

Catherine Lee

From: Amanda Ginovsky <aginovsky@gmail.com>
Sent: Friday, August 12, 2022 4:21 PM
To: Catherine Lee
Subject: [EXTERNAL] Moderna development

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I have lived on 179th for three years. I have the following concerns about the Moderna proposal

- 1) parking, we already have many cars parking on our street
- 2) traffic, near a school, with only 1 entrance
- 3) size: how will the local infrastructure handle this increase in residents and traffic

I moved to Shoreline from Seattle for a reason, and want the Shoreline character to persevere

Thank you,
Amanda Ginovsky

Catherine Lee

From: Barbara Johnstone <barbaraj98103@yahoo.com>
Sent: Friday, August 12, 2022 3:36 PM
To: Catherine Lee
Cc: City Council
Subject: [EXTERNAL] Re: SEPA Comment MFR22-1623 Site: 17802 Linden Ave N

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: City of Shoreline,

c/o Cate Lee, Senior Planner, Planning & Community Development CC: Council

Re: SEPA Comment MFR22-1623 Site: 17802 Linden Ave N

The current site plan design for “Modera Shoreline” ignores the arborist report update 4/29/22 by Layton Tree Consulting LLC. There are 48 significant trees identified on the property, all of which would be clear-cut. The arborist judged the majority to be in good condition and in “Discussion/Recommendations” (p. 6, paragraph 2) said “[t]rees on the west and east perimeters are well-positioned for successful retention.” These healthy trees are one of the solutions to the climate emergency—and would be replaced largely by impervious “improvements” that contribute to climate emergency due to the heat generated. The completed SEPA Environmental Checklist states 90% of the site will be impervious surfaces at completion. Removal of these trees conflicts with the City’s climate policies. In addition, vehicular emissions will increase due to the density and to having one driveway to handle 455 parking spaces which very likely means cars will be idling at busy times. It will not reduce vehicle use to remove the shade, air cleansing and beauty of the mature trees that so many of us moved here for and thus make walking less desirable (on a street that was a way to avoid Aurora!).

High density does address the climate crisis but must be done in a way that addresses other factors necessary to reverse the rising temperatures. To save these trees, I understand the building setback would need to increase—to one also in line with the city’s climate goals. Yes, it potentially “impairs viability of the project”— as currently designed. And yes, the sidewalks would be narrower--to make a walkable city of shade and beauty; most city sidewalks are 48 inches NOT 8 feet!

Sincerely,

Barbara Johnstone

Shoreline Resident

Catherine Lee

From: Ben Heath <ben.j.heath@gmail.com>
Sent: Thursday, August 11, 2022 7:59 PM
To: Catherine Lee
Subject: [EXTERNAL] SEPA Public Comment on Modera Development on 17802 Linden Ave

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Ms. Lee,

I would like to encourage the city planning committee to oppose the development, as it is currently projected to be, of the Modera 399-unit development at 17802 Linden Ave. I have lived most of my life near Shorewood High School, where this development is slated to go. In my 30+ years as a resident here, I have been appalled at the loss of our once very tree-friendly city. Just last month, an adjoining lot to the one I grew up in was clearcut, many of these were native conifers 150 feet in height, or more. The city of Shoreline purports to be a city with environmentally friendly policies. Unfortunately, permits continue to be issued for development projects that nearly always include cutting down every last carbon-capturing, stormwater filtering, habitat-providing, shading, beautifying tall tree on the lot. The city's planners, or at least its policies, seem to condone this approach. The development in question is yet another typical example of this, though particularly brazen in its destructiveness and exploitativeness. Would it really be so bad if, instead of chopping down all the mature conifers on the east and west side of the property to put up 399 units, the developer had to scale it down to ~320 units and retain the trees to let them continue to perform their admirable and appreciated functions? The project, as stands, is so wantonly UNenvironmental that it's hard to understand how or why a city planning committee would rubber stamp this, rather than force the developer to pay a decent architectural firm to design something that is commensurate with the city's environmental goals of combating climate change and providing a livable city for its residents. Please take these considerations into account before handing over yet more land to an environmentally contemptuous development.

-Ben Heath

Catherine Lee

From: Carol Summers <tpo.crs@gmail.com>
Sent: Tuesday, August 9, 2022 11:56 AM
To: Catherine Lee
Subject: [EXTERNAL] Public Comment re: 17802 Linden Ave N
Attachments: Shoreline Linden Building Project.pdf

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Cate,

We've attached our comments regarding this project.

Carol Summers and Tim Ozog

To: City of Shoreline

Attn: Cate Lee, Senior Planner

Date: August 9, 2022

From: North Park Lane Condominiums
816 N 175th Street
Shoreline, 98133

Public Comments for the proposed building at 17802 Linden Ave N

We mightily object to this proposed building. We have outlined our objections below:

There will be more automobile and pedestrian traffic than the area can handle.

Linden Ave is a narrow residential street with very few sidewalks. There will be only one exit from this massive building onto Linden Ave.

Automobiles from this project will be turning onto 175th Street to reach Aurora Ave or I-5. This would be in addition to the residents of Innis Arden, Richmond Beach, and Richmond Beach Highlands, who use 175th as their main thoroughfare.

Crossing 175th at the corner of Linden and 175th is already hazardous even though pedestrians can press a button to instigate a flashing yellow light. Some cars do not stop even though they see the light. When there are so many more automobiles on Linden, the added congestion will make crossing Linden at 175th hazardous and add more congestion to Aurora and 175th. We are concerned for our safety and the safety of our neighbors.

*The project is too close to the high school on 175th Street. Many students walk to school along Linden or are dropped off at the corner of Linden and 175th. There is already a traffic jam at that corner during the hours when students arrive and leave school. *The traffic jam* spills onto 175th street as students in cars heading west try to turn left into the school's parking lot and are stopped by traffic going in the opposite direction. We have found ourselves parked at the end of our driveway, feeling frustrated as we wait for an opening in the traffic.*

This project will endanger our health. The air pollution during the building of the project and afterward with the addition of exhaust from over 400 additional vehicles to our immediate neighborhood will be a hazard to our neighbors and us.

Catherine Lee

From: cherylt1019 <cherylt1019@comcast.net>
Sent: Friday, August 12, 2022 4:40 PM
To: Catherine Lee
Subject: [EXTERNAL] Modera

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello ,

I'm writing to you today with regard the Modera plans. I have many other concerns about what the city of Shoreline is doing to our once beautiful , tree-filled, single family homes. City council and the planning department are single-handedly ruining the city in my and many other peoples' opinion. Shoreline is not the city of seattle. Shoreline was always meant to be a small city outside of seattle. It is a travesty what is going on here.

With that being said, I'm concerned the applicant Modera is under-representing the significance of the development's effects on the environment and I am in total opposition of the magnitude this build will have on the area. Has there been any consideration to the old growth trees and what those trees give back to us. They provide shade, clean the air, keep temperatures from climbing when there is nothing but cement, there are eagles, Hawks and other Wildlife living in these trees. Has anyone in city council or the planning department read a recent article on the city of Seattle and how they are now trying to fix the effects of the tree removal that has gone on in the city of seattle? Rather than trying to fix a major problem this build will present after the fact, why not use your brains and stop it before it happens. I haven't even mentioned the traffic and the Overflow of cars that will be parked on the adjacent residential streets. This is all wrong.

I am opposed to this monstrosity that does not belong in our city. In fact I'm opposed to most of them. I'm opposed to the Redevelopment of every inch of land in the city. No one asked me my opinion. I pay my taxes yet no one asks and no one listens.

Listen to your citizens. Take a look at the Facebook pages and see the hundreds of complaints about how the city is being handled.

This build is a tragedy in the making. Please listen to the citizens for once.

Cheryl Davis
A concerned citizen

Sent via the Samsung Galaxy S21 Ultra 5G, an AT&T 5G smartphone

Catherine Lee

From: Courtney Ewing <ccewing@gmail.com>
Sent: Friday, August 12, 2022 3:37 PM
To: Catherine Lee
Subject: [EXTERNAL] Comments to the City regarding Modera apartment building on Linden Ave. SEPA checklist
Attachments: SST response to SEPA MFR22-1623.docx

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I would like to provide the following comments for the proposed Modera Shoreline SEPA. Overall, the application is incomplete (as noted below), is sometimes misleading, and minimizes the significance of the environmental impacts. It appears part of that is due to poor communication from the city, especially regarding the traffic impact study. I am disappointed with the lack of accuracy and completeness in this SEPA application.

Traffic Study:

1. Why did the city not suggest assessing N 179th and N 178th St? Based on smaller local construction projects (Ronald Commons and Friends Church), the construction vehicles and dump trucks (used for grading and fill) drove continuously down N 179th St between Fremont Ave and Linden Ave.
2. Additionally, based on observance – during school opening and closing, traffic backs up on Linden and Fremont at N 175th and vehicles use N 179th and N 178th as through streets to avoid an additional stop sign / traffic light. Amazon vehicles and on demand food delivery vehicles also use these streets as pass through streets, while not serving those actually living on these two streets.
3. Why did the study focus “on the weekday PM peak hour when traffic volumes for the proposed residential project and on the surrounding roadway network are anticipated to be highest.” This statement is FALSE. The major peak traffic time is when the high school starts, which coincides with many commuters, as observed at the N 175th intersections at Linden Ave and Fremont Ave.
4. Parking (pg 6) – In addition to Shorewood students parking on the street, the city has already added signage requiring parallel parking only (just north of Linden & N 179th St) because tenants (and guests of) of Ronald Commons are regularly blocking driveways and partially blocking the southbound lane of Linden ave due to insufficient street parking. These tenants are already parking on N 179th St, and tenants from the existing Garden Park Apt and Linden Apt use Linden Ave and N 178th, and N 179th St for street parking. To say, “on-site supply may not be sufficient to meet existing demand” is a misleading and false statement. The “may not be sufficient” should be replaced with “is currently barely sufficient”.
5. Additionally, nonchalantly saying the city “could consider implementing on-street parking time limits and/or time of day restrictions” would provide restrictions to existing residents that would limit their guests, which would be an additional burden to current residents.
6. BREa development submitted their plans to the City on 10 May 2022; Modera on 17 May 2022. The Modera development SEPA traffic study must include the additional people and vehicles of the BREa proposed development. Therefore, the FUTURE section (pg 7) should include Brea as a pipeline project. Excluding this is dishonest as the Modera developers have been told numerous times in recorded public meetings of the Brea

development. It is deceitful, and they have not done their due diligence.

From SEPA checklist:

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

False – through 2 public comment meetings (the 2nd of which was recorded), the developer is aware of the Brea development, less than 4 blocks north on Linden Ave N. Additionally, Brea submitted their plan on 10 May 2022 while Modera submitted their plans on 17 May 2022.

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.

The project site is located at 17802 Linden Avenue N in Shoreline, Washington. The project is fully residential with a variety of units types and amenity spaces including fitness, work-from-home space, a game room, pet spa, a private courtyard, and multiple lounges with rooftop decks. Dedicated bike parking spaces are provided within each residential unit. The proposed building will be approximately 514,000 gross square feet with up to 400 residential units and approximately 450 parking spaces located in the building. The project site is a single lot with an area of approximately 117,491 square feet. The project will vary between 6 and 7 levels, with 5 levels of Type V-A construction over 2 levels of Type I-A construction.

This is an incomplete description. They do not mention the demolition of existing buildings, their utilities, sidewalk removal, regrading, nor the removal of 48 significant trees.

B. Environmental Elements

1. Earth

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.

Yes. Potential erosion will be addressed by erosion and sediment control plans consistent with the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington.

Did not answer the question sufficiently. Must describe the excavation needed for the parking garage and also the required grading of adjacent land. This will affect the surrounding neighborhood as the dump trucks will be using adjacent neighborhood streets.

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

As with any construction project that includes ground disturbance and excavation, erosion of unprotected ground surfaces is possible during construction until permanent erosion control measures are implemented. Best Management erosion control practices will be used to mitigate the risk of erosion during construction

What about the Temporary Erosion and Sediment Control Plan (TESC)?

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

Approximately 90% of the site will be impervious.

Did they provide calculations? 90% looks on the low side based on the provided plans.

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.

During construction activities, there would be increased exhaust and dust particle emissions to the ambient air. Odors could be caused by the roofing of homes or the paving of roadways and driveways during construction. After construction, emissions from vehicular traffic related to the development is expected. There will be no regular source emissions from the building.

This is a gross understatement. Major increase due to tenant vehicles and idling delivery and utility vehicles. What about HVAC emissions?

What about tenant smoking? More than 1 in 5 Seattleites smoke (nicotine and/or marijuana). This includes during construction and maintenance.

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

None known.

What about the emissions from dump trucks / cement trucks / construction & supplies? Based on the construction of Friends Church and Ronald Commons - there will be dozens of dump trucks daily driving down N 179th St.

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

Short-term impacts will be addressed with dust and emissions control measures per the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington. Water will be used to control fugitive dust emissions during dry weather construction. The proposal is near high-capacity transit, reducing expected vehicle trips. The development will comply with applicable regulations related to emissions and other air quality impacts. No adverse air impacts are anticipated.

What about minimizing idling time, maintaining all construction equipment in proper working condition, and training equipment operators how to properly use the equipment; alternative fuels such as propane or solar will be favored to power generators on site?

3. Water

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.

Groundwater will not be withdrawn from a well. Water service for the site will continue to be provided by Seattle Public Utilities (SPU). Water will not be discharged to groundwater. The proposed excavation for the project is not expected to encounter the groundwater table.

How does the Developer know this? What will happen if they encounter groundwater or a spring during excavation for the parking garage?

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

No. Sewer services for the site will continue to be provided by SPU. No waste materials are anticipated to enter ground or surface waters.

The developer will need to decommission the existing sewage system & piping from the existing apartments, so waste material could be an issue.

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

No.

False, the percent increase of impervious surfaces is an order of magnitude greater than the existing property. Additionally, with the removal of 48 significant trees, there will be significant changes to drainage patterns. They are also planning on re-grading a portion of the land.

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

The project does not anticipate any long term surface, ground, runoff, or drainage pattern impacts. During construction, erosion control measures provided will be consistent with the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington.

False. Developer did not answer accurately. See above comment.

4. Plants

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

Existing vegetation (grass, trees, and shrubs) will be removed as is necessary for construction of the building and right-of-way improvements. Approximately 2.7 acres will be cleared with the project development.

This is an extreme understatement to say the least. 48 significant trees and other vegetation will be removed.

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

None known

Developer should provide a study.

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

The proposed community will provide new trees at a 1:1 ratio or greater of trees removed. A number of these trees will be placed along the frontage, as well as within the courtyard spaces where tree canopies will be visible from the street as trees grow to size. Approximately 5% of the site will be landscaped with native plants and trees for canopy cover. The project will meet City of Shoreline land use code landscaping requirements.

