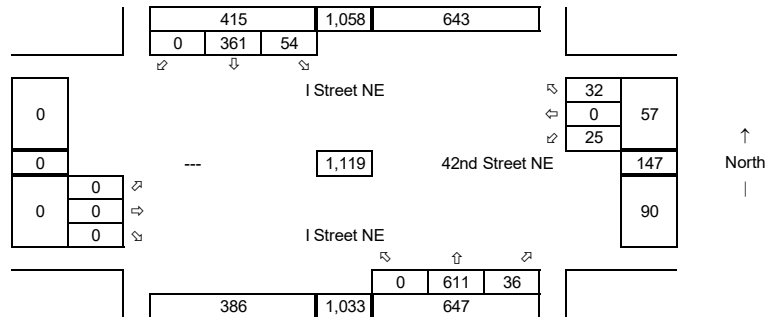
Copper Gate (Full Dev.)
includes Reassignment
with I Street connection



Baseline

Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041



Development Trips

Average Weekday
PM Peak Hour

Includes 33% crossover
between existing
development and rezone area



Future with Development

Average Weekday
PM Peak Hour



Proposed Zoning

3 I St NE @ 40th St NE

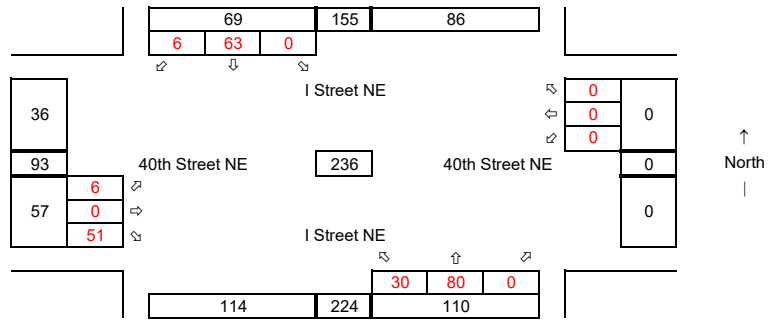
Synchro ID: 3

Existing

Average Weekday
PM Peak Hour

Year: 7/9/2020

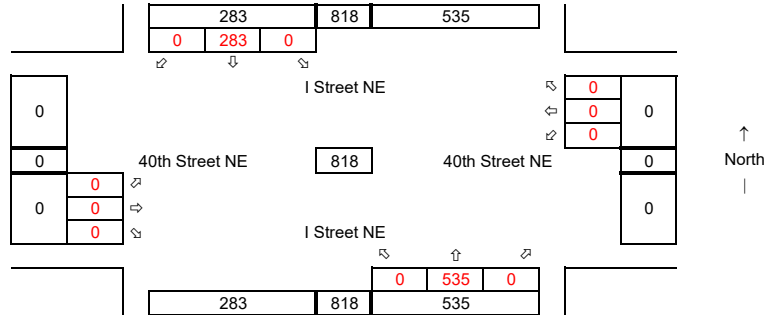
Data Source: IDAX



Pipeline Trips

Average Weekday
PM Peak Hour

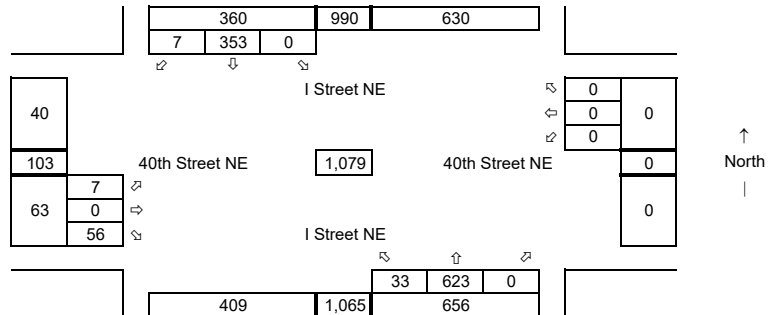
Copper Gate (Full Dev.)
includes Reassignment
with I Street connection



Baseline

Average Weekday
PM Peak Hour

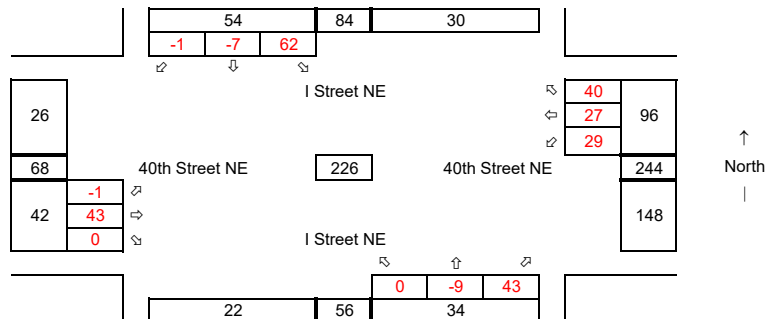
Year: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041



Development Trips

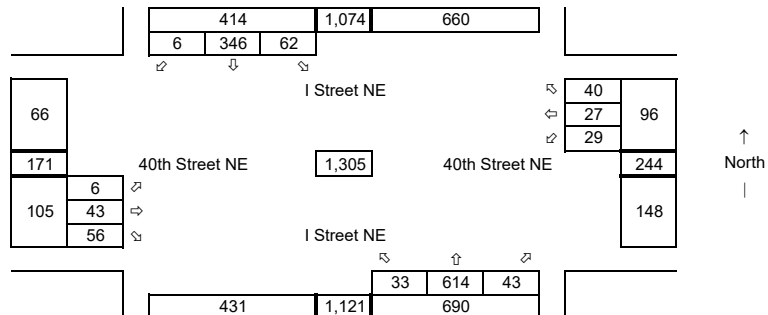
Average Weekday
PM Peak Hour

Includes trips reassigned
due to cross-connectivity
with existing development



Future with Development

Average Weekday
PM Peak Hour



Proposed Zoning
Copper Gate Phase 1 Only

2 I St NE @ 42nd St NE

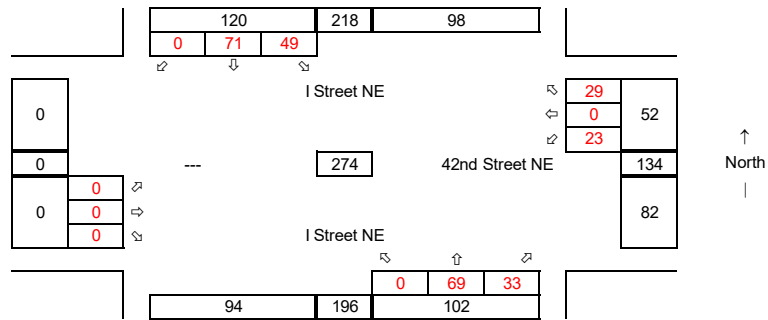
Synchro ID: 2

Existing

Average Weekday
PM Peak Hour

Year: 2/27/2020

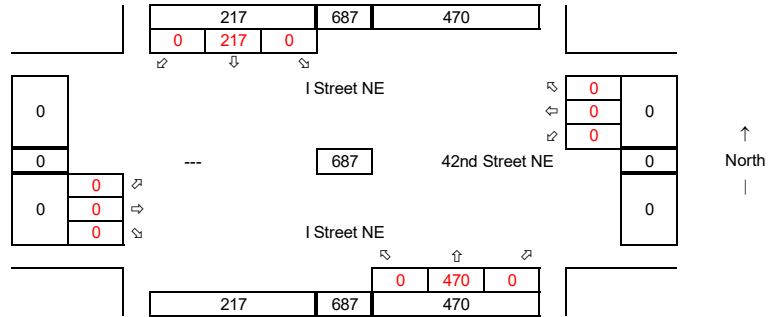
Data Source: TCC



Pipeline Trips

Average Weekday
PM Peak Hour

Copper Gate (Phase 1)
includes Reassignment
with I Street connection



Baseline

Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041



Development Trips

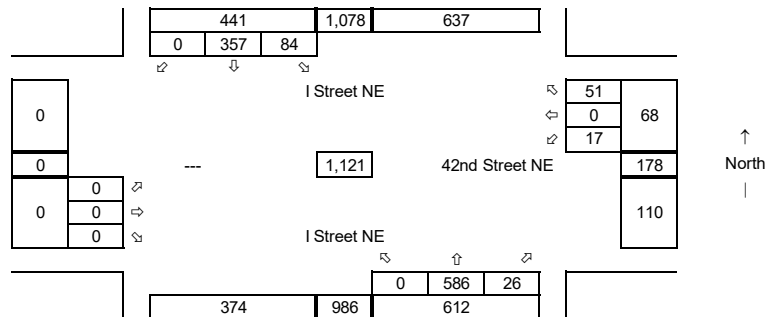
Average Weekday
PM Peak Hour

Includes 33% crossover
between existing
development and rezone area



Future with Development

Average Weekday
PM Peak Hour



**Proposed Zoning
Copper Gate Phase 1 Only**

3 I St NE @ 40th St NE

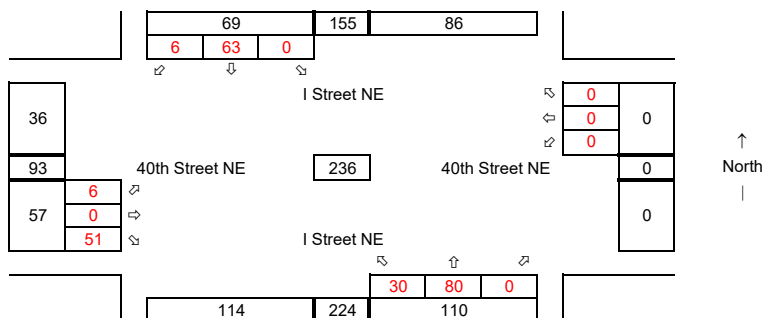
Synchro ID: 3

Existing

Average Weekday
PM Peak Hour

Year: 7/9/2020

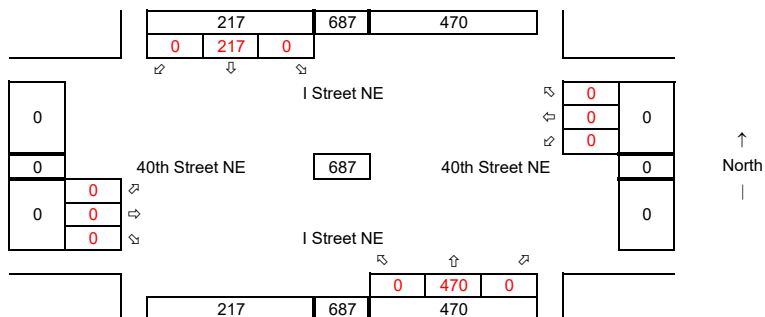
Data Source: IDAX



Pipeline Trips

Average Weekday
PM Peak Hour

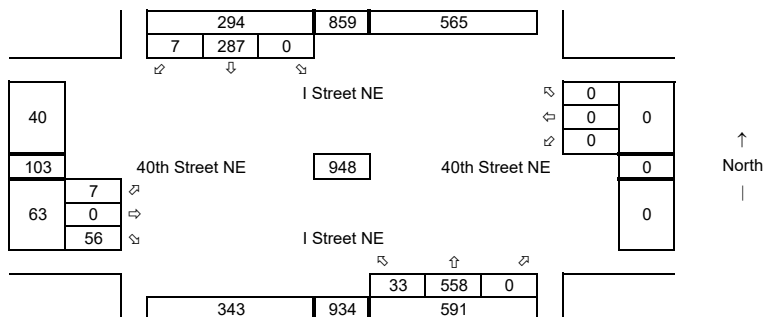
Copper Gate (Phase 1)
includes Reassignment
with I Street connection