False. The Proposed plans do not show 1:1 ratio or greater for planted trees versus removed trees, based on quantity. What is the repercussion for the Developer not following through?

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

None observed

FALSE. Hawks, bald eagles, crows, songbirds, jays, hummingbirds, etc. have been observed near AND on site in the trees. Mammals include squirrels, rabbits, opossum, mice, raccoons, and bats. Again, the developer is grossly misrepresenting the impact of their development on the environment and quality of life of the neighborhood, including people and animals.

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

Tree and landscape plantings will provide habitat for urban wildlife upon project Completion

FALSE. The removal of 48 significant trees will also include the removal of homes for many of the aforementioned animals. Additionally, there will be less shade and perches for birds and mammals. The new proposed trees will be insignificant refuges for animals.

What about incorporating bird and bat houses? Water features for birds?

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.

Electricity and natural gas would be the primary sources of energy for the proposal and would be used for heating, lighting, and other miscellaneous household purposes.

Wait. Didn't Shoreline City Council "ban of the use of fossil fuels in new commercial and large multi-family construction projects for space heating and most water heating as well as [add] numerous other increases in energy efficiency" in Ordinance 498, 6 December 2021?

b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe.

None known

Why no solar energy? The city of Shoreline has issued a climate emergency. Saving even one of the 48 significant trees would provide much shade during the afternoon, which would reduce the temperature in nearby apartments. Could you save even 1 tree?

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:

The proposal will achieve high levels of efficiency by meeting energy code requirements.

This response is insufficient. Why not strive for some level LEED design & construction? They are not bringing any other benefits to the neighborhood or city and we are in a "climate emergency". Once again, the developer has chosen profit over being good stewards of the land, good neighbors to existing residents, or even good designers for the future tenants.

Why not propose participating in Shoreline's waste wise recycling program for large multi-family developments? EPA.gov says on average 1.16 pounds of recycled material per person per day. If there are 800 new tenants, that's 6,496 lbs per week and 337,792 pounds per year. In this day and age, it's unethical to build this high-density development without considering recycling.

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.

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

None known

The existing buildings to be demolished are over 70 years old. In addition to asbestos there is definitely lead paint.

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.

There is asbestos-covered heat piping and water lines in the building crawl spaces and buried underground between the buildings. Asbestos is also present in the two boiler rooms. The asbestos will be removed during construction.

What about removal of existing sewage piping and potential methane gases?

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

Best practices will be used to remove and dispose of existing structures on the site including asbestos removal. The project will comply with all applicable regulations related to toxic hazardous substances.

No adverse environmental impacts are anticipated.

Any site-disturbing activities should, at a minimum, comply with the provisions of 29 CFR 1926 and WAC 296-155.

b. Noise

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.

During permitted hours of work only, noise will be created by grading and excavation equipment during site development. Saws and hammers will produce typical noise levels when constructing the building. There will be increased noise from the residential community commensurate with the the increase in density, including added vehicle traffic.

There will be additional noise in the neighborhood of dump trucks driving through. What are the permitted hours?

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

Construction work will be performed during allowed hours of operation, and will comply with all permit conditions related to noise. During and after construction the project will comply with applicable laws including applicable Code related to noise.

Any noise impacts related to added density to the site will be mitigated by landscaping and setbacks required by the land use code. The project will comply with all permit conditions related to noise mitigation. No adverse noise impacts are anticipated.

FALSE. There will be the added noise of approx. 800 new tenants, their pets, their driving and idling vehicles, and all the supporting delivery vehicles (Amazon, Uber eats, etc., rideshare, etc.). Plus garbage and other utility trucks.

8. Land and Shoreline Use

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

Upon completion, there would be up to 400 apartment units including studio, 1-bedroom, 2-bedroom, and 3-bedrooms units

Insufficient response. The Question asks how many people, not units.

9. Housing

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. 50 total apartment units. Residents include middle- and low-income households.

This is a misleading response on the applicant's part. All of the displaced tenants are low-income households.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest height will be the stair penthouses, which are 78'-10" above average grade. The majority of the building (the level 7 roof) is 70'-0" above average grade. The structure height will comply with the TC-2 zoning code. Exterior building materials are expected to include fiber cement siding, concrete, metal, wood or wood-look composite materials, and glass.

Isn't 70 ft the maximum for this zoning?

b. What views in the immediate vicinity would be altered or obstructed?

None known

FALSE. 48 significant trees will be removed. The applicant's response is incredibly misleading and false. The trees are the view.

d. Proposed measures to reduce or control aesthetic impacts, if any:

The proposed project will include the observance of building setbacks and stepbacks as dictated by the City of Shoreline, along with building modulation to reduce the impact of the vertical mass.

The applicant has done essentially nothing to reduce aesthetic impacts and has not listened to any previous public comments.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

There could be some glare from car mirrors and windows. Glare could come from windows on residential units. Unit light through windows at night would be increased.

FALSE. There will be significant car headlights and taillights shining through the single family house across from the proposed single entrance to the parking garage. Additionally, there will be a significant increase in light pollution for a net increase of 350 units and no shading from the removed 48 significant trees.

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

Not to our knowledge

FALSE. As mentioned by public comment in the initial meeting and in the 2nd recorded meeting, the headlights and taillights from 450 vehicles entering and leaving the single parking garage onto the single family home directly across the street will cause significant mental duress to the family, day and night.

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

There will be similar sources of light and glare produced by neighboring properties, but they are not expected to be impactful.

FALSE. There will be no "similar" sources from neighboring properties. Nothing in the neighborhood will compare with the lighting and glare from this proposed project. Again, the applicant is providing misleading information.

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

The glare and light produced by the community is typical to existing communities. The increase due to the proposed project are marginal and expected of growth. We will follow applicable City of Shoreline's Commercial Design Standards, which mitigate impacts of light/glare to other properties.

FALSE. This development will be a major source of glare and light pollution, seen nowhere else in the existing community.

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 site is primarily served by Linden Avenue N, N 185th Street, N 175th Street, and Aurora Avenue N (SR 99). Access to the proposed project is provided via two driveways along Linden Avenue N. The main access north of the building would serve all traffic (i.e., general purpose, garbage, and emergency access) and the secondary access south of the building would be for emergency access, deliveries, and movein/move-out.

Insufficient answer. N 179th St will be used by dump trucks, construction trucks (based on Ronald Commons and Friends Church construction), delivery trucks, and new tenants of the proposed development. Some additional use on N 178th.

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?

Based on average trip rates published in the Institute of Transportation Engineers (ITE) 11th Edition, the proposed project is forecast to generate 1,478 net new weekday daily trips with 128 trips occurring during the weekday AM peak hour and 130 occurring during the PM peak hour. The trip generation estimate is inclusive of trucks.

False. This cannot be an accurate number. Based on employment, kids to school, Amazon, mail, fedex, UPS, uber eats, door dash, etc. for > 800 tenants. The provided traffic report is inaccurate and must be revised.

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

The applicant would provide payment of the City of Shoreline transportation impact fees (TIFs). Fees collected are used to construct transportation projects on the City's Transportation Improvement Plan identified to accommodate future traffic growth in the City.

The preliminary TIF estimate is \$908,989.25. In addition, the proposed project may result in a decrease in Level of Service at the Linden Avenue N/N 175th Street intersection during the weekday AM peak hour. The applicant proposes to provide all-way stop control at the intersection to mitigate the proposed project impact. No significant traffic impacts are anticipated.

FALSE - the applicant appears to not understand the definition of "significant" and "may". The applicant's response should read: The proposed project will result in a decrease in Level of Service... There are significant traffic impacts anticipated.

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.

The proposed project will likely result in an increased need for public services given increased number of residents on the site. However, the required facilities and infrastructure are generally in place to handle these additional demands and the project would not have any unusual requirements. The project will also pay impact fees to offset development impacts.

FALSE. The immediate neighborhood (Linden to Fremont and N 175th to N 185th consists of less than 100 single family homes, some duplexes, a couple group homes, less than a dozen condos, and few small apartments, the soon-to-be-demolished Garden Park apartments, and the Linden Highlands Apartments (82 units). Not including the Brea development (which this applicant is definitely aware of through recorded public comment). There are less than 600 people living in the described area. The proposed development will add approx. 800 new tenants. The applicant's response to the question is completely inaccurate and misleading. This project will have a significant impact. The need for police, fire, public transit, schools, etc. will have a noticeable increase to the neighborhood. And what about utilities? What will be the effects of this proposal and the Brea proposal on the water main?

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

The project will pay parks, fire, and transportation impact fees. Residents will become part of the tax base/user group that supports these services. The design of the project will consider security (through controlled entry points), as well as designing exterior areas with public safety in mind, through reducing hidden areas, providing adequate lighting,

This is a misleading response as there will be an 8-12 year property tax exemption based on meeting the 20% affordable units for lease. Yes, they will pay impact fees.

16. Utilities

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

Natural gas? - What about Ordinance 948 multi-family projects over three stories in height?

Additionally, I agree wholeheartedly with the Save Shoreline Trees letter (attached). I would also like to be on record in opposition to the current site plan design of the project.

Best Regards,
Courtney Ewing
Shoreline Resident

Catherine Lee

From: Cynthia RM <cynthiarmarsh@gmail.com>
Sent: Thursday, August 11, 2022 3:59 PM
To: Catherine Lee
Subject: [EXTERNAL] RE: Brea and Modera buildings

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cate Lee,

I have been a resident of Shoreline since 2010 and have lived with my family of four at 816 N Park Lane, in a townhouse community next to Linden AVE N, for three years.

As a community member I have participated in feedback regarding the residential developments slated for construction from 2023-2025.

These projects are unwanted by many residents in this little corner of Shoreline. Not because we do not want more housing and additional neighbors, but because they are grossly disproportionate to the area, and to Linden AVE N.

We have cited our concerns due to adding thousands of people, scores of cars, the removal of older growth trees, and massive, soulless buildings, which belong on Aurora, or away from single-family housing.

The construction process alone for such massive buildings will utilize only a tiny two-way street for over two years using cranes, big equipment, digging, noise, all in a residential neighborhood.

The future residents of Modera, for example, will only have one entry/exit to their homes, in buildings made for over a thousand. And light rail is too far away to be without a car.

It is with dismay to see that our Shoreline representatives have not addressed our concerns in any meaningful way. All we wanted was for the projects to be scaled back and/or a smarter, more creative transition made between single-family housing and colossal apartment buildings. That is it. And that concern was not met.

Thank you for your time.

Sincerely,
Cynthia Marsh

Catherine Lee

From: webmaster@shorelinewa.gov on behalf of City of Shoreline Webmaster
<webmaster@shorelinewa.gov>
Sent: Friday, August 12, 2022 5:00 PM
To: Catherine Lee
Subject: [EXTERNAL] SEPA Comment MFR22-1623

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Message submitted from the <City of Shoreline> website.

Site Visitor Name: Daniel Heath
Site Visitor Email: djheath95@gmail.com

The city of Shoreline has continuously echoed the need for effective action on the climate crisis and yet they continue to allow developers to cut down all of the trees on lots and build unimaginative and environmentally harmful buildings. The heat island effect of such a big a construction project will be massive, the displacement of low-income earners currently living at the present apartments will be severe and will add to our growing housing and houseless crisis. Nancy Morris and many other concerned citizens have written detailed, evidence, supported comments about the possibilities this housing development could be modeled after instead of a big gray rectangle with little to no vertical green space nor any habitat for local wildlife that is currently living within those grounds. Mill Creek Residential is a huge developer that has spent over \$14 billion dollars in capital in their 11 year history. One of their core focus areas is for resident and neighbor experience of satisfaction and well-being, Environmental Performance with Energy, water, materials use and carbon footprint. Increased mature tree retention will limit need for AC throughout many of the units on the East, West, and South facing units and provide pedestrian benefits via shade and biodiversity habitat for animals and insects. Can the city not require 8ft sidewalk improvements and instead go for 4ft ADA sidewalks, as well as limit the need for frontages to create the needed land space for Tree roots? Why can't Modera/MCRT afford to redesign their plans that will be more in line with the local communities present and future needs rather than what is the absolute most profitable plan? Aren't the relationships built between businesses and community worth more than a few extra millions when the company is already one of the largest developers in the country?

Catherine Lee

From: David Ketola <dketola@gmail.com>
Sent: Friday, August 12, 2022 4:20 PM
To: Catherine Lee
Subject: [EXTERNAL] Regarding Modera apartment building on Linden

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Cate

Regarding my concerns with the Modera apartment building on Linden, I wanted to reach out to you. I'm concerned the applicant is under-representing the significance of the development's effects on the environment- see below some of my concerns.

In the Proposed measures to reduce or control noise impacts, there seems to be a gross underrepresentation of the impact for the area and scope of the project.

There will be the added noise of approx. 800 new tenants, their pets, their driving, and idling vehicles, and all the supporting delivery vehicles (Amazon, Uber eats, etc., rideshare, etc.). Plus garbage and other utility trucks. Based on my experience when other projects have been done in the area of 179th our street will be turned into an overflow for construction vehicles and traffic when Linden is backed up. There will be a very large impact.

Along with that, there will be a further environmental impact felt due to cutting down of the trees on Linden adding less shade and less habitat for animals in the area and more light pollution for the residents close by.

Based on this alone not discounting all of the other concerns many have voiced I would like to be on record in opposition to the current site plan design of the project.

Regards

David Ketola
206-401-4639

Catherine Lee

From: Deborah Phillips <leaderdeb@hotmail.com>
Sent: Friday, August 12, 2022 4:39 PM
To: Catherine Lee
Subject: [EXTERNAL] Fw: Comments to the City regarding Modera apartment building on Linden Ave. SEPA checklist
Attachments: SST response to SEPA MFR22-1623.docx; SEPA_Checklist.pdf

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

----- Forwarded message -----

I feel that residents here have been misled regarding the plans for these new apartment developments in this stretch of Linden Ave N. In addition, one of my top concerns is this. I lived through the apartment fire in this building last April 2021. As it turned out, the emergency response was very prompt and many residents were safely evacuated. Some of us had to be relocated to other units while Linden Highlands (B building) was being cleaned up and reconstructed.

The first responders were awesome throughout that ordeal. It could have been so much worse if the emergency vehicles were impeded by the level of traffic congestion that these new developments will bring about. I hate to think what could likely happen in a similar scenario if the planned development does not provide a clear path for all emergency vehicles. There are other concerns too which I am forwarding on to you.

Thank you,
Deborah Phillips

=====

Traffic Study:

1. Why did the city not suggest assessing N 179th and N 178th St? Based on smaller local construction projects (Ronald Commons and Friends Church), the construction vehicles and dump trucks (used for grading and fill) drove continuously down N 179th St between Fremont Ave and Linden Ave.
2. Additionally, based on observance – during school opening and closing, traffic backs up on Linden and Fremont at N 175th and vehicles use N 179th and N 178th as through streets to avoid an additional stop sign / traffic light. Amazon vehicles and on demand food delivery vehicles also use these streets as pass through streets, while not serving those actually living on these two streets.
3. Why did the study focus “on the weekday PM peak hour when traffic volumes for the proposed residential project and on the surrounding roadway network are anticipated to be highest.” This statement is FALSE. The major peak traffic time is when the high school starts, which coincides with many commuters, as observed at the N 175th intersections at Linden Ave and Fremont Ave.