Baseline

Average Weekday
PM Peak Hour

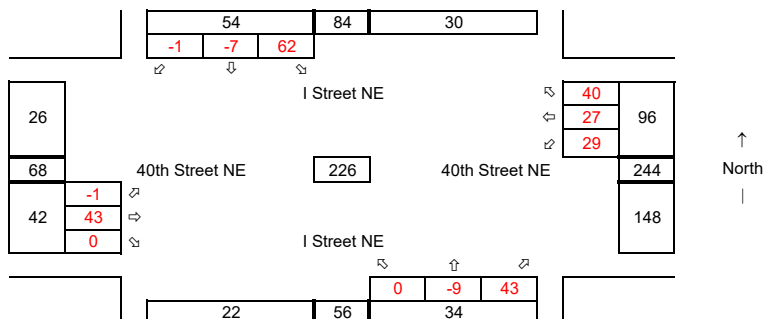
Year: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041



Development Trips

Average Weekday
PM Peak Hour

Includes trips reassigned
due to cross-connectivity
with existing development



Future with Development

Average Weekday
PM Peak Hour







Level of Service Calculations

HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	29	69	33	49	71
Future Vol, veh/h	23	29	69	33	49	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	26	32	77	37	54	79

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	283	96	0	0	114
Stage 1	96	-	-	-	-
Stage 2	187	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236
Pot Cap-1 Maneuver	703	955	-	-	1463
Stage 1	923	-	-	-	-
Stage 2	840	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	676	955	-	-	1463
Mov Cap-2 Maneuver	676	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	807	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	3.1
HCM LOS	A		




Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	676	955
HCM Lane V/C Ratio	-	-	0.038	0.034
HCM Control Delay (s)	-	-	10.5	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC

3: I Street NE & 40th Street NE

Westport Rezone

Intersection

Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	51	30	80	63	6
Future Vol, veh/h	6	51	30	80	63	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	56	33	88	69	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	227	73	76	0	0
Stage 1	73	-	-	-	-
Stage 2	154	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	766	995	1536	-	-
Stage 1	955	-	-	-	-
Stage 2	879	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	748	995	1536	-	-
Mov Cap-2 Maneuver	748	-	-	-	-
Stage 1	933	-	-	-	-
Stage 2	879	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	2	0
HCM LOS	A		





Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1536	-	962	-	-
HCM Lane V/C Ratio	0.021	-	0.065	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	32	611	36	54	361
Future Vol, veh/h	25	32	611	36	54	361
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	28	36	679	40	60	401

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1220	699	0	0	719
Stage 1	699	-	-	-	-
Stage 2	521	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236
Pot Cap-1 Maneuver	197	436	-	-	873
Stage 1	489	-	-	-	-
Stage 2	592	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	180	436	-	-	873
Mov Cap-2 Maneuver	180	-	-	-	-
Stage 1	489	-	-	-	-
Stage 2	540	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.4	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	180	436	873
HCM Lane V/C Ratio	-	-	0.154	0.082	0.069
HCM Control Delay (s)	-	-	28.6	14	9.4
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.3	0.2

HCM 6th TWSC




3: I Street NE & 40th Street NE

Westport Rezone

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	7	56	33	623	353	7
Future Vol, veh/h	7	56	33	623	353	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	62	36	685	388	8

Major/Minor	Minor2	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	1149	392	396	0	-	0
Stage 1	392	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	221	661	1174	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	661	1174	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	EB	NB	SB
----------	----	----	----

HCM Control Delay, s	12.7	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1174	-	534	-	-
HCM Lane V/C Ratio	0.031	-	0.13	-	-
HCM Control Delay (s)	8.2	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-





HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	46	641	26	79	411
Future Vol, veh/h	17	46	641	26	79	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	19	51	712	29	88	457

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1360	727	0
Stage 1	727	-	-
Stage 2	633	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	162	421	-
Stage 1	475	-	-
Stage 2	525	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	140	421	-
Mov Cap-2 Maneuver	140	-	-
Stage 1	475	-	-
Stage 2	453	-	-







Approach	WB	NB	SB
HCM Control Delay, s	20.1	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	140	421	857
HCM Lane V/C Ratio	-	-	0.135	0.121	0.102
HCM Control Delay (s)	-	-	34.7	14.7	9.7
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.4	0.3

HCM 6th TWSC
3: I Street NE & 40th Street NE

Westport Rezone

Intersection

Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	35	56	23	21	30	33	614	36	50	346	6
Future Vol, veh/h	6	35	56	23	21	30	33	614	36	50	346	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	7	38	62	25	23	33	36	675	39	54	380	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1287	1278	384	1309	1262	695	387	0	0	714	0	0
Stage 1	492	492	-	767	767	-	-	-	-	-	-	-
Stage 2	795	786	-	542	495	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	142	166	668	136	170	442	1183	-	-	886	-	-
Stage 1	562	548	-	395	411	-	-	-	-	-	-	-
Stage 2	384	403	-	525	546	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	109	151	668	93	155	442	1183	-	-	886	-	-
Mov Cap-2 Maneuver	109	151	-	93	155	-	-	-	-	-	-	-
Stage 1	545	515	-	383	399	-	-	-	-	-	-	-
Stage 2	325	391	-	415	513	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	27.8		46.4		0.4		1.1	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	262	164	886	-
HCM Lane V/C Ratio	0.031	-	-	0.405	0.49	0.061	-
HCM Control Delay (s)	8.1	-	-	27.8	46.4	9.3	-
HCM Lane LOS	A	-	-	D	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	2.4	0.2	-

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Westport Rezone
Lane Configurations													
Traffic Volume (vph)	6	35	56	23	21	30	33	614	36	50	346	6	
Future Volume (vph)	6	35	56	23	21	30	33	614	36	50	346	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	0	0	0	0	100	0	0	100	0	0	
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0	
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.922	0.945	0.985	0.950	0.992	0.992	0.950	0.950	0.950	0.950	0.997	0.997	
Flt Protected	0	1734	0	0	1734	0	1805	1883	0	1770	1894	0	
Satd. Flow (prot)	0	1734	0	0	1734	0	1805	1883	0	1770	1894	0	
Flt Permitted	0	0.970	0	0	0.883	0	0.533	0.533	0	0.314	0.314	0	
Satd. Flow (perm)	0	1687	0	0	1554	0	1013	1883	0	585	1894	0	
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Satd. Flow (RTOR)	62	33	33	33	33	33	8	8	8	8	2	2	
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30	
Link Distance (ft)	513	687	687	687	687	687	687	687	687	687	687	687	
Travel Time (s)	11.7	15.6	15.6	15.6	15.6	15.6	19.7	19.7	19.7	15.4	15.4	15.4	
Peak Hour Factor	0.91	0.92	0.91	0.92	0.92	0.92	0.91	0.91	0.92	0.92	0.91	0.91	
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%	0%	0%	
Adj. Flow (vph)	7	38	62	25	23	33	36	675	39	54	380	7	
Shared Lane Traffic (%)	0	107	0	0	81	0	36	714	0	54	387	0	
Lane Group Flow (vph)	Perm	NA	NA	Perm	NA	NA	Perm	NA	0	Perm	NA	0	
Turn Type	4	4	4	8	8	8	2	2	6	6	6	6	
Protected Phases	4	4	4	8	8	8	2	2	6	6	6	6	
Permitted Phases	4	4	4	8	8	8	2	2	6	6	6	6	
Detector Phase	4	4	4	8	8	8	2	2	6	6	6	6	
Switch Phase	4	4	4	8	8	8	2	2	6	6	6	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	37.0	37.0	37.0	37.0	37.0	37.0	
Total Split (%)	38.3%	38.3%	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%	61.7%	61.7%	
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5	18.5	32.5	32.5	32.5	32.5	32.5	32.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag													
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None	None	None	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Act Effect Green (s)	7.2	7.2	7.2	7.2	7.2	7.2	26.6	26.6	26.6	26.6	26.6	26.6	
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.18	0.68	0.68	0.68	0.68	0.68	0.68	
v/c Ratio	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.56	0.14	0.14	0.30	0.30	
Control Delay	10.9	10.9	10.9	12.9	12.9	12.9	3.9	7.1	4.9	4.9	4.7	4.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

2025 future Conditions with Existing Zoning with Signal
Gibson Traffic Consultants, Inc. [B.U.L #20-113]

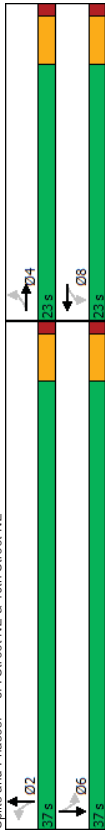
PM Peak-Hour

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Westport Rezone
Total Delay	10.9	10.9	10.9	12.9	12.9	12.9	3.9	7.1	4.9	4.9	4.7	4.7	
LOS	B	B	B	B	B	B	A	A	A	A	A	A	
Approach Delay	10.9	10.9	10.9	12.9	12.9	12.9	3.9	7.1	4.9	4.9	4.7	4.7	
Approach LOS	B	B	B	B	B	B	A	A	A	A	A	A	
Queue Length 50th (ft)	7	7	7	8	8	8	3	76	4	4	33	33	
Queue Length 95th (ft)	45	45	45	42	42	42	11	177	16	16	76	76	
Internal Link Dist (ft)	433	433	433	607	607	607	100	785	100	100	596	596	
Turn Bay Length (ft)	866	866	866	785	785	785	842	1568	486	486	1576	1576	
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.12	0.12	0.10	0.10	0.10	0.04	0.46	0.11	0.11	0.25	0.25	
Intersection Summary													
Area Type:	Other												
Cycle Length:	60												
Actuated Cycle Length:	39												
Natural Cycle:	60												
Control Type:	Actuated-Uncoordinated												
Maximum v/c Ratio:	0.56												
Intersection Signal Delay:	6.9												
Intersection LOS:	A												
ICU Level of Service:	B												
Intersection Capacity Utilization	59.9%												
Analysis Period (min)	15												

Splits and Phases: 3: I Street NE & 40th Street NE



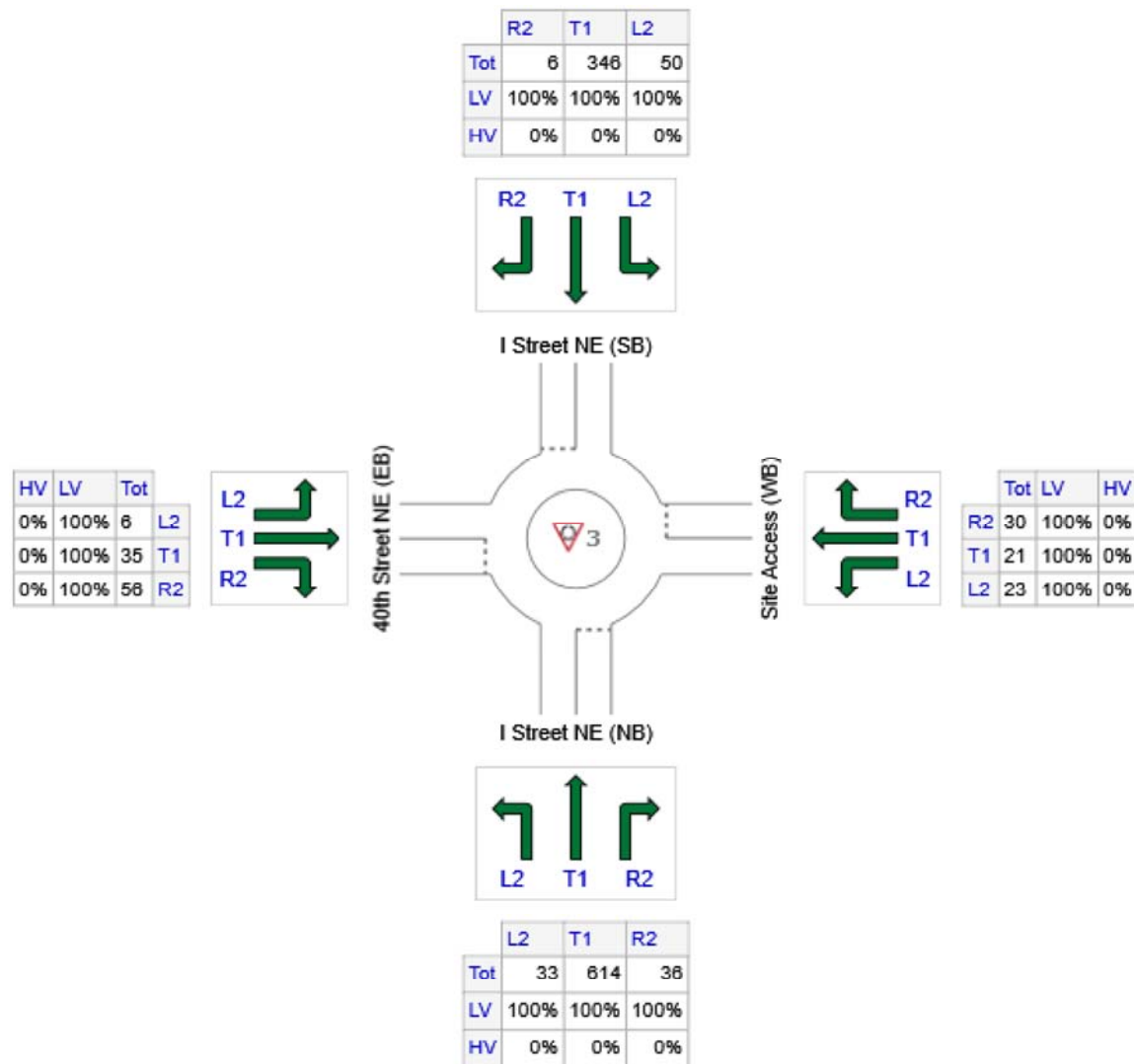
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

 **Site: 3 [2025 Future w Existing Zoning]**

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: I Street NE (NB)	683	683	0
E: Site Access (WB)	74	74	0
N: I Street NE (SB)	402	402	0
W: 40th Street NE (EB)	97	97	0
Total	1256	1256	0

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

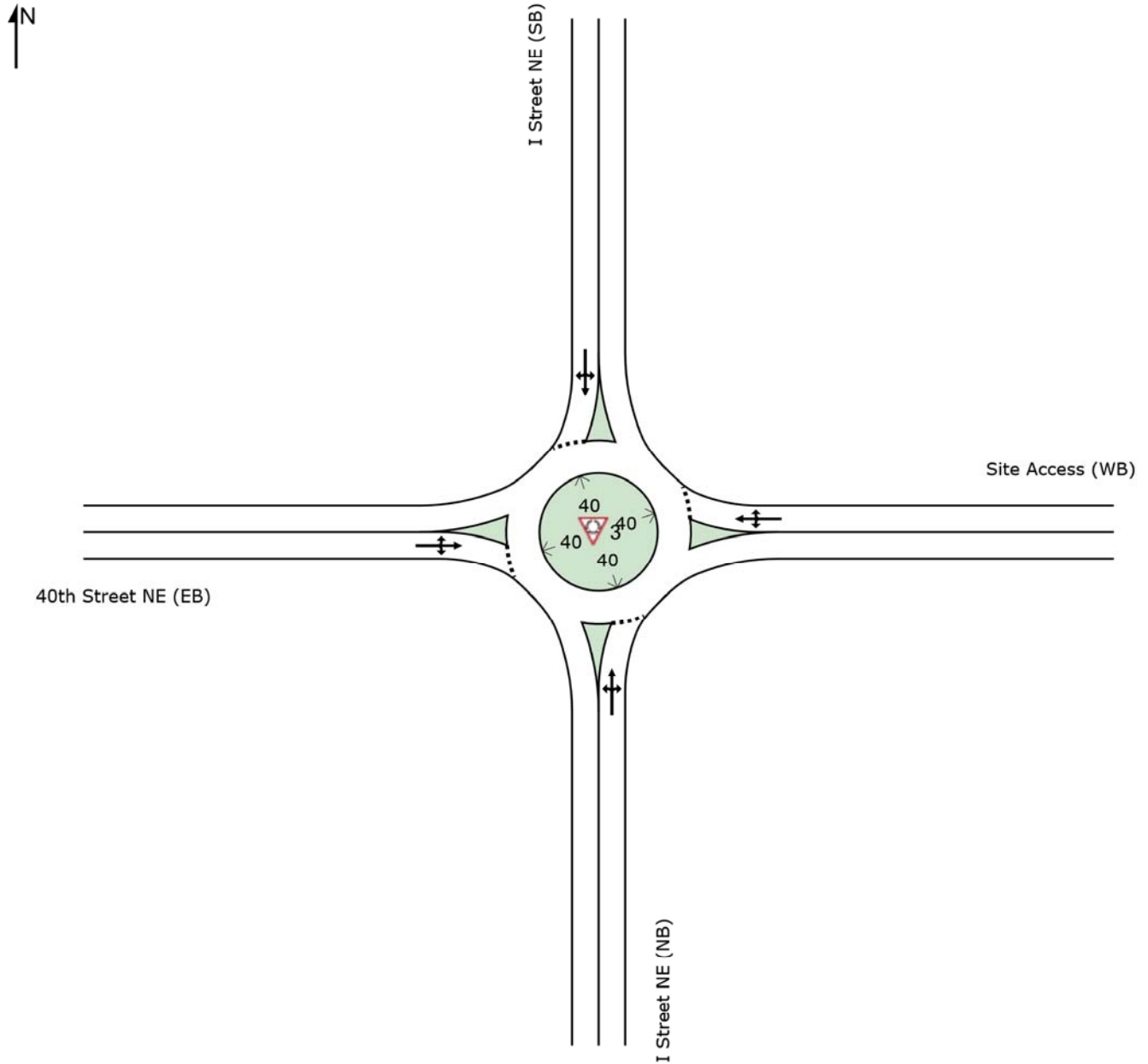
Organisation: GIBSON TRAFFIC CONSULTANTS | Created: Friday, August 21, 2020 10:01:31 AM

Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

SITE LAYOUT

Site: 3 [2025 Future w Existing Zoning]

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout



MOVEMENT SUMMARY

Site: 3 [2025 Future w Existing Zoning]

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: I Street NE (NB)												
3	L2	36	0.0	0.704	10.2	LOS B	8.0	199.8	0.61	0.56	0.61	34.2
8	T1	675	0.0	0.704	6.6	LOS A	8.0	199.8	0.61	0.56	0.61	34.4
18	R2	40	0.0	0.704	6.4	LOS A	8.0	199.8	0.61	0.56	0.61	33.8
Approach		751	0.0	0.704	6.8	LOS A	8.0	199.8	0.61	0.56	0.61	34.4
East: Site Access (WB)												
1	L2	25	0.0	0.148	14.1	LOS B	0.9	21.8	0.76	0.82	0.76	32.5
6	T1	23	0.0	0.148	10.5	LOS B	0.9	21.8	0.76	0.82	0.76	32.7
16	R2	33	0.0	0.148	10.3	LOS B	0.9	21.8	0.76	0.82	0.76	32.2
Approach		81	0.0	0.148	11.5	LOS B	0.9	21.8	0.76	0.82	0.76	32.4
North: I Street NE (SB)												
7	L2	55	0.0	0.409	9.4	LOS A	3.0	75.7	0.37	0.53	0.37	34.7
4	T1	380	0.0	0.409	5.8	LOS A	3.0	75.7	0.37	0.53	0.37	35.0
14	R2	7	0.0	0.409	5.6	LOS A	3.0	75.7	0.37	0.53	0.37	34.3
Approach		442	0.0	0.409	6.2	LOS A	3.0	75.7	0.37	0.53	0.37	34.9
West: 40th Street NE (EB)												
5	L2	7	0.0	0.141	11.8	LOS B	0.8	18.9	0.60	0.70	0.60	34.1
2	T1	38	0.0	0.141	8.2	LOS A	0.8	18.9	0.60	0.70	0.60	34.4
12	R2	62	0.0	0.141	7.9	LOS A	0.8	18.9	0.60	0.70	0.60	33.7
Approach		107	0.0	0.141	8.3	LOS A	0.8	18.9	0.60	0.70	0.60	34.0
All Vehicles		1380	0.0	0.704	7.0	LOS A	8.0	199.8	0.54	0.57	0.54	34.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: GIBSON TRAFFIC CONSULTANTS | Processed: Friday, August 21, 2020 10:00:02 AM





Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	46	576	26	79	345
Future Vol, veh/h	17	46	576	26	79	345
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	19	51	640	29	88	383

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1214	655	0	0	669
Stage 1	655	-	-	-	-
Stage 2	559	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236
Pot Cap-1 Maneuver	199	463	-	-	912
Stage 1	513	-	-	-	-
Stage 2	568	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	175	463	-	-	912
Mov Cap-2 Maneuver	175	-	-	-	-
Stage 1	513	-	-	-	-
Stage 2	498	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	175	463
HCM Lane V/C Ratio	-	-	0.108	0.11
HCM Control Delay (s)	-	-	28	13.7
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.4	0.4

2025 future Conditions with Existing Zoning (Only Copper Gate Phase 1)
Gibson Traffic Consultants, Inc. [BJL #20-113]