4. Parking (pg 6) – In addition to Shorewood students parking on the street, the city has already added signage requiring parallel parking only (just north of Linden & N 179th St) because tenants (and guests of) of Ronald Commons are regularly blocking driveways and partially blocking the southbound lane of Linden ave due to insufficient street parking. These tenants are already parking on N 179th St, and tenants from the existing Garden Park Apt and Linden Apt use Linden Ave and N 178th, and N 179th St for street parking. To say, “on-site supply may not be sufficient to meet existing demand” is a misleading and false statement. The “may not be sufficient” should be replaced with “is currently barely sufficient”.

5. Additionally, nonchalantly saying the city “could consider implementing on-street parking time limits and/or time of day restrictions” would provide restrictions to existing residents that would limit their guests, which would be an additional burden to current residents.

6. BRE development submitted their plans to the City on 10 May 2022; Modera on 17 May 2022. The Modera development SEPA traffic study must include the additional people and vehicles of the BRE proposed development. Therefore, the FUTURE section (pg 7) should include Brea as a pipeline project. Excluding this is dishonest as the Modera developers have been told numerous times in recorded public meetings of the Brea development. It is deceitful, and they have not done their due diligence.

From SEPA checklist:

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

False – through 2 public comment meetings (the 2nd of which was recorded), the developer is aware of the Brea development, less than 4 blocks north on Linden Ave N. Additionally, Brea submitted their plan on 10 May 2022 while Modera submitted their plans on 17 May 2022.

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.

The project site is located at 17802 Linden Avenue N in Shoreline, Washington. The project is fully residential with a variety of units types and amenity spaces including fitness, work-from-home space, a game room, pet spa, a private courtyard, and multiple lounges with rooftop decks. Dedicated bike parking spaces are provided within each residential unit. The proposed building will be approximately 514,000 gross square feet with up to 400 residential units and approximately 450 parking spaces located in the building. The project site is a single lot with an area of approximately 117,491 square feet. The project will vary between 6 and 7 levels, with 5 levels of Type V-A construction over 2 levels of Type I-A construction.

This is an incomplete description. They do not mention the demolition of existing buildings, their utilities, sidewalk removal, regrading, nor the removal of 48 significant trees.

B. Environmental Elements

1. Earth

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.

Yes. Potential erosion will be addressed by erosion and sediment control plans consistent with the City of Shoreline’s Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington.

Did not answer the question sufficiently. Must describe the excavation needed for the parking garage and also the required grading of adjacent land. This will affect the surrounding neighborhood as the dump trucks will be using adjacent neighborhood streets.

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

As with any construction project that includes ground disturbance and excavation, erosion of unprotected ground surfaces is possible during construction until permanent erosion control measures are implemented. Best Management erosion control practices will be used to mitigate the risk of erosion during construction

What about the Temporary Erosion and Sediment Control Plan (TESC)?

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

Approximately 90% of the site will be impervious.

Did they provide calculations? 90% looks on the low side based on the provided plans.

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.

During construction activities, there would be increased exhaust and dust particle emissions to the ambient air. Odors could be caused by the roofing of homes or the paving of roadways and driveways during construction. After construction, emissions from vehicular traffic related to the development is expected. There will be no regular source emissions from the building.

This is a gross understatement. Major increase due to tenant vehicles and idling delivery and utility vehicles.

What about HVAC emissions?

What about tenant smoking? More than 1 in 5 Seattleites smoke (nicotine and/or marijuana). This includes during construction and maintenance.

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

None known.

What about the emissions from dump trucks / cement trucks / construction & supplies? Based on the construction of Friends Church and Ronald Commons - there will be dozens of dump trucks daily driving down N 179th St.

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

Short-term impacts will be addressed with dust and emissions control measures per the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington. Water will be used to control fugitive dust emissions during dry weather construction. The proposal is near high-capacity transit, reducing expected vehicle trips. The development will comply with applicable regulations related to emissions and other air quality impacts. No adverse air impacts are anticipated.

What about minimizing idling time, maintaining all construction equipment in proper working condition, and training equipment operators how to properly use the equipment; alternative fuels such as propane or solar will be favored to power generators on site?

3. Water

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.

Groundwater will not be withdrawn from a well. Water service for the site will continue to be provided by Seattle Public Utilities (SPU). Water will not be discharged to groundwater. The proposed excavation for the project is not expected to encounter the groundwater table.

How does the Developer know this? What will happen if they encounter groundwater or a spring during excavation for the parking garage?

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

No. Sewer services for the site will continue to be provided by SPU. No waste materials are anticipated to enter ground or surface waters.

The developer will need to decommission the existing sewage system & piping from the existing apartments, so waste material could be an issue.

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

No.

False, the percent increase of impervious surfaces is an order of magnitude greater than the existing property. Additionally, with the removal of 48 significant trees, there will be significant changes to drainage patterns. They are also planning on re-grading a portion of the land.

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

The project does not anticipate any long term surface, ground, runoff, or drainage pattern impacts. During construction, erosion control measures provided will be consistent with the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington.

False. Developer did not answer accurately. See above comment.

4. Plants

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

Existing vegetation (grass, trees, and shrubs) will be removed as is necessary for construction of the building and right-of-way improvements. Approximately 2.7 acres will be cleared with the project development.

This is an extreme understatement to say the least. 48 significant trees and other vegetation will be removed.

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

None known

Developer should provide a study.

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

The proposed community will provide new trees at a 1:1 ratio or greater of trees removed. A number of these trees will be placed along the frontage, as well as within the courtyard spaces where tree canopies will be visible from the street as trees grow to size. Approximately 5% of the site will be landscaped with native plants and trees for canopy cover. The project will meet City of Shoreline land use code landscaping requirements.

False. The Proposed plans do not show 1:1 ratio or greater for planted trees versus removed trees, based on quantity. What is the repercussion for the Developer not following through?

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

None observed

FALSE. Hawks, bald eagles, crows, songbirds, jays, hummingbirds, etc. have been observed near AND on site in the trees. Mammals include squirrels, rabbits, opossum, mice, raccoons, and bats. Again, the developer is grossly misrepresenting the impact of their development on the environment and quality of life of the neighborhood, including people and animals.

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

Tree and landscape plantings will provide habitat for urban wildlife upon project Completion

FALSE. The removal of 48 significant trees will also include the removal of homes for many of the aforementioned animals. Additionally, there will be less shade and perches for birds and mammals. The new proposed trees will be insignificant refuges for animals.

What about incorporating bird and bat houses? Water features for birds?

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.

Electricity and natural gas would be the primary sources of energy for the proposal and would be used for heating, lighting, and other miscellaneous household purposes.

Wait. Didn't Shoreline City Council "ban of the use of fossil fuels in new commercial and large multi-family construction projects for space heating and most water heating as well as [add] numerous other increases in energy efficiency" in Ordinance 498, 6 December 2021?

b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe.

None known

Why no solar energy? The city of Shoreline has issued a climate emergency. Saving even one of the 48 significant trees would provide much shade during the afternoon, which would reduce the temperature in nearby apartments. Could

you save even 1 tree?

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:

The proposal will achieve high levels of efficiency by meeting energy code requirements.

This response is insufficient. Why not strive for some level LEED design & construction? They are not bringing any other benefits to the neighborhood or city and we are in a "climate emergency". Once again, the developer has chosen profit over being good stewards of the land, good neighbors to existing residents, or even good designers for the future tenants.

Why not propose participating in Shoreline's waste wise recycling program for large multi-family developments? EPA.gov says on average 1.16 pounds of recycled material per person per day. If there are 800 new tenants, that's 6,496 lbs per week and 337,792 pounds per year. In this day and age, it's unethical to build this high-density development without considering recycling.

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.

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

None known

The existing buildings to be demolished are over 70 years old. In addition to asbestos there is definitely lead paint.

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.

There is asbestos-covered heat piping and water lines in the building crawl spaces and buried underground between the buildings. Asbestos is also present in the two boiler rooms. The asbestos will be removed during construction.

What about removal of existing sewage piping and potential methane gases?

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

Best practices will be used to remove and dispose of existing structures on the site including asbestos removal. The project will comply with all applicable regulations related to toxic hazardous substances.

No adverse environmental impacts are anticipated.

Any site-disturbing activities should, at a minimum, comply with the provisions of 29 CFR 1926 and WAC 296-155.

b. Noise

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.

During permitted hours of work only, noise will be created by grading and excavation equipment during site development. Saws and hammers will produce typical noise levels when constructing the building. There will be increased noise from the residential community commensurate with the the increase in density, including added vehicle traffic.

There will be additional noise in the neighborhood of dump trucks driving through. What are the permitted hours?

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

Construction work will be performed during allowed hours of operation, and will comply with all permit conditions related to noise. During and after construction the project will comply with applicable laws including applicable Code related to noise.

Any noise impacts related to added density to the site will be mitigated by landscaping and setbacks required by the land use code. The project will comply with all permit conditions related to noise mitigation. No adverse noise impacts are anticipated.

FALSE. There will be the added noise of approx. 800 new tenants, their pets, their driving and idling vehicles, and all the supporting delivery vehicles (Amazon, Uber eats, etc., rideshare, etc.). Plus garbage and other utility trucks.

8. Land and Shoreline Use

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

Upon completion, there would be up to 400 apartment units including studio, 1-bedroom, 2-bedroom, and 3-bedrooms units

Insufficient response. The Question asks how many people, not units.

9. Housing

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. 50 total apartment units. Residents include middle- and low-income households.

This is a misleading response on the applicant's part. All of the displaced tenants are low-income households.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest height will be the stair penthouses, which are 78'-10" above average grade. The majority of the building (the level 7 roof) is 70'-0" above average grade. The structure height will comply with the TC-2 zoning code. Exterior building materials are expected to include fiber cement siding, concrete, metal, wood or wood-look composite materials, and glass.

Isn't 70 ft the maximum for this zoning?

b. What views in the immediate vicinity would be altered or obstructed?

None known

FALSE. 48 significant trees will be removed. The applicant's response is incredibly misleading and false. The trees are the view.

d. Proposed measures to reduce or control aesthetic impacts, if any:

The proposed project will include the observance of building setbacks and stepbacks as dictated by the City of Shoreline, along with building modulation to reduce the impact of the vertical mass.

The applicant has done essentially nothing to reduce aesthetic impacts and has not listened to any previous public

comments.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

There could be some glare from car mirrors and windows. Glare could come from windows on residential units. Unit light through windows at night would be increased.

FALSE. There will be significant car headlights and taillights shining through the single family house across from the proposed single entrance to the parking garage. Additionally, there will be a significant increase in light pollution for a net increase of 350 units and no shading from the removed 48 significant trees.

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

Not to our knowledge

FALSE. As mentioned by public comment in the initial meeting and in the 2nd recorded meeting, the headlights and taillights from 450 vehicles entering and leaving the single parking garage onto the single family home directly across the street will cause significant mental duress to the family, day and night.

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

There will be similar sources of light and glare produced by neighboring properties, but they are not expected to be impactful.

FALSE. There will be no "similar" sources from neighboring properties. Nothing in the neighborhood will compare with the lighting and glare from this proposed project. Again, the applicant is providing misleading information.

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

The glare and light produced by the community is typical to existing communities. The increase due to the proposed project are marginal and expected of growth. We will follow applicable City of Shoreline's Commercial Design Standards, which mitigate impacts of light/glare to other properties.

FALSE. This development will be a major source of glare and light pollution, seen nowhere else in the existing community.

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 site is primarily served by Linden Avenue N, N 185th Street, N 175th Street, and Aurora Avenue N (SR 99). Access to the proposed project is provided via two driveways along Linden Avenue N. The main access north of the building would serve all traffic (i.e., general purpose, garbage, and emergency access) and the secondary access south of the building would be for emergency access, deliveries, and movein/move-out.

Insufficient answer. N 179th St will be used by dump trucks, construction trucks (based on Ronald Commons and Friends Church construction), delivery trucks, and new tenants of the proposed development. Some additional use on N 178th.

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?

Based on average trip rates published in the Institute of Transportation Engineers (ITE) 11th Edition, the proposed project is forecast to generate 1,478 net new weekday daily trips with 128 trips occurring during the weekday AM peak hour and 130 occurring during the PM peak hour. The trip generation estimate is inclusive of trucks.

False. This cannot be an accurate number. Based on employment, kids to school, Amazon, mail, Fedex, UPS, Uber eats, door dash, etc. for > 800 tenants. The provided traffic report is inaccurate and must be revised.

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

The applicant would provide payment of the City of Shoreline transportation impact fees (TIFs). Fees collected are used to construct transportation projects on the City's Transportation Improvement Plan identified to accommodate future traffic growth in the City.

The preliminary TIF estimate is \$908,989.25. In addition, the proposed project may result in a decrease in Level of Service at the Linden Avenue N/N 175th Street intersection during the weekday AM peak hour. The applicant proposes to provide all-way stop control at the intersection to mitigate the proposed project impact. No significant traffic impacts are anticipated.

FALSE - the applicant appears to not understand the definition of "significant" and "may". The applicant's response should read: The proposed project will result in a decrease in Level of Service... There are significant traffic impacts anticipated.

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.

The proposed project will likely result in an increased need for public services given increased number of residents on the site. However, the required facilities and infrastructure are generally in place to handle these additional demands and the project would not have any unusual requirements. The project will also pay impact fees to offset development impacts.

FALSE. The immediate neighborhood (Linden to Fremont and N 175th to N 185th consists of less than 100 single family homes, some duplexes, a couple group homes, less than a dozen condos, and few small apartments, the soon-to-be-demolished Garden Park apartments, and the Linden Highlands Apartments (82 units). Not including the Brea development (which this applicant is definitely aware of through recorded public comment). There are less than 600 people living in the described area. The proposed development will add approx. 800 new tenants. The applicant's response to the question is completely inaccurate and misleading. This project will have a significant impact. The need for police, fire, public transit, schools, etc. will have a noticeable increase to the neighborhood. And what about utilities? What will be the effects of this proposal and the Brea proposal on the water main?

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

The project will pay parks, fire, and transportation impact fees. Residents will become part of the tax base/user group that supports these services. The design of the project will consider security (through controlled entry points), as well as designing exterior areas with public safety in mind, through reducing hidden areas, providing adequate lighting,

This is a misleading response as there will be an 8-12 year property tax exemption based on meeting the 20% affordable units for lease. Yes, they will pay impact fees.

16. Utilities

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

Natural gas? - What about Ordinance 948 multi-family projects over three stories in height?