PM Peak-Hour

HCM 6th TWSC
3: I Street NE & 40th Street NE

Westport Rezone

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	35	56	23	21	30	33	549	36	50	280	6
Future Vol, veh/h	6	35	56	23	21	30	33	549	36	50	280	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	7	38	62	25	23	33	36	603	39	54	308	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1143	1134	312	1165	1118	623	315	0	0	642	0	0
Stage 1	420	420	-	695	695	-	-	-	-	-	-	-
Stage 2	723	714	-	470	423	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	179	203	733	171	207	486	1257	-	-	943	-	-
Stage 1	615	589	-	433	444	-	-	-	-	-	-	-
Stage 2	421	435	-	574	588	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	142	186	733	124	190	486	1257	-	-	943	-	-
Mov Cap-2 Maneuver	142	186	-	124	190	-	-	-	-	-	-	-
Stage 1	597	555	-	420	431	-	-	-	-	-	-	-
Stage 2	361	422	-	462	554	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22	33	0.4	1.3
HCM LOS	C	D		





Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	317 207	943	-	-
HCM Lane V/C Ratio	0.029	-	-	0.335 0.389	0.058	-	-
HCM Control Delay (s)	7.9	-	-	22 33	9.1	-	-
HCM Lane LOS	A	-	-	C D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4 1.7	0.2	-	-

HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	51	651	26	84	423
Future Vol, veh/h	17	51	651	26	84	423
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	19	57	723	29	93	470

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1394	738	0	0	752
Stage 1	738	-	-	-	-
Stage 2	656	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236
Pot Cap-1 Maneuver	154	415	-	-	849
Stage 1	469	-	-	-	-
Stage 2	513	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	131	415	-	-	849
Mov Cap-2 Maneuver	131	-	-	-	-
Stage 1	469	-	-	-	-
Stage 2	437	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.5	0	1.6
HCM LOS	C		







Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 131 415	849	-
HCM Lane V/C Ratio	-	- 0.144 0.137	0.11	-
HCM Control Delay (s)	-	- 37.1 15	9.8	0
HCM Lane LOS	-	- E C	A	A
HCM 95th %tile Q(veh)	-	- 0.5 0.5	0.4	-

HCM 6th TWSC
3: I Street NE & 40th Street NE

Westport Rezone

Intersection

Int Delay, s/veh 8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	43	56	29	27	40	33	614	43	62	346	6
Future Vol, veh/h	6	43	56	29	27	40	33	614	43	62	346	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	7	47	62	32	29	43	36	675	47	67	380	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1325	1312	384	1343	1292	699	387	0	0	722	0	0
Stage 1	518	518	-	771	771	-	-	-	-	-	-	-
Stage 2	807	794	-	572	521	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	134	159	668	129	163	440	1183	-	-	880	-	-
Stage 1	544	533	-	393	410	-	-	-	-	-	-	-
Stage 2	378	400	-	505	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	94	142	668	81	146	440	1183	-	-	880	-	-
Mov Cap-2 Maneuver	94	142	-	81	146	-	-	-	-	-	-	-
Stage 1	528	492	-	381	398	-	-	-	-	-	-	-
Stage 2	306	388	-	383	492	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	34.4		70		0.4		1.4	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	234	151	880	-
HCM Lane V/C Ratio	0.031	-	-	0.491	0.691	0.077	-
HCM Control Delay (s)	8.1	-	-	34.4	70	9.4	-
HCM Lane LOS	A	-	-	D	F	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.5	4	0.2	-

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Westport Rezone
Lane Configurations	6	43	56	29	27	40	33	614	43	62	346	6	
Traffic Volume (vph)	6	43	56	29	27	40	33	614	43	62	346	6	
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Ideal Flow (vphpl)	0	0	0	0	0	0	100	0	0	100	0	0	
Storage Length (ft)	0	0	0	0	0	0	1	0	0	1	0	0	
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25	
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lane Util. Factor	0.928	0.944	0.944	0.944	0.944	0.944	0.950	0.990	0.950	0.950	0.997	0.997	
FRT	0.997	0.985	0.985	0.985	0.985	0.985	0.950	0.950	0.950	0.950	0.950	0.950	
Flt Protected	0	1744	0	0	1732	0	1805	1879	0	1770	1894	0	
Satd. Flow (prot)	0	0.972	0	0	0.890	0	0.533	0.533	0	0.302	0.302	0	
Flt Permitted	0	1700	0	0	1565	0	1013	1879	0	563	1894	0	
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Right Turn on Red	62	43	43	30	30	30	30	30	30	30	30	30	
Satd. Flow (RTOR)	513	513	513	687	687	687	687	687	687	687	687	687	
Link Speed (mph)	11.7	11.7	11.7	15.6	15.6	15.6	15.4	19.7	15.4	15.4	15.4	15.4	
Link Distance (ft)	0.91	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.92	0.92	0.91	0.91	
Travel Time (s)	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%	0%	0%	
Peak Hour Factor	7	47	62	32	29	43	36	675	47	67	380	7	
Heavy Vehicles (%)													
Adj. Flow (vph)	0	116	0	0	104	0	36	722	0	67	387	0	
Shared Lane Traffic (%)	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	
Lane Group Flow (vph)	4	4	4	8	8	8	2	2	6	6	6	6	
Turn Type	4	4	4	8	8	8	2	2	6	6	6	6	
Protected Phases	5.0	22.5	22.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Permitted Phases	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	
Detector Phase	38.3%	38.3%	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%	61.7%	61.7%	
Switch Phase	18.5	18.5	18.5	18.5	18.5	18.5	32.5	32.5	32.5	32.5	32.5	32.5	
Minimum Initial (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Minimum Split (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Total Split (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Split (%)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lead/Lag	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None	None	None	
Recall Mode	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Walk Time (s)	0	0	0	0	0	0	0	0	0	0	0	0	
Flash Don't Walk (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	
Pedestrian Calls (#/hr)	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	
Act Effect Green (s)	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	
Actuated g/C Ratio	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	
v/c Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

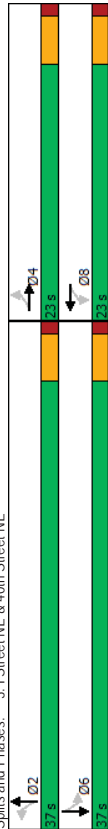
2025 future Conditions with Proposed Zoning
Gibson Traffic Consultants, Inc. [BUL #20-113]

PM Peak-Hour

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Westport Rezone
Total Delay	11.1	11.1	13.0	13.0	13.0	13.0	4.1	7.6	7.6	5.6	5.0	5.0	
LOS	B	B	B	B	B	B	A	A	A	A	A	A	
Approach Delay	11.1	11.1	13.0	13.0	13.0	13.0	A	A	A	A	A	A	
Approach LOS	B	B	B	B	B	B	A	A	A	A	A	A	
Queue Length 50th (ft)	9	9	10	10	10	10	3	80	80	5	34	34	
Queue Length 95th (ft)	48	48	49	49	49	49	11	191	191	21	81	81	
Internal Link Dist (ft)	433	433	607	607	607	607	100	785	785	100	596	596	
Turn Bay Length (ft)	883	883	806	806	806	806	855	1589	1589	475	1600	1600	
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.04	0.45	0.45	0.14	0.24	0.24	
Intersection Summary	Other												
Area Type:	Cycle Length: 60												
Cycle Length:	Actuated Cycle Length: 38.5												
Natural Cycle:	60												
Control Type:	Actuated-Uncoordinated												
Maximum v/c Ratio:	0.57												
Intersection Signal Delay:	7.4												
Intersection LOS:	A												
ICU Level of Service B	Analysis Period (min) 15												
Spills and Phases:	3: I Street NE & 40th Street NE												



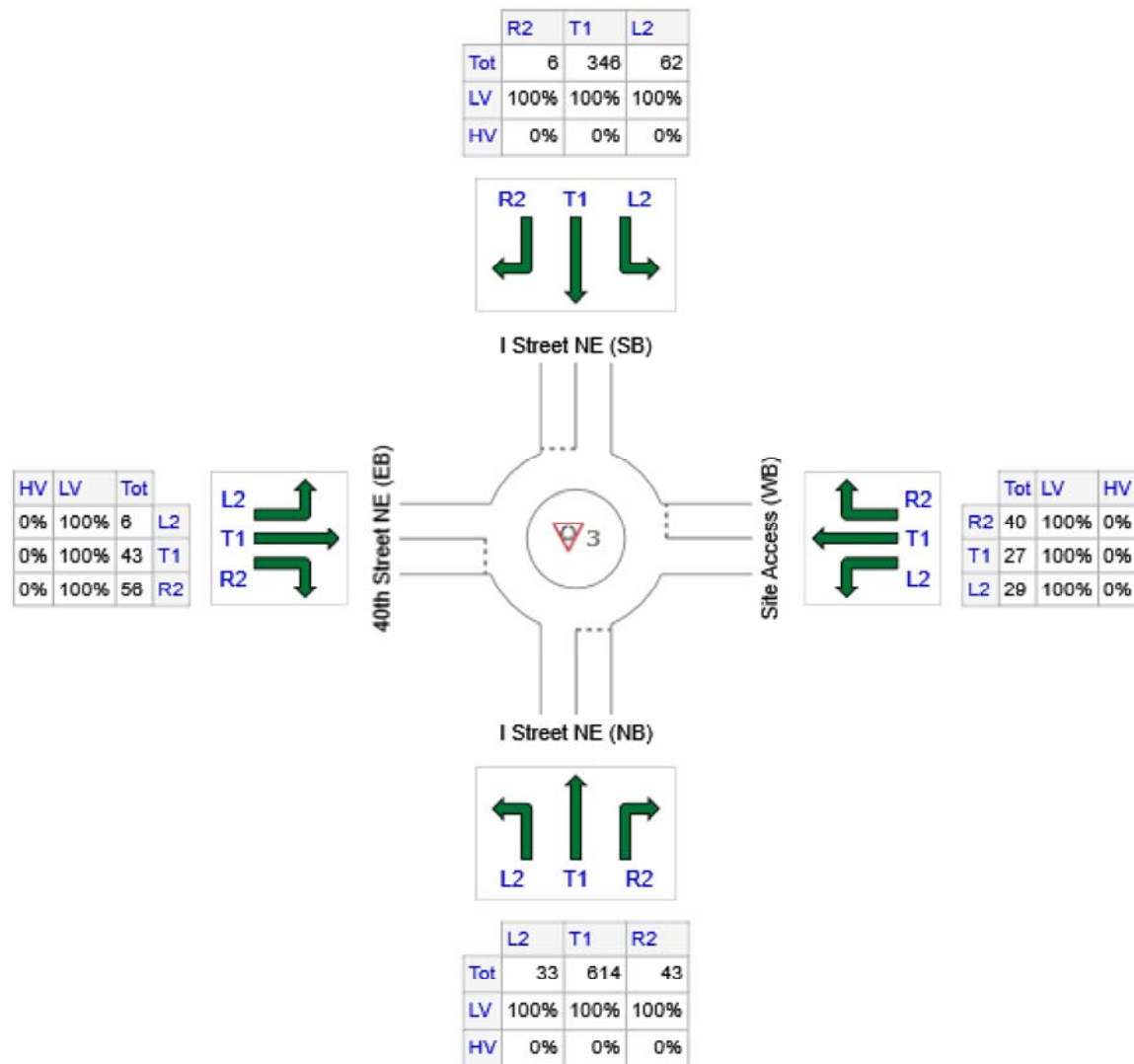
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