Additionally, I agree wholeheartedly with the Save Shoreline Trees letter (attached). I would also like to be on record in opposition to the current site plan design of the project.

Best Regards,

Courtney Ewing

Shoreline Resident

Catherine Lee

From: Derek Blackwell <derekindeed@hotmail.com>
Sent: Monday, August 1, 2022 2:35 PM
To: Catherine Lee; Tim Harrison
Cc: skerins; Maggie Willson; leaderdeb@hotmail.com; Lenore Unger; jjketah@yahoo.com; Tim Harrison; curtanderson74@hotmail.com; Brigitte Hamm; jabenjamin72@gmail.com; lal.646@gmail.com; Rebecca Hood; Boydsfolks@aol.com; Kathleen Russell; judycollins70@gmail.com; Trella; olga.puebla10@gmail.com; thopkins71@gmail.com; Courtney Ewing; Chris Roberts; John Ramsdell; Eben Pobee; Laura Mork; Doris McConnell; Betsy Robertson; Keith Scully
Subject: [EXTERNAL] Vehicle Access Problem - Linden Ave Proposal
Attachments: Speed Bump Letter Redacted.pdf; City Letter Redacted 4-11-22.pdf

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you Cate, and Tim, for writing. Please see below my message to Fire Chief Cowan, sent 6/22/22, at the suggestion of the Fire Marshall, Derek LaFontaine.

Derek Blackwell

Dear Chief Cowan,

I spoke by phone with Derek LaFontaine who encouraged me to write to you with concerns over emergency vehicle response and proposed construction on Linden Ave N.

Mill Creek Residential Trust proposes construction of a 400 unit apartment building, Modera Shoreline, to replace Garden Park Apartments at 17802 Linden Ave N, Shoreline, WA 98133. Plans available here.

<https://www.moderashoreline.com/>

As you can see, the southwest corner of this property is directly adjacent to Fire Department property.

To the best of my knowledge, the application for this development has not been submitted to the City of Shoreline yet, but should be very soon. The city has indicated the application should meet building code (TC-2) and be approved (see attached letter from Rachael Markle).

The development proposed is excessively large for the surroundings. Access is only possible from the west side, on Linden Ave N, a two lane street, and Mill Creek propose only one vehicle entrance for 450 parking spaces. This would cause traffic bottlenecking interfering with emergency vehicle response, as well as undue noise and air pollution from vehicles waiting in line. This could be lessened by an additional vehicle entrance (which Mill Creek have stated in neighborhood meetings they will not provide) and by reducing the size and scale of this proposed gargantuan structure.

What's additionally shocking to the neighborhood is the sheer number of other large residential buildings being planned within just a few blocks of this, and city center, which together will certainly increase traffic congestion and exacerbate delays to emergency vehicles.

Luxe/Brea (DevCo), 18002 Linden Ave N and 18005 Aurora Ave N, 386 units (greater portion facing Linden Ave N)
Shea Shoreline Phase II, 18551 Aurora Ave N, 166 units
Shea Shoreline Phase I, 18815 Aurora Ave N, 315
192 Shoreline (Crux), 19022 Aurora Ave N, 250 units
Geo II, 18004 Midvale Ave N, 215 units
Vail Two, 18110 Midvale Ave N, 210 units

Of these, the two largest would be on Linden Ave N, within about 600 feet of one another. At least Luxe/Brea would have vehicle access to both Linden Ave N and Aurora Ave N. The Mill Creek proposal is exceptional in that it is very ill suited for the surroundings.

Linden Ave N is an arterial for emergency vehicles. A neighbor asked the city for speed bumps in 2021, here's the reply from Randy Witt, Director of Public Works (see attached letter) -

"Regarding your specific question about speed humps, Linden Avenue N is an arterial and therefore is not eligible for physical traffic calming devices since it serves as an important connection for emergency vehicle response, trucks, buses, and relatively high volumes of traffic."

I spoke with the US Postal Service carrier who regularly delivers mail on Linden Ave N. He summed it up efficiently - "WHAT? 400 Units? One driveway? On a two lane street? THAT'S CRAZY. Yes please speak to City Hall. Thank you, I support you."

I also spoke with management of Linden Highlands apartments, and Ronald Commons, nearby the site. Managers at both locations agreed this would be an excessive number of units for the surroundings, and that there needed to be more vehicle entrances.

For years to come Shoreline would risk fatalities and injuries due to emergency vehicles delays, frustrated drivers at peak hours, and pedestrian hazards nearby Shorewood High School, about 300 feet south of the site on N 175th St, also a two lane street at this junction and already an area of high traffic congestion at peak hours.

The preliminary plan shows a second vehicle entrance on the south end of the building designated for fire vehicles only, which we were told during the first neighborhood meeting would also be used for deliveries and move ins. This would be only marginally helpful in reducing traffic congestion.

To be clear - the plan shows two vehicle entrances for residents on two levels, but these are both on the north side of the proposed building with only one access way to Linden Ave N, so this would be one entrance/exit to the street for resident vehicles.

Vehicle access for residents to Aurora Ave N would help alleviate congestion. The southern end of the property would be ideal, but that would necessitate gaining a right of way through Shoreline Fire Department property, so this is obviously not an option. If the driveway north of the building site, from Aurora Ave N to Hopelink and Ronald United Methodist Church, could somehow be linked, this might help, but would require access through Brotherton Cadillac property which seems very unlikely.

The city traffic engineer, Kendra Dedinsky, spoke with me graciously, but explained that her review of the third party transportation impact analysis, to be submitted with the Mill Creek proposal, would not be altered by other new developments in the planning stage, and since this is the "first one in" it could not take into account traffic from the "second one in" (Luxe/Brea, 600 feet north, and other nearby buildings being planned). She also made it clear to me that although the impact analysis has not been submitted yet, she expected it would pass her review, and that she could not directly ask for another vehicle entrance to alleviate congestion, but... that even if she could, she has no interest in doing so; her vision for Shoreline includes greatly increased traffic which she thinks the streets can handle.

Ms. Dedinsky's response, and that of City Planning, to the question of emergency vehicle response, is that the traffic and

population impact would be offset by the impact fee required by the Fire Department. As I understand it, the purpose of this fee is to construct new fire stations as needed. This, however, would do nothing to alleviate an overly congested area where two fire stations are already nearby. Ms. Dedinsky put it best - "You can't build your way out of congestion".

My concern (shared by many neighbors) is not just to a simple increase in traffic, but a routine traffic bottleneck; cars waiting in line from two directions to get into one entranceway, blocking local traffic, emergency vehicles, school buses, and no doubt, a large number of Amazon delivery vehicles. The Mill Creek proposal calls for the minimum affordable housing units, more parking spaces than units, a pet spa, and a barbecue area. This is intended to be an upscale development and would have many deliveries.

The plan is to welcome lots of cars. The building site is a short walk to several nearby bus lines, including Route 301 and E Express, and would be ideal for affordable and low income housing, but this advantage is not being made use of.

The building proposed would be almost 500 feet long, almost one tenth of a mile; that's a long way to drive underground to get out of a residential building. Traffic tension would be high.

The site is also just two blocks away from City Hall and the Shoreline Police Department, so here we have additional added concern for emergency vehicle response time.

The neighborhood would be disrupted from three years (!) of construction. This is another sign the proposed project is too big for the situation. Mill Creek proposes to stretch city code to it's absolute limit, to take out a substantial hill to make a pit for two levels of underground parking; this would disrupt use of Linden Ave N substantially.

Neighbors have contacted City of Shoreline Planning, Traffic Engineering, and City Council, only to be told that it appears the Mill Creek proposal should meet code and the expectation is it will be approved. We are calling on the city to ask Mill Creek for the needed changes mentioned above but it appears this will not happen.

I would hope Mill Creek Residential would follow safety suggestions and recommendations from your department. I believe this is an exceptional situation that calls for an exceptional response. The very least that could be provided would be an additional vehicle entrance. I, and other neighbors, would be grateful to know what you see as possible solutions.

Thank you so much for your time and consideration,

Derek Blackwell
206-941-9879
derekindeed@hotmail.com

On 7/20/2022 5:30 PM, Tim Harrison wrote:

Thank you for providing this. It offers nothing surprising, it was entirely expected that the developer would do nothing in response to concerns and that is what this states.

Most of the blame for this is with city zoning and the improper designation of the parcel in question as a TC1. It by no means fits the concept of a "Town Center" mixed-use site, it only appears to have that designation because the other side of the block abuts Aurora Avenue. The developer is taking advantage of that, which frankly was to be expected. The primary concern regarding the single access point for the parking garage is shrugged off is inconsequential and the developers address the issue of traffic congestion as being the fault of Shorewood High School and thus not their problem.

I don't oppose the building of new housing in the neighborhood, but I do oppose doing so without taking into account the infrastructure, and this plan continues to ignore the problem that it, by design, creates ongoing traffic, noise, and pollution problems without a second thought. This report itself says the building will add 130 car trips during the commuting hour every day, which would seem to contradict its earlier statement that it anticipates a queue to the garage of one vehicle at worst, particularly when factoring in the blame it gives to Shorewood High for the primary intersection becoming overly congested.

Disappointing but, again, not at all surprising that community concerns were wholly ignored.

From: Catherine Lee [<mailto:clee@shorelinewa.gov>]
Sent: Wednesday, July 20, 2022 4:48 PM
To: Catherine Lee
Subject: MFR22-1623 17802 Linden Ave N - Neighborhood Meeting Summary

Hello,

If you are receiving this email you attended one, or both of the neighborhood meetings for this project, and provided your contact information.

Attached is the Neighborhood Meeting Summary and Cover Letter with FAQs on neighborhood meetings.

Best Regards,



Cate Lee, AICP | Senior Planner
Planning & Community Development Department
17500 Midvale Avenue N, Shoreline, WA 98133
206-801-2557
clee@shorelinewa.gov
Pronouns: she/her

****Permit Technicians, Planners and Plans Examiners have in-person appointments available at City Hall and virtual appointments available online. Drop-in services are limited, and appointments are prioritized. Visit our [bookings page](#) to schedule an in-person or virtual appointment. Appointments are a maximum of 30 minutes. Remote services are encouraged.**

Hours of operations – Monday, Tuesday, and Friday 8:00 to 5:00 and Wednesday and Thursday from 1:00 to 5:00.

For permit submittal questions email pcd@shorelinewa.gov or call 206-801-2500.

Catherine Lee

From: Derek Blackwell <derekindeed@hotmail.com>
Sent: Friday, August 12, 2022 5:10 PM
To: Catherine Lee
Subject: [EXTERNAL] Comments on SEPA 17802 Linden Ave N Modera
Attachments: Speed Bump Letter Redacted.pdf; City Letter Redacted 4-11-22.pdf

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

August 12, 2022

My apologies for the length of this. After reading everything, I think it's important that I reference each point systematically, in order.

The SEPA questions I'm commenting on are in normal text.

The replies from Steve Yoon of Mill Creek Residential are in italics.

Excerpts from letters to and from city staff and city documents are underlined.

My comments are in caps. Again, apologies, I don't wish to shout, but I think it's important my comments appear in context and I hope this makes them easier to view. I've used bold occasionally for my most important points, I hope that's helpful if these need to be found quickly.

Thank you,
Derek Blackwell
Resident of Shoreline

COMMENTS ON SEPA ENVIRONMENTAL CHECKLIST
AND
TRANSPORTATION IMPACT ANALYSIS
FOR PROPOSAL BY
MILL CREEK RESIDENTIAL / MCREP MFR 1 SHORELINE LLC
MODERA SHORELINE
18702 Linden Ave N, Shoreline WA 98133

A. Background

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

The proposed building will be approximately 514,000 gross square feet with up to 400 residential units and approximately 450 parking spaces located in the building. The project site is a single lot with an area of approximately 117,491 square feet. The project will vary between 6 and 7 levels, with 5 levels of Type V-A construction over 2 levels of Type I-A construction.

THIS WOULD BE THE SECOND LARGEST RESIDENTIAL BUILDING IN THE CITY OF SHORELINE. SEVERAL SMALLER BUILDINGS INSTEAD OF ONE LARGE BUILDING WOULD BE A GREAT ADVANTAGE TO AVOID SPREADING HIGHLY TRANSMISSIBLE VIRUSES. I SEE NO INFORMATION ON THE AIR HANDLING SYSTEM IN THE SITE PLAN. THE STRUCTURE AS PROPOSED WOULD LIKELY HAVE ONE CENTRAL SYSTEM. CORONAVIRUS HAS BEEN TRANSMITTED THROUGH SUCH

SYSTEMS.

MILL CREEK PROPOSES TO STRETCH CITY CODE TO IT'S ABSOLUTE LIMIT, CUT DOWN 48 TREES, AND LEVEL A SUBSTANTIAL HILL TO MAKE A PIT FOR TWO LEVELS OF PARKING, LEADING TO SAFETY, HEALTH AND CLIMATE EMERGENCY CONCERNS, SEE BELOW.

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.

During construction activities, there would be increased exhaust and dust particle emissions to the ambient air. Odors could be caused by the roofing of homes or the paving of roadways and driveways during construction.

SMALLER STRUCTURES WOULD IMPACT THE SURROUNDING AREA LESS.

After construction, emissions from vehicular traffic related to the development is expected.

NO EMISSIONS ESTIMATE GIVEN.

THE WORDS EMISSION, EXHAUST AND POLLUTION ARE NOT MENTIONED IN THE TRANSPORTATION IMPACT ANALYSIS.

THE WORD EXHAUST IS MENTIONED ONLY ONCE (ABOVE) IN THIS DOCUMENT.

THE WORD POLLUTION IS NOT MENTIONED IN THIS DOCUMENT.

THE PROPOSED 399 UNITS, AND A 450 VEHICLE GARAGE, WITH ONLY ONE VEHICLE ENTRANCE FOR REGULAR RESIDENT USE, WOULD LEAD TO SUBSTANTIAL EXHAUST FROM VEHICLES IDLING WHILE WAITING IN LINE.

THE RISK OF ENVIRONMENTAL HAZARD FROM THIS SITUATION WAS RAISED BY CITY COUNCIL ON 8/1/22.

https://shoreline.granicus.com/MediaPlayer.php?view_id=4&clip_id=1385

SEE 46:15 - COUNCIL MEMBER MORK QUESTIONS CAMERON REED, ENVIRONMENTAL SERVICES PROGRAM MANAGER, ABOUT **EMISSIONS FROM STALLED VEHICLES** DURING THE DISCUSSION OF CITY OF SHORELINE **RESOLUTION 494 - DECLARATION OF CLIMATE EMERGENCY**. CM MORK CLEARLY STATES HER QUESTION IS IN RESPONSE TO CONCERNS RAISED BY MYSELF AND COURTNEY EWING DURING PUBLIC COMMENT AT 24:00 AND 18:00. OUR COMMENTS DIRECTLY CONCERN THIS CONSTRUCTION PROJECT, MODERA SHORELINE.

RESOLUTION 494, PAGE 8a-43 STATES -

"WHEREAS, an inventory of 2019 greenhouse gas emissions for Shoreline and its municipal operations demonstrates Shoreline is not on track to meet the Cities Race to Zero/ICLEI150 targets, with **the largest emissions sources being transportation fuel use and fossil fuel-based building heating systems...**"

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport080122-8a.pdf>

PROPOSING A BUILDING THIS LARGE, WITH MORE PARKING SPACES THAN UNITS, IS CONTRARY TO RESOLUTION 494. THE MILL CREEK PROPOSAL NEEDS TO BE MODIFIED. THE BUILDING SIZE SHOULD BE SIGNIFICANTLY REDUCED, A LOWER RATIO OF VEHICLES TO RESIDENTS IS NEEDED, **AND AS A BARE MINIMUM - AN ADDITIONAL RESIDENT VEHICLE ENTRANCE NEEDS TO BE ADDED TO LESSEN EMISSIONS FROM VEHICLES WAITING IN LINE.**

THIS IS ALSO NEED FOR SAFETY, SEE BELOW 14. A.

AS I POINTED OUT IN MY PUBLIC TESTIMONY, **THE MODERA PROPOSAL IS THE MOST EXTREME EXAMPLE PRESENTED TO SHORELINE SO FAR OF A CONSTRUCTION PROPOSAL THAT WOULD ADVERSELY CONTRIBUTE TO CLIMATE EMERGENCY AND NEEDING MITIGATION ABOVE AND BEYOND CURRENT CITY CODE, NOW, NOT IN THE FUTURE.** THIS WOULD BE NEEDED FOR THE POTENTIAL INCREASE IN EMISSIONS MENTIONED ABOVE, AND MANY OTHER REASONS, SEE BELOW.

There will be no regular source emissions from the building.

INCORRECT, THERE WOULD BE CARBON MONOXIDE EMISSIONS FROM THE LARGE, UNDERGROUND, TWO LEVEL GARAGE. AS REQUIRED BY THE STATE OF WASHINGTON'S ADOPTION OF INTERNATIONAL MECHANICAL CODE, THE GARAGE WOULD HAVE CARBON MONOXIDE SENSORS TO RELAY SIGNALS TO A FAN SYSTEM, WHICH WOULD EMIT CARBON MONOXIDE TO THE SURROUNDING AREA WHEN EXHAUST REACHES AN UNSAFE LEVEL.

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

Short-term impacts will be addressed with dust and emissions control measures per the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington. Water will be used to control fugitive dust emissions during dry weather construction.

THIS WOULD NOTHING DO MITIGATE CONSTRUCTION VEHICLE AND EQUIPMENT EMISSIONS. THE PROJECT IS TOO LARGE AND ILL FITTED TO THE RESIDENTIAL SURROUNDINGS AND WOULD BE DETRIMENTAL TO THE HEALTH OF LOCAL RESIDENTS.

The proposal is near high-capacity transit, reducing expected vehicle trips.

INADEQUATE EXPLANATION.

THIS SITE IS GREATER THAN ONE MILE FROM THE LINK LIGHT RAIL.

AS STATED BY STEVE YOON IN A.11. -

"The project is fully residential with a variety of units types and amenity spaces including fitness, work-from-home space, a game room, pet spa, a private courtyard, and multiple lounges with rooftop decks."

THIS WOULD BE UPSCALE HOUSING.

MOST RESIDENTS WOULD NOT WANT TO RIDE THE BUS AND WOULD OWN VEHICLES. THE BARE MINIMUM AFFORDABLE UNITS WOULD BE PROVIDED, 20%.

THIS PROPOSAL FAILS TO ADDRESS AN EXTREMELY IMPORTANT OPPORTUNITY TO PROVIDE MORE AND TRULY AFFORDABLE HOUSING CLOSE TO BUS LINES.

*The development will comply with applicable regulations related to emissions and other air quality impacts. **No adverse air impacts are anticipated.***

BLATANTLY INCORRECT.

THIS PROJECT OPPOSES THE CITY OF SHORELINE'S 2021 RESOLUTION NO. 494 - DECLARATION OF CLIMATE EMERGENCY.

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport080122-8a.pdf>

SEE COMMENTS ABOVE ON EMISSIONS 2.a.

4. Plants [help]

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

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

grass

THIS PROJECT WOULD NEEDLESSLY DESTROY 48 HEALTHY TREES.

<https://sites.google.com/view/treesatgardenpark/home>

THESE TREES CURRENTLY PROVIDE A COOLING SYSTEM TO CURRENT HOUSING AND THE SURROUNDING AREA. THIS PROJECT WOULD INCREASE TEMPERATURES SUBSTANTIALLY TO THE SURROUNDING AREA, ESPECIALLY BROTHERTON CADILLAC.

THIS PROJECT OPPOSES THE CITY OF SHORELINE'S 2021 RESOLUTION NO. 494 - DECLARATION OF CLIMATE EMERGENCY.
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport080122-8a.pdf>

SEE COMMENTS ABOVE ON EMISSIONS 2.a.

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.

Electricity and natural gas would be the primary sources of energy for the proposal and would be used for heating, lighting, and other miscellaneous household purposes.

WHY IS SOLAR NOT INCLUDED?

THE BUILDING AS PROPOSED WOULD HAVE A LARGE, FLAT ROOF AND BE IDEAL FOR SOLAR.

THIS PROJECT OPPOSES THE CITY OF SHORELINE'S 2021 RESOLUTION NO. 494 - DECLARATION OF CLIMATE EMERGENCY.
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport080122-8a.pdf>

SEE COMMENTS ABOVE ON EMISSIONS 2.a.

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

None known.

REALLY? THE PROPOSAL SPECIFIES A BUILDING 70 FEET HIGH, BLOCKING SUNLIGHT TO NEIGHBORING BUILDINGS IN ALL DIRECTIONS, AND INTERFERING WITH SOLAR DEVELOPMENT.

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:

The proposal will achieve high levels of efficiency by meeting energy code requirements.

THAT'S IT? NO SPECIFICS? THE APPLICANT IS MAKING THE BARE MINIMUM EFFORT AND IS OBVIOUSLY NOT CONCERNED WITH CLIMATE EMERGENCY.

7. Environmental Health

a. 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.

None known

REALLY?

b. Noise

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.

During permitted hours of work only, noise will be created by grading and excavation equipment during site development. Saws and hammers will produce typical noise levels when constructing the building.

THE QUESTION ASKED IS - "INDICATE WHAT HOURS". **THIS QUESTION HAS NOT BEEN ANSWERED.**

There will be increased noise from the residential community commensurate with the the increase in density, including added vehicle traffic.

WITH IMPEDED TRAFFIC FLOW AT THE ONE AND ONLY RESIDENT VEHICLE ENTRANCE PROPOSED, ON A TWO LANE STREET, **VEHICLE NOISE POLLUTION WOULD BE CONCENTRATED AT THE NORTH END OF THE BUILDING.**

PROVIDING MORE VEHICLE ENTRANCES WOULD HELP DIFFUSE TRAFFIC NOISE

(BUT MOST IMPORTANTLY POSE LESS OF AN OBSTACLE FOR EMERGENCY VEHICLE RESPONSE TIME, SEE BELOW.)

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

*Construction work will be performed **during allowed hours of operation,***

WHAT HOURS SPECIFICALLY? AGAIN, THIS QUESTION HAS NOT BEEN ANSWERED.

and will comply with all permit conditions related to noise. During and after construction the project will comply with applicable laws including applicable Code related to noise. Any noise impacts related to added density to the site will be mitigated by landscaping and setbacks required by the land use code.

THIS IS INSUBSTANTIAL.

HOW WOULD SMALL, NEWLY PLANTED TREES INDICATED IN THE PLAN HELP NOISE REDUCTION IN ANY WAY ? SETBACKS OF 15 FEET WOULD DO ALMOST NOTHING TO REDUCE NOISE, AND THESE ARE ONLY PLANNED FOR THE TRANSITION ZONE AT THE NORTH END OF THE PROPERTY. THE ENTIRE NEIGHBORHOOD IS JUST AS DESERVING OF MITIGATION MEASURES, ALTHOUGH IN THIS CASE, THIS IS IRRELEVANT EXCEPT FOR AESTHETICS. NONE OF THIS WOULD HELP WITH TRAFFIC NOISE.

The project will comply with all permit conditions related to noise mitigation.

No adverse noise impacts are anticipated.

APOLOGIES, BUT THAT'S A RIDICULOUS STATEMENT, ASK RESIDENTS OF LINDEN AVE N.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

*Up to 400 units. The project **may** participate in Shoreline's Multifamily Tax Exemption (MFTE) Program thereby providing 20% of homes to tenants earning 70-80% AMI.*

MAY PARTICIPATE ?

20% IS THE BARE MINIMUM.

SHORELINE NEEDS TRULY AFFORDABLE HOUSING NEAR BUS LINES.

WILL THESE UNITS REALLY BE AFFORDABLE ?

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

50 total apartment units. Residents include middle- and low-income households.

THE MAJORITY OF CURRENT TENANTS ARE ON SECTION 8 HOUSING AND ARE HAVING EXTREME DIFFICULTY FINDING NEW HOMES. **WHAT HELP IS BEING PROVIDED TO THEM?**

c. Proposed measures to reduce or control housing impacts, if any:

None; the project proposes to add housing units and **may** participate in the MFTE program.

THIS DOES NOTHING TO HELP THOSE WHO ARE LOSING THEIR HOMES THIS YEAR.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest height will be the stair penthouses, which are 78'-10" above average grade. The majority of the building (the level 7 roof) is 70'-0" above average grade. The structure height will comply with the TC-2 zoning code.

b. What views in the immediate vicinity would be altered or obstructed?

None known

DEAR STEVE, IN CASE YOU DIDN'T KNOW, ALL THE RESIDENCES ON THE WEST SIDE OF THIS PROPOSED BUILDING HAVE BAY WINDOWS FACING EAST AND WOULD NEVER SEE MORNING SUNLIGHT AGAIN. MOST OF THE AREA WITHIN BROTHERTON CADILLAC PROPERTY WOULD NEVER SEE LATE AFTERNOON SUNLIGHT AGAIN.

d. Proposed measures to reduce or control aesthetic impacts, if any:

The proposed project will include the observance of building setbacks and stepbacks as dictated by the City of Shoreline, along with building modulation to reduce the impact of the vertical mass.

THIS IS INSUBSTANTIAL.

THIS PROPOSAL STRETCHES CITY CODE TO IT'S ABSOLUTE LIMIT. IT IS VERY ILL SUITED FOR THE SETTING. A BUILDING OF NO MORE THAN 200 UNITS WOULD BE MORE MANAGEABLE FOR THE SURROUNDINGS, SEVERAL SMALLER BUILDINGS WOULD FIT IN THE THE NEIGHBORHOOD FAR MORE APPROPRIATELY.

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 site is primarily served by Linden Avenue N, N 185th Street, N 175th Street, and Aurora Avenue N (SR 99). Access to the proposed project is provided via two driveways along Linden Avenue N. The main access north of the building would serve all traffic (i.e., general purpose, garbage, and emergency access) and **the secondary access south of the building would be for emergency access, deliveries, and move-in/move-out.***

THE SAFETY CRISIS CAUSED BY THIS WOULD BE PRIMARILY IMPEDED TRAFFIC FLOW AT THE NORTH END OF THE BUILDING, VERY CLOSE TO THE INTERSECTION OF LINDEN AVE N AND N 179TH ST. THIS WOULD INTERFERE WITH EMERGENCY VEHICLE RESPONSE TIME.

THIS COULD BE MITIGATED BY AN ADDITIONAL RESIDENT VEHICLE ENTRANCE TOWARD THE SOUTH END OF THE BUILDING.

THE PROPOSED BUILDING WOULD BE ALMOST 500 FEET LONG, SO DISPERSING VEHICLE ENTRANCES OVER THIS DISTANCE WOULD SIGNIFICANTLY HELP TRAFFIC FLOW.

AS I STATED IN MY LETTER TO FIRE CHIEF COWAN ON 6/22/22

"Access is only possible from the west side, on Linden Ave N, a two lane street, and Mill Creek propose only one vehicle

entrance for 450 parking spaces. This would cause traffic bottlenecks interfering with emergency vehicle response, as well as undue noise and air pollution from vehicles waiting in line. This could be lessened by an additional vehicle entrance (which Mill Creek have stated in neighborhood meetings they will not provide) and by reducing the size and scale of this proposed gargantuan structure."

"Linden Ave N is an arterial for emergency vehicles. A neighbor asked the city for speed bumps in 2021, here's the **reply from Randy Witt, Director of Public Works (see attached letter)** -

"Regarding your specific question about speed humps, **Linden Avenue N is an arterial** and therefore is not eligible for physical traffic calming devices since **it serves as an important connection for emergency vehicle response, trucks, buses, and relatively high volumes of traffic.**"

"**For years to come Shoreline would risk fatalities and injuries due to emergency vehicles delays**, frustrated drivers at peak hours, and pedestrian hazards nearby Shorewood High School, about 300 feet south of the site on N 175th St, also a two lane street at this junction and already an area of high traffic congestion at peak hours."

ALSO SEE BELOW, MY ENTIRE LETTER TO FIRE CHIEF COWAN ON 6/22/22

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?

Transit service in the study area is provided by King County Metro. The nearest bus stops to the proposed project are located approximately 0.3 miles (or approximately 5-minute walk) from the project site at the Aurora Avenue N/N 180th Street intersection, on the east and west sides of Aurora Avenue N. The stops are served by Route 301 and the E Line RapidRide.

THE PROPOSAL DOES NOT MAKE USE OF THE OPPORTUNITY TO PROVIDE MORE, MUCH NEEDED AFFORDABLE HOUSING TO THOSE WHO WOULD MAKE USE OF BUSES.

MOST RESIDENTS OF AN UPSCALE COMMUNITY WOULD NEVER RIDE THE BUS.

MOST WOULD DRIVE TO WORK, OR THE LINK LIGHT RAIL.

MOST WOULD DRIVE TO FOOD STORES RETURNING WITH LARGE LOADS OF GROCERIES.

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

The proposed project would provide a parking garage with approximately 450 parking stalls. The existing 45 stalls onsite would be removed along with the existing use.

SEE COMMENTS ABOVE ON EMISSIONS 2.a.

THIS PROJECT OPPOSES THE CITY OF SHORELINE'S 2021 RESOLUTION NO. 494 - DECLARATION OF CLIMATE EMERGENCY. <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport080122-8a.pdf>

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).

The proposed project would provide frontage improvements along Linden Avenue N including sidewalk, curb, and gutter, lighting, landscaping and on-street parking meeting applicable City code requirements.