 Site: 3 [2025 Future w Proposed Zoning]

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: I Street NE (NB)	690	690	0
E: Site Access (WB)	96	96	0
N: I Street NE (SB)	414	414	0
W: 40th Street NE (EB)	105	105	0
Total	1305	1305	0

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

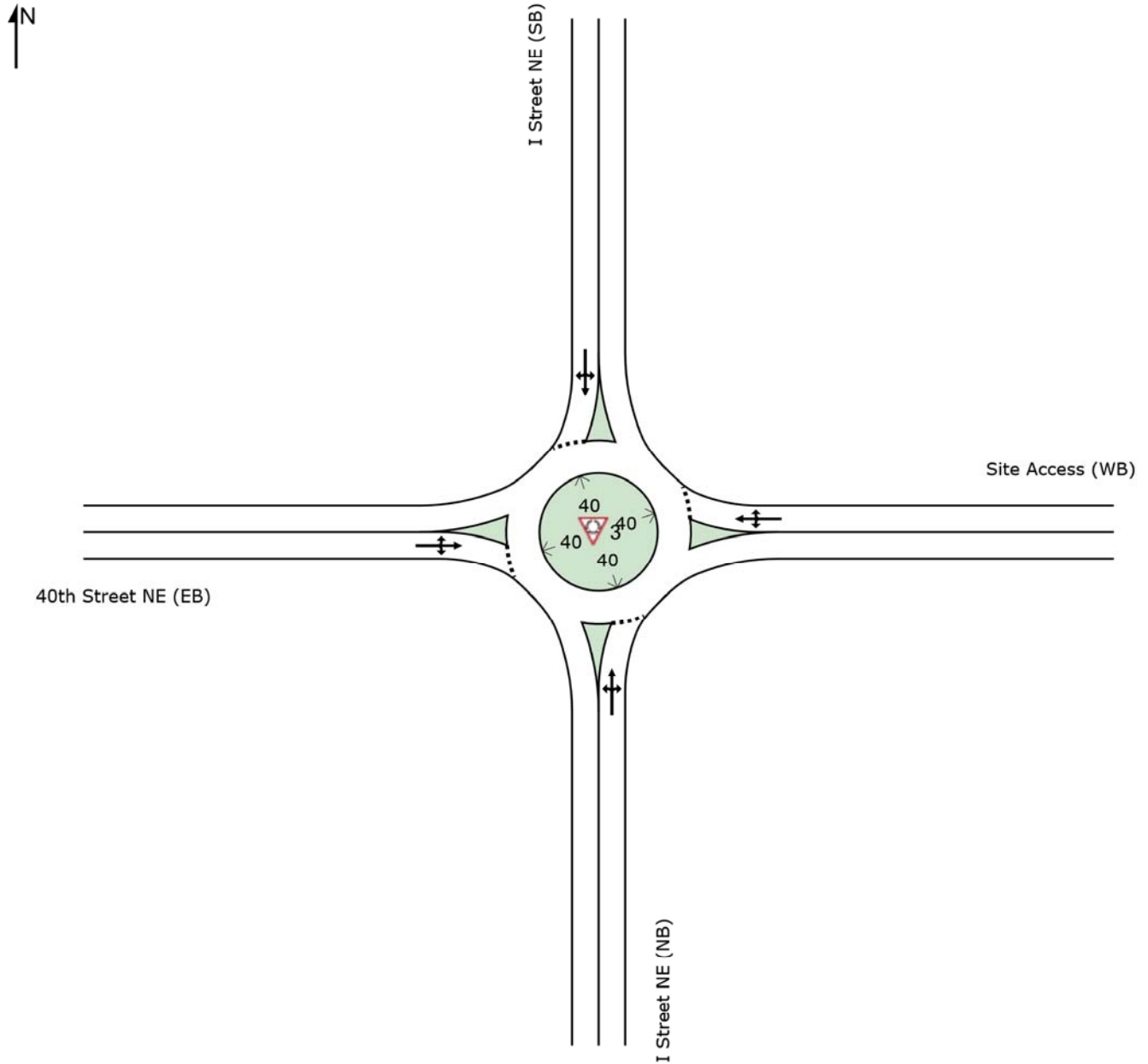
Organisation: GIBSON TRAFFIC CONSULTANTS | Created: Friday, August 21, 2020 10:01:46 AM

Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

SITE LAYOUT

Site: 3 [2025 Future w Proposed Zoning]

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout



MOVEMENT SUMMARY

Site: 3 [2025 Future w Proposed Zoning]

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: I Street NE (NB)												
3	L2	36	0.0	0.728	10.6	LOS B	8.4	208.8	0.69	0.59	0.69	34.0
8	T1	675	0.0	0.728	7.0	LOS A	8.4	208.8	0.69	0.59	0.69	34.3
18	R2	47	0.0	0.728	6.8	LOS A	8.4	208.8	0.69	0.59	0.69	33.6
Approach		758	0.0	0.728	7.2	LOS A	8.4	208.8	0.69	0.59	0.69	34.2
East: Site Access (WB)												
1	L2	32	0.0	0.195	14.3	LOS B	1.2	29.8	0.79	0.85	0.79	32.5
6	T1	30	0.0	0.195	10.7	LOS B	1.2	29.8	0.79	0.85	0.79	32.7
16	R2	44	0.0	0.195	10.4	LOS B	1.2	29.8	0.79	0.85	0.79	32.1
Approach		105	0.0	0.195	11.7	LOS B	1.2	29.8	0.79	0.85	0.79	32.4
North: I Street NE (SB)												
7	L2	68	0.0	0.429	9.5	LOS A	3.3	81.3	0.41	0.54	0.41	34.6
4	T1	380	0.0	0.429	5.9	LOS A	3.3	81.3	0.41	0.54	0.41	34.8
14	R2	7	0.0	0.429	5.7	LOS A	3.3	81.3	0.41	0.54	0.41	34.2
Approach		455	0.0	0.429	6.5	LOS A	3.3	81.3	0.41	0.54	0.41	34.8
West: 40th Street NE (EB)												
5	L2	7	0.0	0.157	12.0	LOS B	0.9	21.3	0.62	0.72	0.62	34.0
2	T1	47	0.0	0.157	8.4	LOS A	0.9	21.3	0.62	0.72	0.62	34.3
12	R2	62	0.0	0.157	8.1	LOS A	0.9	21.3	0.62	0.72	0.62	33.6
Approach		115	0.0	0.157	8.4	LOS A	0.9	21.3	0.62	0.72	0.62	33.9
All Vehicles		1434	0.0	0.728	7.4	LOS A	8.4	208.8	0.60	0.61	0.60	34.2

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: GIBSON TRAFFIC CONSULTANTS | Processed: Friday, August 21, 2020 10:00:03 AM





Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	51	586	26	84	357
Future Vol, veh/h	17	51	586	26	84	357
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	19	57	651	29	93	397

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1249	666	0
Stage 1	666	-	-
Stage 2	583	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	189	456	-
Stage 1	507	-	-
Stage 2	554	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	164	456	-
Mov Cap-2 Maneuver	164	-	-
Stage 1	507	-	-
Stage 2	481	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18	0	1.8
HCM LOS	C		







Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	164	456
HCM Lane V/C Ratio	-	-	0.115	0.124
HCM Control Delay (s)	-	-	29.8	14
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.4	0.4

HCM 6th TWSC

3: I Street NE & 40th Street NE

Westport Rezone

Intersection

Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	43	56	29	27	40	33	549	43	62	280	6
Future Vol, veh/h	6	43	56	29	27	40	33	549	43	62	280	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	7	47	62	32	29	43	36	603	47	67	308	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1181	1168	312	1199	1148	627	315	0	0	650	0	0
Stage 1	446	446	-	699	699	-	-	-	-	-	-	-
Stage 2	735	722	-	500	449	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	168	193	733	162	199	484	1257	-	-	936	-	-
Stage 1	595	574	-	430	442	-	-	-	-	-	-	-
Stage 2	414	431	-	553	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	124	174	733	109	179	484	1257	-	-	936	-	-
Mov Cap-2 Maneuver	124	174	-	109	179	-	-	-	-	-	-	-
Stage 1	578	533	-	418	429	-	-	-	-	-	-	-
Stage 2	341	419	-	429	531	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	26.1		44.1		0.4		1.6	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	283	192	936	-
HCM Lane V/C Ratio	0.029	-	-	0.406	0.543	0.072	-
HCM Control Delay (s)	7.9	-	-	26.1	44.1	9.1	-
HCM Lane LOS	A	-	-	D	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	2.8	0.2	-

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

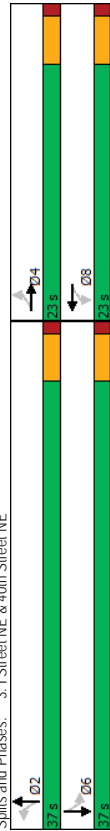
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	43	56	29	27	40	33	549	43	62	280	6
Future Volume (vph)	6	43	56	29	27	40	33	549	43	62	280	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	0	100	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	1.00	1.00	25	1.00	1.00	25	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.928	0.944	0.944	0.944	0.944	0.989	0.989	0.989	0.950	0.997	0.950
FRT	0.997	0.997	0.997	0.997	0.997	0.997	0.997	0.997	0.997	0.997	0.997	0.997
Flt Protected	0	1744	0	0	1732	0	1805	1876	0	1770	1894	0
Satd. Flow (prot)	0	1744	0	0	1732	0	1805	1876	0	1770	1894	0
Flt Permitted	0	0.971	0.879	0.879	0.879	0.879	0.569	0.569	0.346	0.346	0.346	0
Satd. Flow (perm)	0	1698	0	0	1546	0	1081	1876	0	645	1894	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	62	43	30	43	30	30	10	30	30	30	30	30
Link Speed (mph)	513	513	513	513	513	513	865	865	865	865	865	865
Link Distance (ft)	11.7	11.7	11.7	11.7	11.7	11.7	15.6	15.6	15.6	15.6	15.6	15.6
Travel Time (s)	0.91	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.92	0.92	0.91	0.91
Peak Hour Factor	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%	0%	0%
Heavy Vehicles (%)	7	47	62	32	29	43	36	603	47	67	308	7
Adj. Flow (vph)	0	116	0	0	104	0	36	650	0	67	315	0
Shared Lane Traffic (%)	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA
Lane Group Flow (vph)	4	4	4	4	4	4	4	4	4	4	4	4
Turn Type	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	5.0	22.5	22.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%	61.7%	61.7%
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5	18.5	32.5	32.5	32.5	32.5	32.5	32.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Walk Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Flash Don't Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Calls (#/hr)	7.4	7.4	7.4	7.4	7.4	7.4	24.1	24.1	24.1	24.1	24.1	24.1
Act Effect Green (s)	0.20	0.20	0.20	0.20	0.20	0.20	0.65	0.65	0.65	0.65	0.65	0.65
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.05	0.05	0.05	0.05	0.05
v/c Ratio	10.5	10.5	10.5	12.3	12.3	12.3	4.2	7.2	5.4	4.9	4.9	4.9
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2025 future Conditions with Proposed Zoning (Only Copper Gate Phase 1 w Signal)
Gibson Traffic Consultants, Inc. [BUL #20-113]