THERE IS ALREADY A USABLE SIDEWALK RUNNING THE ENTIRE LENGTH OF THIS SITE. MANY RESIDENTS IN THE AREA WOULD STRONGLY PREFER TO KEEP EXISTING TREES FOR COOLING AND AESTHETICS.

SIDEWALKS ARE BADLY NEEDED FURTHER NORTH ON LINDEN AVE N; THERE WAS AN INJURY LEADING TO A FATALITY

HERE, AS TOLD TO ME BY AN OLDER PERSON WHO HAS LIVED NEARBY MANY YEARS. THIS PERSON IS NOT IN GOOD HEALTH AND MAY NEED MORE TIME TO COME FORWARD WITH THEIR STORY. I DON'T KNOW WHAT YEAR THIS WAS. SOMEONE WAS HIT BY A CAR AND FELL INTO THE DITCH DIRECTLY NORTH OF RONALD COMMONS. THEY WERE HOSPITALIZED AND NEVER RECOVERED.

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?

Based on average trip rates published in the Institute of Transportation Engineers (ITE) 11th Edition, the proposed project is forecast to generate 1,478 net new weekday daily trips with 128 trips occurring during the weekday AM peak hour and 130 occurring during the PM peak hour. The trip generation estimate is inclusive of trucks.

EVEN IF THE CITY COULD THEORETICALLY HANDLE INCREASED TRAFFIC VOLUME, THIS WOULD CONTRIBUTE TO REDUCED TRAFFIC FLOW, IN LARGE PART DUE TO EXTREMELY LIMITED VEHICLE ACCESS TO THE GARAGE, SEE 14.a.

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.

The proposal will not interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area.

DURING CONSTRUCTION 48 TREES WILL BE REMOVED

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

The applicant would provide payment of the City of Shoreline transportation impact fees (TIFs). Fees collected are used to construct transportation projects on the City's Transportation Improvement Plan identified to accommodate future traffic growth in the City. The preliminary TIF estimate is \$908,989.25.

AS I STATED IN MY LETTER TO FIRE CHIEF COWAN ON 6/22/22

"As I understand it, the purpose of this fee is to construct new fire stations as needed. This, however, would do nothing to alleviate an overly congested area where two fire stations are already nearby. Ms. Dedinsky put it best - "You can't build your way out of congestion"."

In addition, the proposed project may result in a decrease in Level of Service at the Linden Avenue N/N 175th Street intersection during the weekday AM peak hour. The applicant proposes to provide all-way stop control at the intersection to mitigate the proposed project impact.

No significant traffic impacts are anticipated.

(EXPLETIVE DELETED)

I CANNOT IMAGINE A CONTEXT IN WHICH THIS COULD BE UNDERSTOOD TO BE A TRUTHFUL STATEMENT.

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.

The proposed project will likely result in an increased need for public services given increased number of residents on the site. However, the required facilities and infrastructure are generally in place to handle these additional demands and the

project would not have any unusual requirements. The project will also pay impact fees to offset development impacts.

SEE MY COMMENTS ABOVE IN 14.h.

COMMENTS ON TRANSPORTATION IMPACT ANALYSIS

PREPARED BY TRANSPGROUP, KIRKLAND, WA

p.6

Drivers associated with Shorewood High School were observed to park along Linden Avenue N and walk to/from the school. The City could consider implementing on-street parking time limits and/or time of day restrictions to minimize school parking in the neighborhood and eliminate long-term on-street parking associated with residents.

THOSE OF US WHO LIVE NEARBY ALSO HAVE FRIENDS WHO VISIT. WE ARE BEING MARGINALIZED.

... there are plans being contemplated for a similar sized residential apartment building located along the east side of Linden Avenue N, north of the project site. City staff indicated that this pipeline project to the north had not applied for permits or submitted a traffic study and need not be assumed as part of the future cumulative condition for the proposed project TIA. When a traffic study for the pipeline project to the north is completed, it will account for the 17802 Linden Avenue N proposed project in the future conditions analysis to understand cumulative traffic impacts.

SO THEY'RE PASSING THE BUCK TO THE PROJECT NEXT DOOR, BREA, TO REPLACE THE SKATING RINK (WHICH, UNLIKE THIS PROPOSAL, HAS 2 RESIDENT VEHICLE ENTRANCES PLANNED!). THIS IS INCREDIBLY IRRESPONSIBLE, ESPECIALLY CONSIDERING MODERA IS THE SECOND LARGEST RESIDENTIAL BUILDING PLANNED IN SHORELINE.

THE PRELIMINARY PLANS FOR BREA WERE AVAILABLE AT THE TIME OF THE STUDY (MAY 2022)

<https://www.breawa.com/>

**THEY COULD HAVE ESTIMATED THE SIZE AND TRAFFIC IMPACT.
THERE'S NOT EVEN AN ATTEMPT TO TAKE THIS INTO ACCOUNT.**

**IT MIGHT BE THEY HAVE NO LEGAL OBLIGATION TO DO THIS
BUT THEY CERTAINLY HAVE A MORAL OBLIGATION.**

BUT THIS WAS EXPECTED,
AS TOLD TO ME IN ADVANCE BY THE CITY TRAFFIC ENGINEER,
AND AS I EXPLAINED IN MY LETTER TO FIRE CHIEF COWAN,

THIS IS NO WAY TO PLAN SAFETY MEASURES.
IT'S JUST - **WE GOT HERE FIRST, TOUGH LUCK,
THE NEIGHBORING BUILDING WILL HAVE TO ACCOMMODATE US.**

p 10 - 11

Recent collision records were reviewed within the study area to identify existing traffic safety issues. The most recent three-year summary of accident data from WSDOT is for the period between January 1, 2019 and December 31, 2021. A summary of the total and average annual number of reported accidents at each study intersection is provided in Table 4.

ONLY 3 YEARS OF HISTORY??
INTERSECTIONS ONLY ??

There was one reported fatality at the Linden Avenue N/N 185th Street intersection in 2021. Based on reported data from WSDOT, the collision was an angle related collision and was likely the result of a driver under the influence of drugs and exceeding the speed limit. The collision did not involve a pedestrian or bicyclist.

THERE WAS AN INJURY LEADING TO A FATALITY HERE, AS TOLD TO ME BY AN OLDER PERSON WHO HAS LIVED NEARBY MANY YEARS. THIS PERSON IS NOT IN GOOD HEALTH AND MAY NEED MORE TIME TO COME FORWARD WITH THEIR STORY. I DON'T KNOW WHAT YEAR THIS WAS. SOMEONE WAS HIT BY A CAR AND FELL INTO THE DITCH DIRECTLY NORTH OF RONALD COMMOMS. THEY WERE HOSPITALIZED AND NEVER RECOVERED.

P 15

With the addition of project generated traffic during the weekday PM peak hour, all study intersections are forecast to meet City of Shoreline LOS standards. During the weekday AM peak hour, the Linden Avenue N/N 175th Street intersection is forecast to degrade from LOS D to LOS F and would not meet City LOS standards with the proposed project.

YES, THIS IS THE NUMBER ONE CONCERN AMONG NEIGHBORS. WOULD A TRAFFIC LIGHT (AS SUGGESTED) REALLY SOLVE THIS ? THIS IS AN INTERSECTION OF TWO, 2 LANE STREETS. SEE BELOW, COMMENTS ON THE BREA TRAFFIC STUDY WHICH SEEMS MUCH MORE HONEST AND BELIEVABLE.

Site Access

The main access to the site is proposed via a driveway along Linden Avenue N at the north end of the site. A secondary would be provided along Linden Avenue N at the sound end of the site for emergency access and move-in/move-out. Both access points would provide full movements.

The site access is anticipated to operate at LOS B with 10 seconds of delay under future (2025) with-project conditions, which meets the City's LOS standards. Queues at the site access under future with-project conditions are anticipated to be 1 vehicle or less.

THAT SOUNDS UNBELIEVABLE.

THIS FAILS TO TAKE INTO ACCOUNT ADDITIONAL TRAFFIC FROM ANOTHER PLANNED DEVELOPMENT, BREA, 386 UNITS 600 FEET NORTH OF THIS SITE, AS WAS STATED EARLIER IN THIS STUDY.

THIS ALSO FAILS TO TAKE INTO ACCOUNT HIGH END RESIDENTS WITH A LACK OF INTEREST IN WALKING IN THIS SETTING WHO WOULD LIKELY DRIVE FREQUENTLY, A LACK OF STORES AND RESTAURANTS WITHIN EASY WALKING DISTANCE, AND MANY DELIVERY VEHICLES, AMAZON, UBER EATS, ETC. MOST RESIDENTS WOULD LIKELY DRIVE TO FOOD STORES RETURNING WITH LARGE LOADS OF GROCERIES.

THIS IS WHY THE BUILDING NEEDS AN ADDITIONAL RESIDENT VEHICLE ENTRANCE AND WHY IT IS TOO LARGE AND ILL SUITED FOR THE SURROUNDINGS.

The secondary access meets the 75-foot intersection spacing but is closer than 40-foot separation from the nearest on the adjacent driveway to the south. **The secondary access will have limited use since it is for emergency access and move-in/move-out.**

IS THIS WHY AN ADDITIONAL RESIDENTIAL VEHICLE ENTRANCE MUST BE LOCATED A FEW MORE FEET FURTHER NORTH AND CAN'T BE LOCATED HERE ?

ELSEWHERE THE REPORT STATES MOVE INS/MOVE OUTS MUST BE SCHEDULED
HOW MANY PEOPLE WILL REMEMBER TO DO THIS ?
NO MENTION OF DELIVERY VEHICLES HERE AS MENTIONED ELSEWHERE.

P 21

The City has also noted the desire to include a load zone along the project frontage, which could be provided along the south end of the frontage near the proposed project lobby. Delivery/loading and move-in/move-out activity will be accommodated at the south driveway.

"COULD BE" ? "WILL BE" ? WILL IT REALLY ?
WHAT IS CONSIDERED DELIVERY ?
AMAZON ? UBER EATS ? DOUBTFUL THESE WILL HAVE ACCESS.

As shown in Table 7, **355 parking stalls would be required** based on City Municipal Code. The project would meet code requirements with the **proposed 450 stalls**.

ONLY ONE ENTRANCE FOR RESIDENT VEHICLES IS PLANNED, EXITING ONTO A TWO LANE STREET. **THE RESULTING TRAFFIC BOTTLENECK WOULD IMPEDE EMERGENCY VEHICLE RESPONSE.**
SEE BELOW MY LETTER TO FIRE CHIEF COWAN ON 6/22/22

THIS IS 95 PARKING SPACES MORE THAN REQUIRED.
THIS PROJECT OPPOSES THE CITY OF SHORELINE'S 2021 RESOLUTION NO. 494 - DECLARATION OF CLIMATE EMERGENCY.
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport080122-8a.pdf>

THE BARE MINIMUM AFFORDABLE HOUSING IS PLANNED, 20%.
CONSIDERING THIS IS CLOSE TO BUS LINES THIS IS IRRESPONSIBLE.

P 22

A parking rate of 0.85 vehicles per unit equates to an estimated peak parking demand of approximately 340 vehicles for the proposed 400 units.

THAT'S AN OPTIMISTICALLY LOW ESTIMATE.
WHAT'S TO PREVENT RESIDENTS FROM USING ALL OF THE STALLS?
WOULD THERE BE A RULE AGAINST HAVING MORE THAN ONE VEHICLE ?
SOME PEOPLE WOULD PAY EXTRA FOR TWO SPACES.
SOME OF THESE ARE FOR GUESTS AND DELIVERY, ARE THOSE INCLUDED?

The proposed parking supply would accommodate the project demand and could result in a parking surplus of 110 stalls during the peak period.

HOW IS THAT RELEVANT? VEHICLES WILL RETURN AND STALLS WILL BE NEEDED.

The proposed project would have sufficient parking to accommodate both tenant and visitor demand within the on-site parking garage. In addition, parking would be provided for loading and deliveries on-site.

WHERE SPECIFICALLY ? IT'S UNCLEAR WHAT WOULD BE CONSIDERED A DELIVERY VEHICLE.
WOULD VISITORS PARK NEARBY THE ONE RESIDENT ENTRANCE ?
OR WOULD THEY NEED TO DRIVE A LONG WAY UNDERGROUND ?
DEMAND WOULD BE HIGH FOR RESIDENT PARKING NEAR THE ONE RESIDENT ENTRANCE AT THE NORTH END OF THE BUILDING AND TENSION WOULD BE HIGH, ENTERING AND EXITING. **THERE WOULD BE A HIGH RISK OF COLLISIONS AT THE JUNCTION OF THE UPPER AND LOWER GARAGE EXITS, ESPECIALLY FOR VISITORS.**

Tenant move-in/move-out and loading and deliveries would be accommodated on-site at the south side of the building.

WHAT IS CONSIDERED DELIVERY ?
WOULD AMAZON OR UBER EATS, ETC BE INCLUDED?
(I DON'T SEE HOW REALISTICALLY)

ELSEWHERE IT STATES MOVE INS WOULD NEED TO BE SCHEDULED IN ADVANCE,
NOT EVERYONE WOULD REMEMBER TO DO THIS, LEADING TO CONGESTION.

The proposal would also provide improvements including on-street parking and a designate loading space along the site frontage.

DETAILS ? SIZE ?

As described previously, there is existing parking occurring on-street from the school and the City could consider providing time limits or time of day restrictions to eliminate school and long-term on-street parking in the neighborhood.

AS MENTIONED PREVIOUSLY, THOSE OF US WHO LIVE NEARBY ALSO HAVE FRIENDS WHO VISIT. WE ARE BEING MARGINALIZED.

P. 23

The applicant has strategically located the proposed development near transit, bicycle facilities and uses within walking distance and is striving to reduce vehicular travel...

NO THEY'RE NOT -
MANY MORE PARKING SPACES THAN REQUIRED ARE PROPOSED,
MANY VEHICLES ARE WELCOMED

... to and from the site by providing on-site amenities. The following attributes of the proposed project would help to reduce vehicular travel:

Proximate Transit. The project is located next to the Aurora Avenue N/N 180th Street station, which is served by 2 King County Metro bus routes including the RapidRide E Line that has 15-minute headways and operates 24-hours a day and 7 days a week.

THIS FAILS TO TAKE INTO ACCOUNT THE PROPOSAL IS FOR UPSCALE HOUSING.
MOST RESIDENTS WOULD DRIVE TO THE STORE, OR WORK, OR THE LIGHT RAIL, WHICH IS MORE THAN A MILE AWAY.
MOST UPSCALE RESIDENTS WOULD NOT WANT TO RIDE THE BUS.
THE BARE MINIMUM AFFORDABLE UNITS ARE PROPOSED, 20%.
THE OPPORTUNITY TO PROVIDE ACCESS TO BUSES TO THOSE WHO WILL USE BUSES IS BEING MINIMIZED.

Walkable Area/Nearby Amenities. The project site has a WalkScore of 74, which means most errands can be done by walking. The nearby amenities are along Aurora Avenue N and N 175th Street and can be access by walking, biking or transit. Amenities include restaurants, grocery, pharmacy, medical, banking, education and recreational uses are all within ½-mile of the project site.

MOST UPSCALE RESIDENTS WOULD NOT WANT TO WALK ANYPLACE BESIDES POSSIBLY WALGREENS, KEY BANK, OR SMITTY'S BARBER SHOP.
THEY WOULD DRIVE TO FOOD STORES RETURNING WITH LARGE LOADS OF GROCERIES OR HAVE FOOD DELIVERED.
THEY WILL RESENT HAVING TO WALK PAST RONALD COMMONS AND LINDEN HIGHLANDS WITH PEOPLE HANGING OUT,

SMOKING, DRUG TRAFFICKING, ABANDONED FURNITURE AND JUNK ON THE STREET.
THERE IS NO RESTAURANT ANYONE WILL WALK TO NEARBY UNLESS WE'RE COUNTING THE GYRO SHOP. IT WOULD APPEAR MILL CREEK RESIDENTIAL HAVE MISCALCULATED WITH REGARD TO POSSIBLE VS DESIRABLE WALKABLE DESTINATIONS. UNLESS CARTER SUBARU, BROTHERTON CADILLAC, AURORA RENTS, KEY BANK, OR WALGREENS WILL BE REPLACED WITH SHOPS, RESTAURANTS, OR OTHER SERVICES NEEDED BY RESIDENTS, THE WALK SCORE GIVEN ABOVE IS MISLEADING.

Additionally, on-street parking available along the project frontage could be utilized for carshare or carpooling services.

CARPOOLING HAS BECOME VERY UNPOPULAR DUE TO THE PANDEMIC.
IN 2022 LACK OF CARPOOLING HAS LED TO THE WORST TRAFFIC CONGESTION
IN THE HISTORY OF NEW YORK CITY.

P 25

With installation of all-way stop control, the Linden Avenue N/N 175th Street intersection would operate at LOS C during the weekday AM peak hour and LOS B during the weekday PM peak hour. The 95th percentile vehicle queues were also reviewed along N 175th Street to see that additional impacts would not result at adjacent locations. The vehicle queuing analysis is summarized on Figure 13.

THIS WOULD CONTRIBUTE TO AIR POLLUTION FROM VEHICLES IDLING.
SEE COMMENTS ABOVE ON EMISSIONS, SEPA 2.a.

As shown on Figure 13, the majority of queuing is anticipated to be minimal with implementation of the all-way stop. The longest 95th percentile queue anticipated is the eastbound through movement during the AM peak hour and is anticipated to be approximately 250 feet, which would not extend beyond the High School driveway.

THAT'S MUCH TOO OPTIMISTIC.
UNDER CURRENT CONDITIONS, LOCAL COMMUTERS HAVE REPORTED WAITING FOR UP TO 8 TRAFFIC LIGHT CHANGES AT AURORA AVE N AND N 175TH.

P 26

Vehicle queues at the site access under future with-project conditions are anticipated to be 1 vehicle or less during the weekday PM peak hour.

**THAT SOUNDS COMPLETELY UNBELIEVABLE, SEE ABOVE.
THIS WOULD CERTAINLY LEAD TO LONG VEHICLE QUEUES AT THE CORNER OF LINDEN AVE N AND N 179TH ST.
SEE BELOW MY LETTER TO FIRE CHIEF COWAN ON 6/22/22
ALSO SEE BELOW THE TRAFFIC IMPACT ANALYSIS PROVIDED BY TRANSPGROUP, TO DEVCO, LLC, FOR THE NEARBY PROPOSED CONSTRUCTION AT 18005 AURORA AVE N, (WITH A VEHICLE ENTRANCE ON TO LINDEN AVE N) WHICH PROVIDES A MORE HONEST AND REALISTIC ASSESSMENT, TAKING INTO ACCOUNT PRE COVID LEVELS OF TRAFFIC WHICH THIS ANALYSIS DOES NOT. THE WORD COVID IS NOT MENTIONED IN THIS DOCUMENT.**

An independent TIF calculation is proposed with an estimate of \$908,987.50 based on ITE Trip Generation, 11th Edition, consideration existing trip credits and the project being a TOD and provided trip reduction measures.

IF THIS IS MOTIVATING CITY GOVERNMENT TO APPROVE THIS PROJECT AT THE RISK OF CAUSING PUBLIC SAFETY ISSUES, SUCH AS IMPEDING EMERGENCY VEHICLE RESPONSE, THAN THIS PROPOSAL NEEDS TO BE REJECTED OR REVISED UNTIL BETTER SAFETY MEASURES ARE PLANNED.

THERE IS NO MENTION OF SAFETY IN MERGING TWO LEVELS EXITING FROM THE GARAGE NORTH EXIT. WHAT ABOUT

COLLISIONS HERE ? THE EMERGENCY EXIT AT THE SOUTH END OF THE BUILDING WOULD BE THE ONLY ALTERNATIVE.

MY GREATEST CONCERN IS FOR EMERGENCY VEHICLE RESPONSE AND IS NOT ADDRESSED IN THIS STUDY.

SEE BELOW, MY LETTER TO FIRE CHIEF COWAN ON 6/22/22

SEE SUPPORTING LETTER FROM PUBLIC WORKS STATING

LINDEN AVE IS A MAJOR ARTERIAL FOR EMERGENCY VEHICLES.

MILL CREEK HAVE STATED IN NEIGHBORHOOD MEETINGS THEY WILL NOT CONSIDER AN ADDITIONAL VEHICLE ENTRANCE (AS IS BEING PLANNED FOR THE NEIGHBORING BUILDING TO THE NORTH, BREA).

THIS WOULD CAUSE TRAFFIC BOTTLENECKING (REDUCED TRAFFIC FLOW) AND INTERFERE WITH EMERGENCY VEHICLES AND LOCAL TRAFFIC, MAKING CONDITIONS UNSAFE.

AN ADDITIONAL VEHICLE ENTRANCE IS NEEDED AS A BARE MINIMUM SAFETY MEASURE.

COMPARE THIS TRANSPORTATION ANALYSIS TO THE TRAFFIC IMPACT ANALYSIS PROVIDED BY TRANSPGROUP, TO DEVCO, LLC, FOR THE PROPOSED CONSTRUCTION AT 18005 AURORA AVE N, WHICH FACES LINDEN AVE N JUST 600 FEET NORTH OF 17802 LINDEN AVE NORTH -

<https://www.shorelinewa.gov/home/showpublisheddocument/56586/637952960375400000>

THE BREA PROPOSAL CALLS FOR TWO VEHICLE ENTRANCES, UNLIKE MODERA, WHICH WOULD ONLY HAVE ONLY RESIDENT VEHICLE ENTRANCE FOR NON EMERGENCY USE, SO THIS SITE WOULDN'T HAVE AS MUCH TRAFFIC BOTTLENECKING AS WOULD CERTAINLY OCCUR AT THE CORNER OF LINDEN AVE N AND N 179 ST.

THE BREA TRAFFIC IMPACT ANALYSIS STATES THERE WOULD LIKELY BE 25 FOOT QUEUES AT BOTH ENTRANCES AT PEAK HOURS.

P.1 "All controlled movements at both proposed site access driveways on Linden Ave N and N 182nd Street are expected to operate at acceptable levels (LOS B or better) in 2024 with 95th percentile queues anticipated to be less than 25 feet during the PM peak hour."

THAT SOUNDS OVERLY OPTIMISTIC, BUT CLOSER TO APPROACHING HONESTY THAN THE MODERA TRANSPORTATION IMPACT ANALYSIS WHICH CLAIMS THERE WILL NEVER BY MORE THAN ONE VEHICLE WAITING IN LINE.

THE BREA TRAFFIC STUDY MAKES AN ADJUSTMENT FOR PRE COVID TRAFFIC LEVELS.

Page 7

"To assess the impacts of the ongoing COVID-19 pandemic, a comparison of the historical 2019 PM peak hour traffic volumes and 2021 PM peak hour volumes on N 175th Street was completed. Based on this comparison, the 2021 PM peak hour turning movement counts at Linden Ave N/ N 175th Street were found to be lower than pre-COVID-19 traffic conditions. To account for this, adjustments to the throughput volumes at the intersection of Linden Ave N/ N 175th Street were made to match pre-COVID-19 volumes to estimate existing 2021 PM peak hour traffic volumes."

THE MODERA TRANSPORTATION IMPACT ANALYSIS DOESN'T MENTION THE WORD COVID.

THE BREA STUDY EXAMINES SIDEWALK AND SPEED LIMIT ISSUES IN MUCH GREATER DETAIL.

IT APPEARS TRANSPGROUP PROVIDES A MORE THOROUGH AND HONEST ASSESSMENT THAN TRANSPORTATION ENGINEERING NORTHWEST. THE INDEPENDENT TRANSPORTATION ANALYSIS PROVIDED TO MODERA BY TRANSPORTATION ENGINEERING NORTHWEST SHOULD BE DISCOUNTED AND REDONE BY A MORE REPUTABLE COMPANY.

SEE BELOW, MY ENTIRE LETTER TO FIRE CHIEF COWAN ON 6/22/22

Dear Chief Cowan,

I spoke by phone with Derek LaFontaine who encouraged me to write to you with concerns over emergency vehicle response and proposed construction on Linden Ave N.

Mill Creek Residential Trust proposes construction of a 400 unit apartment building, Modera Shoreline, to replace Garden Park Apartments at 17802 Linden Ave N, Shoreline, WA 98133. Plans available here.

<https://www.moderashoreline.com/>

As you can see, the southwest corner of this property is directly adjacent to Fire Department property.

To the best of my knowledge, the application for this development has not been submitted to the City of Shoreline yet, but should be very soon. The city has indicated the application should meet building code (TC-2) and be approved (see attached letter from Rachael Markle).

The development proposed is excessively large for the surroundings. Access is only possible from the west side, on Linden Ave N, a two lane street, and Mill Creek propose only one vehicle entrance for 450 parking spaces. This would cause traffic bottlenecking interfering with emergency vehicle response, as well as undue noise and air pollution from vehicles waiting in line. This could be lessened by an additional vehicle entrance (which Mill Creek have stated in neighborhood meetings they will not provide) and by reducing the size and scale of this proposed gargantuan structure.

What's additionally shocking to the neighborhood is the sheer number of other large residential buildings being planned within just a few blocks of this, and city center, which together will certainly increase traffic congestion and exacerbate delays to emergency vehicles.

Luxe/Brea (DevCo), 18002 Linden Ave N and 18005 Aurora Ave N, 386 units (greater portion facing Linden Ave N)
Shea Shoreline Phase II, 18551 Aurora Ave N, 166 units
Shea Shoreline Phase I, 18815 Aurora Ave N, 315
192 Shoreline (Crux), 19022 Aurora Ave N, 250 units
Geo II, 18004 Midvale Ave N, 215 units
Vail Two, 18110 Midvale Ave N, 210 units

Of these, the two largest would be on Linden Ave N, within about 600 feet of one another. At least Luxe/Brea would have vehicle access to both Linden Ave N and Aurora Ave N. The Mill Creek proposal is exceptional in that it is very ill suited for the surroundings.

Linden Ave N is an arterial for emergency vehicles. A neighbor asked the city for speed bumps in 2021, here's the reply from Randy Witt, Director of Public Works (see attached letter) -

"Regarding your specific question about speed humps, Linden Avenue N is an arterial and therefore is not eligible for physical traffic calming devices since it serves as an important connection for emergency vehicle response, trucks, buses, and relatively high volumes of traffic."

I spoke with the US Postal Service carrier who regularly delivers mail on Linden Ave N. He summed it up efficiently - "WHAT? 400 Units? One driveway? On a two lane street? THAT'S CRAZY. Yes please speak to City Hall. Thank you, I support you."

I also spoke with management of Linden Highlands apartments, and Ronald Commons, nearby the site. Managers at both locations agreed this would be an excessive number of units for the surroundings, and that there needed to be

more vehicle entrances.

For years to come Shoreline would risk fatalities and injuries due to emergency vehicles delays, frustrated drivers at peak hours, and pedestrian hazards nearby Shorewood High School, about 300 feet south of the site on N 175th St, also a two lane street at this junction and already an area of high traffic congestion at peak hours.

The preliminary plan shows a second vehicle entrance on the south end of the building designated for fire vehicles only, which we were told during the first neighborhood meeting would also be used for deliveries and move ins. This would be only marginally helpful in reducing traffic congestion.

To be clear - the plan shows two vehicle entrances for residents on two levels, but these are both on the north side of the proposed building with only one access way to Linden Ave N, so this would be one entrance/exit to the street for resident vehicles.

Vehicle access for residents to Aurora Ave N would help alleviate congestion. The southern end of the property would be ideal, but that would necessitate gaining a right of way through Shoreline Fire Department property, so this is obviously not an option. If the driveway north of the building site, from Aurora Ave N to Hopelink and Ronald United Methodist Church, could somehow be linked, this might help, but would require access through Brotherton Cadillac property which seems very unlikely.

The city traffic engineer, Kendra Dedinsky, spoke with me graciously, but explained that her review of the third party transportation impact analysis, to be submitted with the Mill Creek proposal, would not be altered by other new developments in the planning stage, and since this is the "first one in" it could not take into account traffic from the "second one in" (Luxe/Brea, 600 feet north, and other nearby buildings being planned). She also made it clear to me that although the impact analysis has not been submitted yet, she expected it would pass her review, and that she could not directly ask for another vehicle entrance to alleviate congestion, but... that even if she could, she has no interest in doing so; her vision for Shoreline includes greatly increased traffic which she thinks the streets can handle.

Ms. Dedinsky's response, and that of City Planning, to the question of emergency vehicle response, is that the traffic and population impact would be offset by the impact fee required by the Fire Department. As I understand it, the purpose of this fee is to construct new fire stations as needed. This, however, would do nothing to alleviate an overly congested area where two fire stations are already nearby. Ms. Dedinsky put it best - "You can't build your way out of congestion".

My concern (shared by many neighbors) is not just to a simple increase in traffic, but a routine traffic bottleneck; cars waiting in line from two directions to get into one entranceway, blocking local traffic, emergency vehicles, school buses, and no doubt, a large number of Amazon delivery vehicles. The Mill Creek proposal calls for the minimum affordable housing units, more parking spaces than units, a pet spa, and a barbecue area. This is intended to be an upscale development and would have many deliveries.

The plan is to welcome lots of cars. The building site is a short walk to several nearby bus lines, including Route 301 and E Express, and would be ideal for affordable and low income housing, but this advantage is not being made use of.

The building proposed would be almost 500 feet long, almost one tenth of a mile; that's a long way to drive underground to get out of a residential building. Traffic tension would be high.

The site is also just two blocks away from City Hall and the Shoreline Police Department, so here we have additional added concern for emergency vehicle response time.