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	10.5	10.5	10.5	12.3	12.3	12.3	4.2	7.2	5.4	4.9	4.9	4.9
LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Delay	10.5	10.5	10.5	12.3	12.3	12.3	4.2	7.2	5.4	4.9	4.9	4.9
Approach LOS	B	B	B	B	B	B	A	A	A	A	A	A
Queue Length 50th (ft)	8	8	8	9	9	9	3	67	5	26	26	26
Queue Length 95th (ft)	46	46	46	47	47	47	11	163	21	65	65	65
Internal Link Dist (ft)	433	433	433	607	607	607	100	785	100	596	596	596
Turn Bay Length (ft)	916	916	916	828	828	828	948	1646	565	1661	1661	1661
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.04	0.39	0.12	0.19	0.19	0.19
Intersection Summary	Other											
Area Type:	Cycle Length: 60											
Cycle Length:	Actual Cycle Length: 36.9											
Natural Cycle:	55											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.53											
Intersection Signal Delay:	7.1											
Intersection LOS:	A											
ICU Level of Service B	Analysis Period (min) 15											
Spills and Phases:	3: I Street NE & 40th Street NE											



2025 future Conditions with Proposed Zoning (Only Copper Gate Phase 1 w Signal)
Gibson Traffic Consultants, Inc. [BUL #20-113]

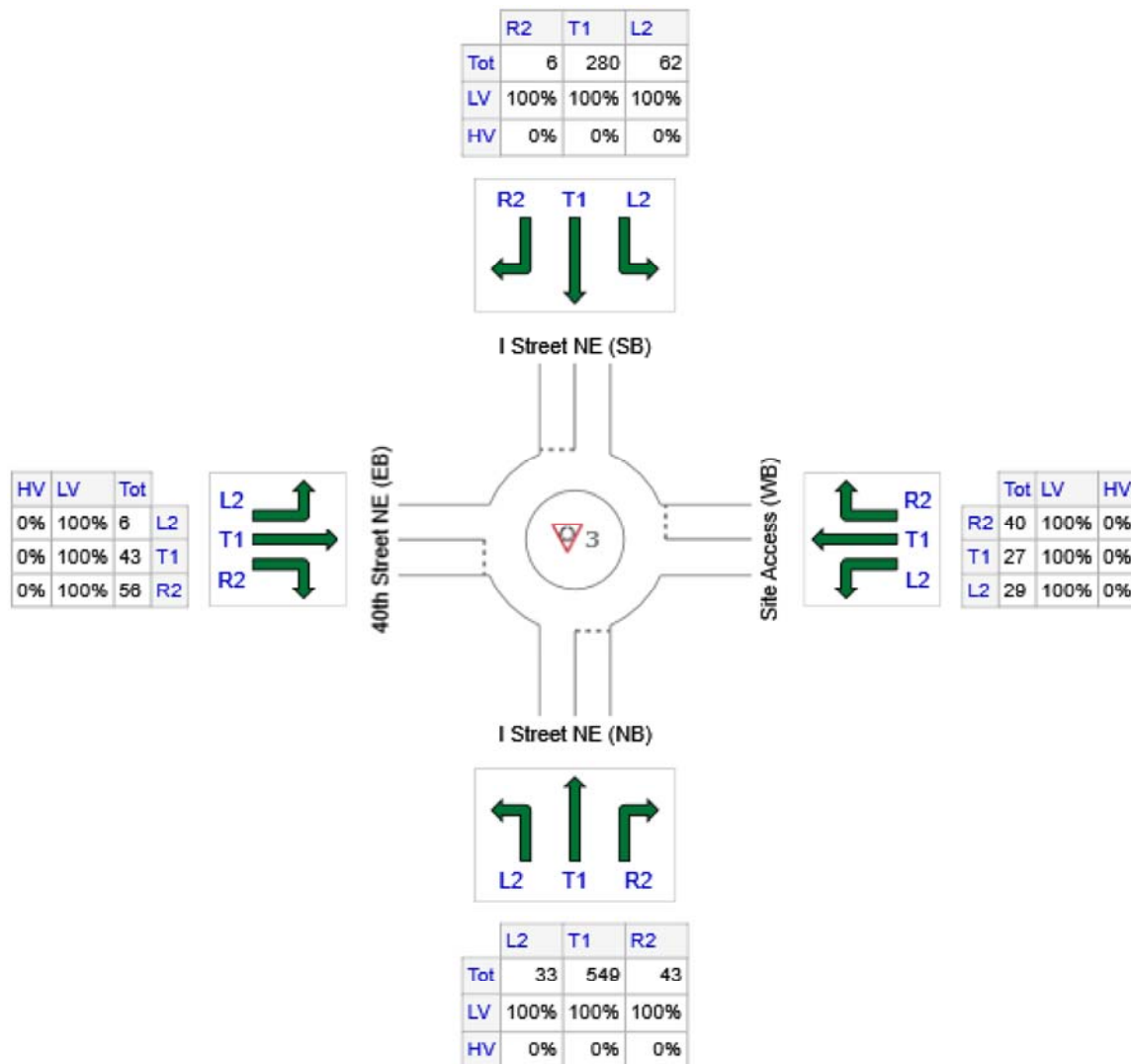
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

 **Site: 3 [2025 Future w Proposed Zoning & Copper Gate Phase 1 Only]**

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout

Volume Display Method: Total and %



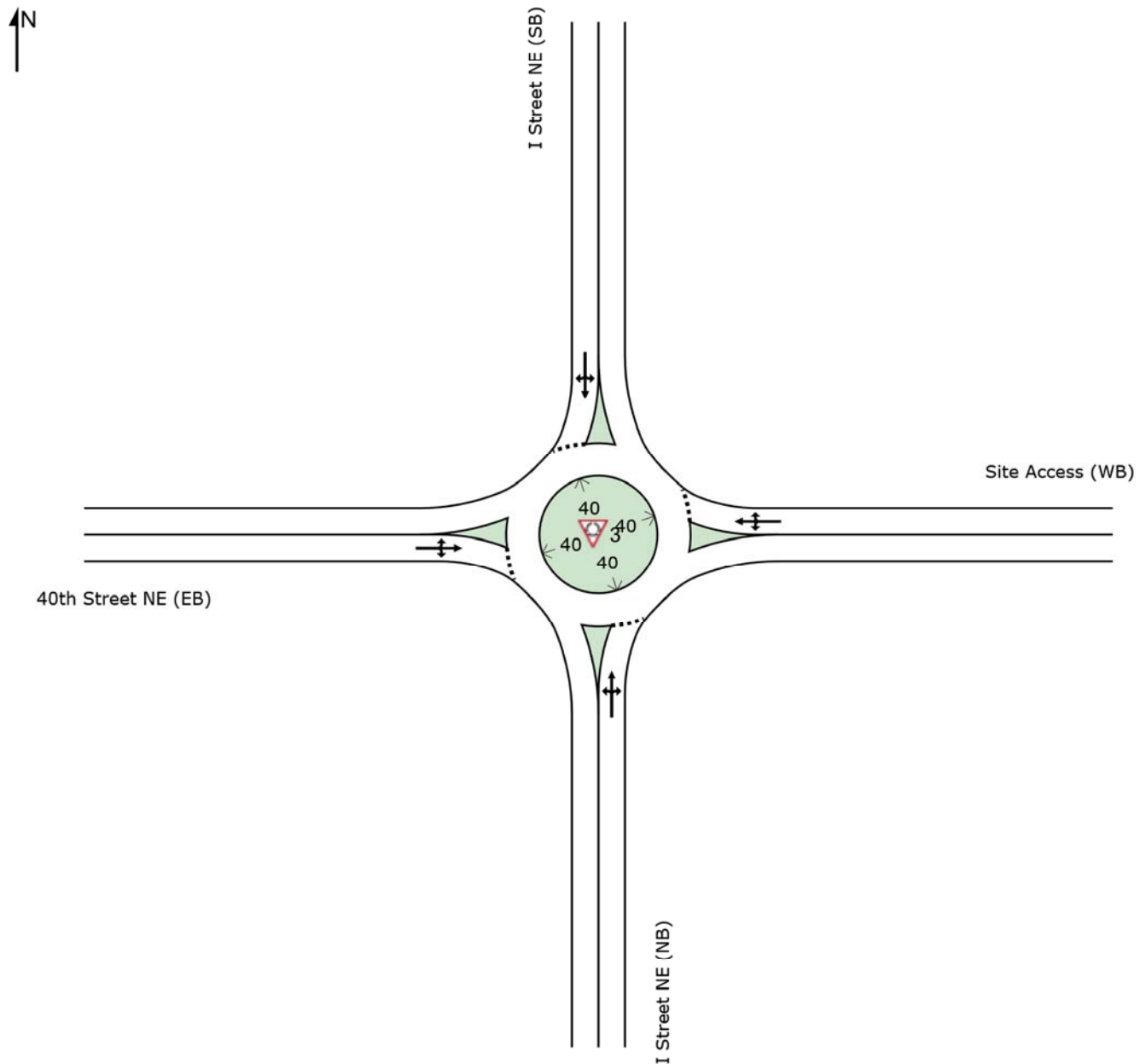
	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: I Street NE (NB)	625	625	0
E: Site Access (WB)	96	96	0
N: I Street NE (SB)	348	348	0
W: 40th Street NE (EB)	105	105	0
Total	1174	1174	0

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: GIBSON TRAFFIC CONSULTANTS | Created: Friday, August 21, 2020 10:02:02 AM

Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout



MOVEMENT SUMMARY

 **Site: 3 [2025 Future w Proposed Zoning & Copper Gate Phase 1 Only]**

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: I Street NE (NB)												
3	L2	36	0.0	0.659	10.3	LOS B	6.6	164.5	0.60	0.58	0.60	34.2
8	T1	603	0.0	0.659	6.7	LOS A	6.6	164.5	0.60	0.58	0.60	34.5
18	R2	47	0.0	0.659	6.5	LOS A	6.6	164.5	0.60	0.58	0.60	33.8
Approach		687	0.0	0.659	6.9	LOS A	6.6	164.5	0.60	0.58	0.60	34.4
East: Site Access (WB)												
1	L2	32	0.0	0.175	13.5	LOS B	1.0	25.8	0.74	0.81	0.74	32.9
6	T1	30	0.0	0.175	9.9	LOS A	1.0	25.8	0.74	0.81	0.74	33.1
16	R2	44	0.0	0.175	9.6	LOS A	1.0	25.8	0.74	0.81	0.74	32.5
Approach		105	0.0	0.175	10.9	LOS B	1.0	25.8	0.74	0.81	0.74	32.8
North: I Street NE (SB)												
7	L2	68	0.0	0.360	9.4	LOS A	2.5	62.4	0.37	0.54	0.37	34.7
4	T1	308	0.0	0.360	5.9	LOS A	2.5	62.4	0.37	0.54	0.37	34.9
14	R2	7	0.0	0.360	5.6	LOS A	2.5	62.4	0.37	0.54	0.37	34.2
Approach		382	0.0	0.360	6.5	LOS A	2.5	62.4	0.37	0.54	0.37	34.8
West: 40th Street NE (EB)												
5	L2	7	0.0	0.146	11.4	LOS B	0.8	19.5	0.57	0.68	0.57	34.3
2	T1	47	0.0	0.146	7.8	LOS A	0.8	19.5	0.57	0.68	0.57	34.6
12	R2	62	0.0	0.146	7.5	LOS A	0.8	19.5	0.57	0.68	0.57	33.9
Approach		115	0.0	0.146	7.9	LOS A	0.8	19.5	0.57	0.68	0.57	34.2
All Vehicles		1290	0.0	0.659	7.2	LOS A	6.6	164.5	0.54	0.60	0.54	34.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: GIBSON TRAFFIC CONSULTANTS | Processed: Friday, August 21, 2020 10:00:03 AM

Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

SEPA ENVIRONMENTAL CHECKLIST

Date Received:

Physical Address: Auburn City Hall Annex, 2 nd Floor 1 E Main St	Mailing Address: 25 W Main St Auburn, WA 98001	Webpage & Application Submittal: www.auburnwa.gov applications@auburnwa.gov	Phone and Email: 253-931-3090 permitcenter@auburnwa.gov
--	---	---	---

Project Name: Westport Capital Investments Comp Plan Amendment & Rezone

Parcel Number(s): 0004200024, 0004200022, 0004200003

A. Background [\[help\]](#)

1. Name of proposed project, if applicable: Westport Capital Investments Comp Plan Amendment & Rezone

2. Name of Applicant: Westport Capital Investments, LLC

Name of Agent (if applicable): David K. Toyer, President, Toyer Strategic Advisors, Inc.

3. Address and phone number of Applicant:
11269 NE 37th PL, Bellevue, WA 98004 425-417-8674

Address and phone number of Agent (if applicable):
3705 Colby Avenue, Suite 1, Everett, WA 98201

4. Date Checklist prepared: April 26, 2020

Date(s) Checklist Revised: August 18, 2020

5. Agency requesting checklist: City of Auburn, Washington

6. Proposed timing or schedule (including phasing, if applicable).

This is a non-project action to amend the comprehensive plan and zoning maps of the City of Auburn as part of the annual "docket" cycle. Applications are due in Jun 2020 and reviewed by staff, Planning Commission and Council. A decision is expected in Dec 2020.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

There are no current plans for future development of this site. After this process is complete, a development proposal could be submitted but would be required to complete its own project-level SEPA review.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Shockey Planning Group evaluated the site for sensitive areas in 2017. As part of this proposal's application requirements, Gibson Traffic Consultants has prepared a traffic analysis at the direction of the City.

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.

None known.

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

This proposal is a non-project action to amend the comprehensive plan land use designation and zoning for three parcels, which required approval by the City Council. No other government approvals are needed.

11. Give 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.

This is a non-project action involving three parcels totaling 32.4 acres which seeks to:

- re-designate approximately 32.4 acres from single family to multiple-family (comprehensive plan amendment); and
- rezone approximately 31.2 acres from R7 to R20 (zoning map amendment)

The difference between the total acreage and acreage requested for rezoning recognizes that approximately 1.2 acres was already previously rezoned to multiple family in 1988 (Ordinance 4299) and is presently within the R20 zone.

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.

The parcels subject to the proposal can generally be described as being located north and east of I Street and 40th Street NE, including a portion located within the SE quarter of Section 31, Township 22N, Range 05E and the NE quarter of Section 06, Township 21N, Range 05E.

B. Environmental Elements

1. Earth

a. General description of the site: ☒ flat, ☐ rolling, ☐ hilly, ☐ steep slopes, ☐ mountainous, ☐ other

b. What is the steepest slope on the site (approximate percent slope)? Less than 10%

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Approximately 70% Oridia Silt Loam and 28% Renton Silt Loam with small percentages of Briscot Silt Loam and urban land.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None known.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

This proposal is a non-project action that would not directly result in any grading or filling. Any application for a future development proposal, unless exempt by WAC 197.11.800 or city code, will be required to complete a project level SEPA.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No. This proposal is a non-project action that would not directly result in any clear, grading, etc.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

This proposal is a non-project action and will not directly result in impervious surfaces. However, the change in applicable zoning from R7 to R20 will result in increased allowances for lot coverage and impervious surface under AMC 18.07.030.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

None. This proposal is a non-project action and no measures are proposed to reduce or control erosion. Any application for a future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and comply with applicable city and state standards for surface water, drainage, low impact development and TESC.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

This proposal is a non-project action and would have no direct impact on emissions. Any future development, unless exempt under WAC 197-11-800 or city code, would be required to complete a project level SEPA and comply with standards for air quality.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None known.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

None. This proposal is a non-project action and would not directly result in any emissions. Any application for a future development proposal, unless exempt by WAC 197-11-800 or city code, will be required to complete a project level SEPA

3. Water

a. Surface Water.

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.

Small isolated wetlands were identified by Skockey [Planning Group Brent](#) on adjacent parcels ~~that are~~ not part of this proposal. Note that the Skockey Planning Group map report shows a 50ft buffer in accordance with the previous critical areas ordinances. Applicable buffers would be in accordance with Chapter 16.10 at the time of any future development application. Additionally, the Green River is located within 500 feet of the east property line of parcel 0004200003.

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

This proposal is a non-project action and does not propose any work over, in, or adjacent to the wetlands or the river. Any future development proposal will require a critical areas delineation and a project level SEPA.

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. This proposal is a non-project action and would not result in any filling or dredging. Any future development proposal would be required to complete a project level SEPA if filling and/or dredging were proposed.

4. Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

This proposal is a non-project action and would not directly result in or require surface water withdrawals or diversions. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA.

5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Yes. Attached is a map showing the FEMA preliminary 100-year floodplain. However, this is a non-project action. Any future development proposal would be required to address this and a project level SEPA. The City is currently updated flood regs per FEMA

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.

This proposal is a non-project action and would not directly result in any discharge of waste materials. Any future development proposal would be required, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA.

b. Ground Water.

1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No. This proposal is a non-project action. Any future development, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and comply with applicable city and state standards.

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.

None. This proposal is a non-project action. Any future development, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and comply with any applicable standards.

c. Water runoff (including stormwater).

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.

Unknown at this time. This proposal is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and provide analysis of storm and surface water runoff.

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

Not applicable. This is a non-project action.

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No. This is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to submit a preliminary drainage report that analyzes drainage patterns pre- and post-development, as well as comply with all applicable city and state standards for the collection, treatment and release of storm and surface water.

4. Plants

a. Check the 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
- ☐ orchards, vineyards or other permanent crops
- ☐ 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?

No removal or alteration of vegetation is proposed as this is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and identify vegetation to be removed or altered.

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

None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None proposed. This proposal is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA review and comply with any applicable landscaping standards.

e. List all noxious weeds and invasive species known to be on or near the site.

None known.

5. Animals

a. Check any birds and other 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, ☐ geese, ☐ ducks, ☐ crows, ☐ other
- ☐ Mammals: ☐ deer, ☐ bear, ☐ elk, ☐ beaver, ☐ other
- ☐ Fish: ☐ bass, ☐ salmon, ☐ trout, ☐ herring, ☐ shellfish, ☐ other

b. List any threatened and endangered species known to be on or near the site.

The sensitive area review by Shockey Planning Group discusses WDFW notes on failed heron reproduction due to eagle harassment.

c. Is the site part of a migration route? If so, explain.

None identified, except that the entire region is within the Pacific Fly-way.

d. Proposed measures to preserve or enhance wildlife, if any:

None proposed. This is a non-project action.

e. List any invasive animal species known to be on or near the site.

None known.

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.

Not applicable. This proposal is a non-project action that will not have any direct energy needs. Any future development proposal will be required to analyze its specific energy needs.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No. This proposal is a non-project action and would not directly result in any changes that could impact the use of solar energy by adjacent properties.

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:

None. This proposal is a non-project action. Future development proposals may or may not include energy conservation features. Any future development proposal would be required to comply with current energy codes, etc. to control energy impacts.

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 as a result of this proposal? If so, describe.

None known. This proposal is a non-project action and it would not directly create any environmental health hazards.

1. Describe any known or possible contamination at the site from present or past uses.

This site was historically used for agriculture and may have been affected by pesticide use. However, this is a non-project action and any future development proposal will be required to identify contamination, if any, as well as remediation, if required.

2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Not applicable. This proposal is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and identify any chemicals that might be stored, used, etc.

4. Describe special emergency services that might be required.

None. This proposal is a non-project action. No environmental health hazards are anticipated as a direct result of this proposal.

5. Proposed measures to reduce or control environmental health hazards, if any:

None proposed. This is a non-project action. No environmental health hazards are anticipated as a direct result of this proposal. Any future development, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA.

b. Noise.

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

None. This is a non-project action. However, the proposed location of the amendment is located within an urban environment with typical urban noises made by adjacent uses (commercial, high density residential), traffic, etc.

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.

None. This proposal is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would need to identify its specific short-term and long-term noises, hours, etc.

3. Proposed measures to reduce or control noise impacts, if any:

None proposed. This proposal is a non-project action and would not directly result in any noises. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would need to complete a project level SEPA review.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

This site is undeveloped. Adjacent parcels are vacant land zoned R20 (W and SW); a PUD development (N), developed heavy commercial zoning (W and SW); vacant land zoned R7 (S), a residential manufactured/mobile home community (S) and open space/public use (E). This proposal shouldn't affect adjacent uses as it is consistent with the mix of higher density and intensity uses.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

This site was at one time used for agricultural purposes, but it not working farmlands, nor is it an agricultural site of long-term significance.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

<p>c. Describe any structures on the site.</p> <p>None.</p>
<p>d. Will any structures be demolished? If so, what?</p> <p>None. This is a non-project action.</p>
<p>e. What is the current zoning classification of the site?</p> <p>R7</p>
<p>f. What is the current Comprehensive Plan designation of the site?</p> <p>Single Family</p>
<p>g. If applicable, what is the current Shoreline Master Program designation of the site?</p> <p>Not applicable.</p>
<p>h. Has any part of the site been classified as a critical area? If so, specify.</p> <p>No. A portion of the east side of the site is located within the identified 100-year floodplain (see attached map).</p>
<p>i. Approximately how many people would reside or work in the completed project?</p> <p>This is a non-project action. However, the proposal could increase residential capacity by approx. 850 to 915 people (max build out).</p>
<p>j. Approximately how many people would the completed project displace?</p> <p>None. This is a non-project action.</p>
<p>k. Proposed measures to avoid or reduce displacement impacts, if any:</p> <p>None. This is a non-project action.</p>
<p>l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:</p> <p>None. This proposal is a non-project action. If this proposal is approved and a future development proposal submitted, that proposal would be required to comply with city standards for development, including density, dimension and design standards. Further, future development allowed if this proposal were approved would be consistent with the adjacent PUD, heavy commercial and R20 zoning.</p>
<p>m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:</p> <p>None. This is a non-project action and does not involve agricultural or forest lands of long-term commercial significance.</p>

9. Housing

<p>a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.</p> <p>If approved, this proposed change would increase the number of potential units from 218 single family homes to as many as 624 multi-family units (depending on type of product). It is most likely that any future development proposal be for market rate units.</p>
<p>b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.</p> <p>None.</p>
<p>c. Proposed measures to reduce or control housing impacts, if any:</p> <p>None. This proposal is a non-project action.</p>

10. Aesthetics

<p>a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?</p> <p>This proposal is a non-project action, but if approved the maximum building height would increase from 35ft to 50ft. Future development, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA review.</p>
<p>b. What views in the immediate vicinity would be altered or obstructed?</p> <p>None. The potential increase in building height would be consistent with the 50ft and 75 ft building heights allowed to the West and the 50ft building height allowed to the SW.</p>
<p>c. Proposed measures to reduce or control aesthetic impacts, if any:</p> <p>None proposed. This is a non-project action. Any future development proposal would be required to comply with applicable density, dimension and design standards at such time a development may be proposed.</p>

11. Light and Glare

<p>a. What type of light or glare will the proposal produce? What time of day would it mainly occur?</p> <p>None. This proposal is a non-project action that would not directly produce any light or glare. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and address light and glare.</p>
--

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Not applicable. This is a non-project action.

c. What existing off-site sources of light or glare may affect your proposal?

None known/not applicable. This is a non-project action.

d. Proposed measures to reduce or control light and glare impacts, if any:

None proposed. This is a non-project action.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Recreation within 1 mile of this location include the interurban trail, the Mary Olson farm, North Green River Park, Riverpoint Park and the Issac Evans Park.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No. This is a non-project action.

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

None proposed. This is a non-project action.

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

None known.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

None known.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archeology and Historic Preservation (DAHP), archaeological surveys, historic maps, GIS data, etc.

None. DAHP's WISAARD Predictive Model shows the eastern portion of this site as "very high risk" and the remainder of the site as "high risk" for cultural resources. Shockey Planning Group conducted a desktop review of this information, which has been summarized in a memo to the City. DAHP considers this information sensitive and confidential, and it is protected from public disclosure per RCW 42.17.310(1)(k). This proposal is a non-project action. Any future development proposal, unless exempt, would be required to assess any potential impacts or otherwise comply with any comments received from DAHP in response to a notice of application or SEPA.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None proposed. This is a non-project action.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The subject site is not presently served by a public street. However, it is located due east of the intersection of 40th Street NE and I Street NE. Future access points at the time of development of this site may will be include an the extension of 40th Street NE from I Street and the extension public road connections with L Street and O place, as well as an EVA at R Street. Road connections to the south will need to be coordinated with the Auburn School District, the addition of a 41st Place NE (east of I Street NE); the extension of L Street NE and/or the extension of O Place NE.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is located within one-half mile of King County Metro Route 180, including northbound stop #57915 (37th & Auburn Way) and southbound stop #58235 (42nd & Auburn Way). Sidewalks within the future development can be extended to connect with existing sidewalks in the area to provide access to this service. Route 180 is an all-day route with "night owl" service and Route 180 is planned to convert to a RapidRide I line in 2023. # Route 180 provides connections to Auburn Station, Kent Station, Burien, Sea-tac, and etc., And it can connecting riders to Sound Transit bus and commuter train services.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

Not applicable. This proposal is a non-project action. Any future development proposal would be required to comply with local regulations for parking, including stall dimensions, stall size and etc.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No, this proposal will not directly require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, as it this proposal is a non-project action. Any future development proposal would be required to complete a development specific traffic impact analysis (TIA) and, unless exempt by WAC 197-11-800 or city code, a project level SEPA review.

Based on a traffic impact analysis by Gibson Traffic Consultants, any future development will need to evaluate the intersection at 40th Street NE and I Street, any shifts in traffic volumes to I Street NE from Auburn Way S with its extension to S 277th Street, and the impacts of the proposed development to determine what improvements, if any, are needed at this intersection. Additionally, any future development proposal would be required to submit a site plan for review, which would include plans for any new or improved roads, etc.

Future development would be required to make a connection to I Street NE at 40th Street NE and provide half street improvements along I Street. Additional analysis will be required to determine if improvements are needed to the intersection of 40th Street NE and I Street NE. Public road connections will be required to L Street and O Place with an emergency vehicle access (EVA) at R Street. Site planning will need to be coordinated with the Auburn School District for purposes of providing public road stubs to their future school development (south).

e. Will the project or proposal 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 or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

A Traffic Impact Analysis was completed by Gibson Traffic Consultants. It concluded the proposed re-designation/rezone would result in 1,337 average daily trips (64 AM peak hour) and (59 PM peak hour). This would be passenger vehicles. The data was obtained from the City of Auburn and the model relied on both the current ITE and Highway Capacity Manuals.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

h. Proposed measures to reduce or control transportation impacts, if any:

None proposed. This proposal is a non-project action. Any future development proposal for the site would be required to complete a traffic impact analysis and project level SEPA review to identify potential level of service (LOS) or other transportation impacts requiring mitigation.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Yes, eventually. Should this proposal be approved future development could have more units which would increase demands for certain public services. However, under GMA the impact of density on public services is preferred to that created by sprawl.

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

None proposed. This is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA review to identify direct impacts and any required mitigation.

16. Utilities

a. Check utilities currently available at the site: ☒ **electricity**, ☒ **natural gas**, ☒ **water**, ☒ **refuse service**, ☒ **telephone**, ☒ **sanitary sewer**, ☐ septic system, ☒ **other storm sewers**

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 which might be needed.

None proposed. This proposal is a non-project action and will not directly result in new demand for utilities. Future development will be required to coordinate with area utilities to evaluate development specific needs and available utility capacities, as well as coordinate and plan for development specific service needs, including connections, extensions, relocations, etc. At the request of the City, Applicant retained PACE Engineering to conduct an analysis of the Auburn 40 pump station. This analysis shows that any future development will need to further analyze the Auburn 40 pump station to determine if any improvements are required to support additional and peak flows.

Signature: _____

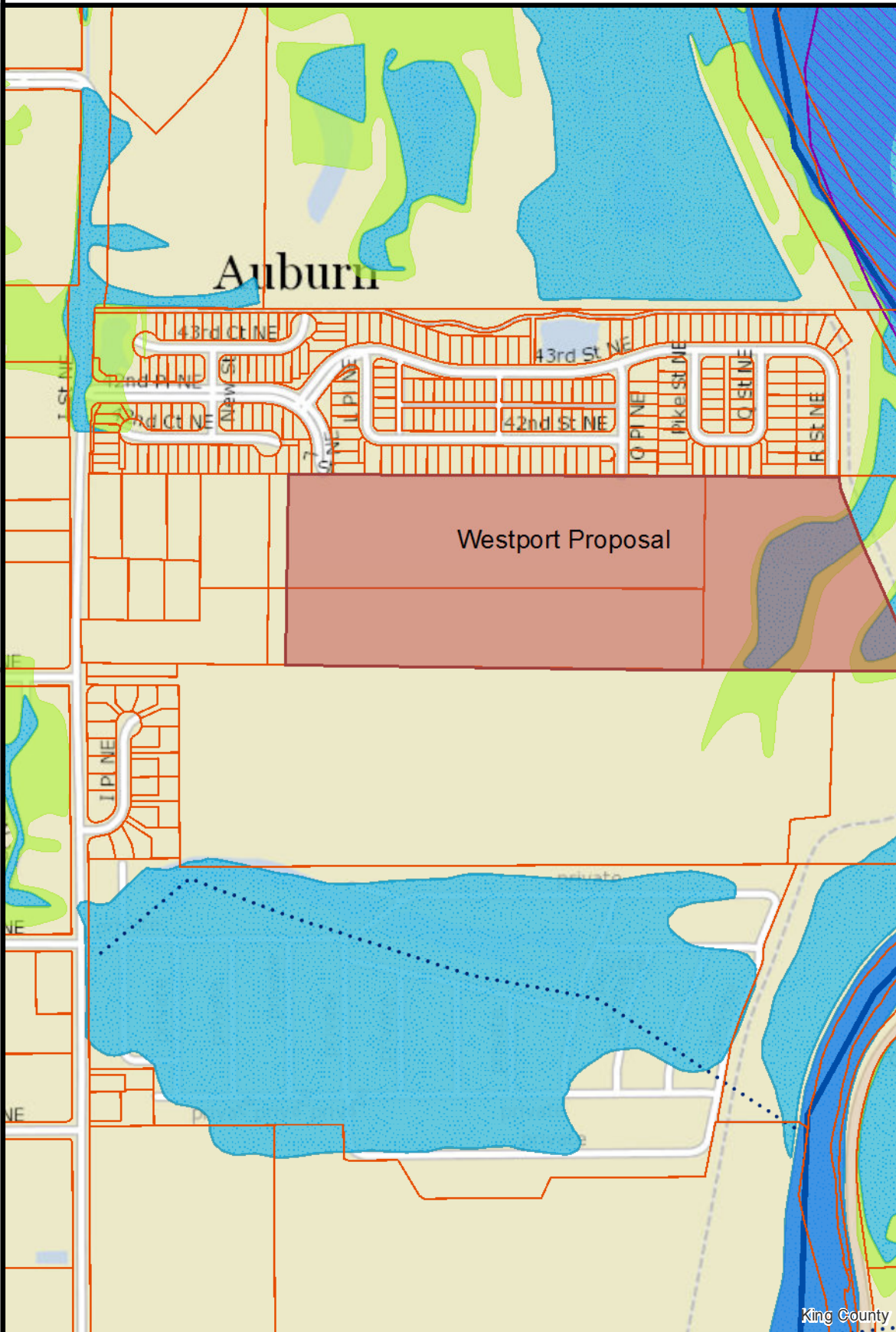
A handwritten signature in blue ink, appearing to read "David K. Toyer", is written over a horizontal line. The signature is stylized with a large loop at the end.

Name of Signee: David K. Toyer

Position and Agency/Organization: Toyer Strategic Advisors, Inc.

Date Submitted: ~~June 12, 2020~~ August 18, 2020

Flood Plain Map



Legend

- Parcels
- Potential landslide hazard areas (2016, see explanation--->)
- Seismic hazard (1990 SAO)
- Coal mine hazard (1990 SAO)

Stream (1990 SAO)

- class 1
- class 2 perennial
- class 2 salmonid
- class 3
- unclassified
- Wetland (1990 SAO)
- Sensitive area notice on title
- Wildlife network
- FEMA preliminary floodway
- FEMA preliminary 100-year floodplain

Flood other areas

- 0.2% annual chance flood hazard (500 year)
- zone X protected by levee
- Regulatory floodplain

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

Date: 4/28/2020

For Westport Capital



King County