The neighborhood would be disrupted from three years (!) of construction. This is another sign the proposed project is too big for the situation. Mill Creek proposes to stretch city code to it's absolute limit, to take out a substantial hill to make a pit for two levels of underground parking; this would disrupt use of Linden Ave N substantially.

Neighbors have contacted City of Shoreline Planning, Traffic Engineering, and City Council, only to be told that it appears the Mill Creek proposal should meet code and the expectation is it will be approved. We are calling on the city to ask Mill Creek for the needed changes mentioned above but it appears this will not happen.

I would hope Mill Creek Residential would follow safety suggestions and recommendations from your department. I believe this is an exceptional situation that calls for an exceptional response. The very least that could be provided would be an additional vehicle entrance. I, and other neighbors, would be grateful to know what you see as possible solutions.

Thank you so much for your time and consideration,

Derek Blackwell

derekindeed@hotmail.com



**SHORELINE
CITY COUNCIL**

Will Hall
Mayor

Keith Scully
Deputy Mayor

Susan Chang

Betsy Robertson

Doris McConnell

Keith A. McGlashan

Chris Roberts

October 8, 2021

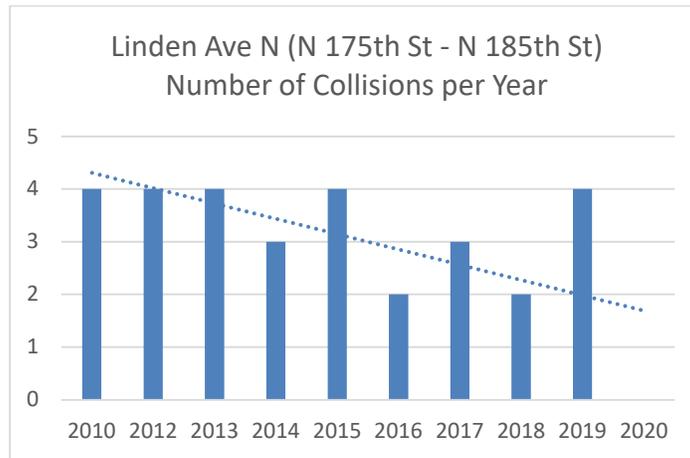
[REDACTED]
[REDACTED]
Shoreline WA 98133

Dear [REDACTED]:

Thank you for your September 29 email regarding speeding and traffic safety along Linden Avenue N in the vicinity of N 178th Street. The City Council appreciates you taking the time to write and have asked that I respond to you on their behalf.

In response to your observation on vehicle speeds, speed data was last collected in Spring of 2021 and showed an 85th percentile speed (the speed at which 85% of traffic is traveling at or below, a common traffic engineering benchmark) of 31 mph. About 5% of traffic accounts for what we call top end speeders; drivers traveling at 10 mph or more over the speed limit. Most top end speeding occurs between 3-6 PM. This data has been shared with Shoreline Police.

The City reviews traffic safety holistically and citywide through a process called the Annual Traffic Report. This process reviews all collision data in the City on an annual basis to determine strategic safety mitigation projects to address problem locations. This data-driven process helps to maximize the benefit from the very limited traffic safety resource available, by prioritizing locations with a consistent history of collisions first. While Linden Avenue N, from N 175th Street to N 185th Street, does experience about three collisions per year on average, it is significantly less than many other roadways in the City. Additionally, the collision trend for this segment is down, with zero collisions reported in 2020 as shown in the chart below.



For additional context, there have been no pedestrian or bicyclist collisions. There have been two reported injury collisions; however, this is still lower than other prioritized locations in the City. For these reasons, Linden Avenue N, between N 175th Street and N 185th Street, has not been prioritized for improvements. You can access the full traffic report at the link provided below – please note that reporting for the 2020 calendar year has not been published or discussed with City Council yet but is anticipated to be available before the end of the year.

<https://www.shorelinewa.gov/home/showpublisheddocument/49572/637378391275930000>

Some good news is that this segment is prioritized for sidewalk improvements which are conceptually slated for construction in 2025. You can read more about the 2018 Voter-Approved Sidewalk Program at: <https://www.shorelinewa.gov/government/departments/public-works/transportation-planning/sidewalks>

Regarding your specific question about speed humps, Linden Avenue N is an arterial and therefore is not eligible for physical traffic calming devices since it serves as an important connection for emergency vehicle response, trucks, buses, and relatively high volumes of traffic. The section north of N 185th Street is not classified as an arterial but rather as a local street and carries significantly lower volumes of traffic which is why speed humps were considered appropriate for that segment.

If you are interested in utilizing our radar speed feedback sign or would like to use some “drive like your kids live here” yard signs, please contact Darron Deranleau, Traffic Engineering Technician, at (206) 801-2433 or dderanleau@shorelinewa.gov.

Thankyou again for taking the time to write. If you have any additional questions, please feel free to contact Kendra Dedinsky, City Traffic Engineer, at (206) 801-2431 or via email at kdedinsky@shorelinewa.gov.

Sincerely,

Randy Witt
Director of Public Works

cc: Mayor and Councilmembers
Debbie Tarry, City Manager
Kendra Dedinsky, City Traffic Engineer
Darron Deranleau, Traffic Engineering Technician



SHORELINE CITY COUNCIL

Mayor Keith Scully
Deputy Mayor Betsy Robertson
Councilmember Doris McConnell
Councilmember Laura Mork
Councilmember Eben Pobe
Councilmember John Ramsdell
Councilmember Chris Roberts

April 11, 2022

[REDACTED]
[REDACTED]

Dear [REDACTED],

Thank you for your email regarding the proposed Modera development. Council appreciates you taking the time to write and have asked me to respond on their behalf.

The City of Shoreline's Planning and Community Development Department oversees the review of development permits of all kinds throughout Shoreline. As part of that review, staff determine if an application meets the requirements set out in the [Shoreline Municipal Code](#) (SMC). The [Development Code](#) (SMC Chapter 20) is adopted by Council and provides all the requirements that developers must meet in their projects. If a project meets the requirements addressed in the code, the permits are issued. Staff is unable to stop a development project or require changes to the project unless they are adopted as part of the Development Code.

If there are regulations you would like to see added or changed, the City currently accepts [Development Code amendments applications](#) year round. Applications are usually considered within 1-2 years of submission. The Planning Commission oversees the Development Code amendment process and then makes a recommendation to City Council on what they believe should be updated. Council is the final decision maker regarding changes to the Development Code.

We appreciate your interest in this project. As stated above, the City's role is to review the application materials and determine if they meet the requirements laid out in the City code, and if so, issue the required permits.

Thank you again for sharing your concerns. If you would like more information on the annual code update, please contact Steve Szafran, Sr. Planner, at (206) 801-2512 or sszafran@shorelinewa.gov.

Sincerely,

Rachael Markle
Planning and Community Development Director

cc: Mayor and Councilmembers
Debbie Tarry, City Manager
Andrew Bauer, Planning and Community Development Planning Manager
Steve Szafran, Planning and Community Development Sr. Planner

Catherine Lee

From: Nancy Sackman <nancys@duwamishtribe.org>
Sent: Monday, August 1, 2022 5:32 PM
To: Catherine Lee
Cc: Preservation Department
Subject: [EXTERNAL] MFR22-1623

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cate,

Below are the Duwamish Tribe's comments for the development at 17802 Linden Ave N:

Thank you for the opportunity to review and comment. Based on the information provided and our understanding of the project and its APE, we recommend that at least an IDP be put in place. This is in an area the Duwamish Tribe considers culturally significant and has a moderate probability to have unknown archaeological deposits, particularly if excavation work cuts below the existing fill for the new development. While the DAHP Wisaard predictive model indicates this area to be at a moderately low risk for an archaeological survey, it is more than likely that a trail system from Lake Union to Lake Ballinger was used by the Duwamish and other local tribes to manage our lands for food and resources.

If any archaeological work is performed, we request notification. An IDP should not be used in lieu of an archaeological investigation. Cultural and archaeological resources are non-renewable and are best discovered prior to ground disturbance.

In addition, we strongly support the use of native plants for landscaping.

Thank you, Nancy.

Nancy Sackman
Duwamish Cultural Preservation Committee
206 431 1582 ext 104
206-910-2232 cell

Preserving the past with the help of our
ancestors, for the Future of our children



dx^wdəwʔabš

DUWAMISH NATURAL RESOURCES &
HISTORIC PRESERVATION DEPARTMENT OF
THE DUWAMISH TRIBE

Catherine Lee

From: erayser2 <erayser2@gmail.com>
Sent: Monday, August 15, 2022 4:39 PM
To: Catherine Lee
Subject: RE: [EXTERNAL] Housing project on Linden Ave

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Yep that is the one.
Yes, party of record please.
Thanks!

Sent from Samsung Galaxy smartphone.

----- Original message -----

From: Catherine Lee <clee@shorelinewa.gov>
Date: 8/15/22 2:17 PM (GMT-08:00)
To: erayser2 <erayser2@gmail.com>
Subject: RE: [EXTERNAL] Housing project on Linden Ave

Hi Eddie Johnson,

Is this regarding 17802 Linden Ave N? Modera is the developer and the application number is MFR22-1623, for a 399-unit multifamily development.

I just want to make sure you are commenting on that application number.

Also, do you want to be a party of record? That means you will be notified when the City makes a Threshold Determination on the SEPA aspect of the proposal (State Environmental Policy Act).

Let me know.

Thanks,



Cate Lee, AICP | Senior Planner
Planning & Community Development Department
17500 Midvale Avenue N, Shoreline, WA 98133
206-801-2557
clee@shorelinewa.gov

Pronouns: she/her

****Permit Technicians, Planners and Plans Examiners have in-person appointments available at City Hall and virtual appointments available online. Drop-in services are limited, and appointments are prioritized. Visit our [bookings page](#) to schedule an in-person or virtual appointment. Appointments are a maximum of 30 minutes. Remote services are encouraged.**

Hours of operations – Monday, Tuesday, and Friday 8:00 to 5:00 and Wednesday and Thursday from 1:00 to 5:00.

For permit submittal questions email pcd@shorelinewa.gov or call 206-801-2500.

From: erayser2 <erayser2@gmail.com>
Sent: Friday, August 12, 2022 4:06 PM
To: Catherine Lee <clee@shorelinewa.gov>
Subject: [EXTERNAL] Housing project on Linden Ave

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I hope you have thought this project through.

I certainly understand the need for affordable housing and am supportive of doing it thoughtfully.

Eddie Johnson

Sent from Samsung Galaxy smartphone.

Catherine Lee

From: Ginger Boyle <gingermoves@live.com>
Sent: Friday, August 12, 2022 4:38 PM
To: Catherine Lee
Cc: Courtney Ewing
Subject: [EXTERNAL] Comments to the City regarding Modera apartment building on Linden Ave. SEPA checklist
Attachments: SST response to SEPA MFR22-1623.docx; SEPA_Checklist.pdf

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cate,

Thank you for your service to our community. I agree with all points in Courtney Ewings' letter below and her attached Save Shoreline Trees letter. I live within 500' of the proposed development. In short, I believe that this proposed project will negatively impact our neighborhood and community.

Warmly,
Ginger Boyle

"Good afternoon,

I would like to provide the following comments for the proposed Modera Shoreline SEPA. Overall, the application is incomplete (as noted below), is sometimes misleading, and minimizes the significance of the environmental impacts. It appears part of that is due to poor communication from the city, especially regarding the traffic impact study. I am disappointed with the lack of accuracy and completeness in this SEPA application.

Traffic Study:

1. Why did the city not suggest assessing N 179th and N 178th St? Based on smaller local construction projects (Ronald Commons and Friends Church), the construction vehicles and dump trucks (used for grading and fill) drove continuously down N 179th St between Fremont Ave and Linden Ave.
2. Additionally, based on observance – during school opening and closing, traffic backs up on Linden and Fremont at N 175th and vehicles use N 179th and N 178th as through streets to avoid an additional stop sign / traffic light. Amazon vehicles and on demand food delivery vehicles also use these streets as pass through streets, while not serving those actually living on these two streets.
3. Why did the study focus "on the weekday PM peak hour when traffic volumes for the proposed residential project and on the surrounding roadway network are anticipated to be highest." This statement is FALSE. The major peak traffic time is when the high school starts, which coincides with many commuters, as observed at the N 175th intersections at Linden Ave and Fremont Ave.
4. Parking (pg 6) – In addition to Shorewood students parking on the street, the city has already added signage requiring parallel parking only (just north of Linden & N 179th St) because tenants (and guests of) of Ronald Commons are regularly blocking driveways and partially blocking the southbound lane of Linden ave due to insufficient street parking. These tenants are already parking on N 179th St, and tenants from the existing Garden Park Apt and Linden Apt use Linden Ave and N 178th, and N 179th St for street parking. To say, "on-site supply may not be sufficient to meet existing demand" is a misleading and false statement. The "may not be sufficient" should be replaced with "is currently barely sufficient".

5. Additionally, nonchalantly saying the city “could consider implementing on-street parking time limits and/or time of day restrictions” would provide restrictions to existing residents that would limit their guests, which would be an additional burden to current residents.

6. BRE A development submitted their plans to the City on 10 May 2022; Modera on 17 May 2022. The Modera development SEPA traffic study must include the additional people and vehicles of the BRE A proposed development. Therefore, the FUTURE section (pg 7) should include Brea as a pipeline project. Excluding this is dishonest as the Modera developers have been told numerous times in recorded public meetings of the Brea development. It is deceitful, and they have not done their due diligence.

From SEPA checklist:

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

False – through 2 public comment meetings (the 2nd of which was recorded), the developer is aware of the Brea development, less than 4 blocks north on Linden Ave N. Additionally, Brea submitted their plan on 10 May 2022 while Modera submitted their plans on 17 May 2022.

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.

The project site is located at 17802 Linden Avenue N in Shoreline, Washington. The project is fully residential with a variety of units types and amenity spaces including fitness, work-from-home space, a game room, pet spa, a private courtyard, and multiple lounges with rooftop decks. Dedicated bike parking spaces are provided within each residential unit. The proposed building will be approximately 514,000 gross square feet with up to 400 residential units and approximately 450 parking spaces located in the building. The project site is a single lot with an area of approximately 117,491 square feet. The project will vary between 6 and 7 levels, with 5 levels of Type V-A construction over 2 levels of Type I-A construction.

This is an incomplete description. They do not mention the demolition of existing buildings, their utilities, sidewalk removal, regrading, nor the removal of 48 significant trees.

B. Environmental Elements

1. Earth

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.

Yes. Potential erosion will be addressed by erosion and sediment control plans consistent with the City of Shoreline’s Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington.

Did not answer the question sufficiently. Must describe the excavation needed for the parking garage and also the required grading of adjacent land. This will affect the surrounding neighborhood as the dump trucks will be using adjacent neighborhood streets.

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

As with any construction project that includes ground disturbance and excavation, erosion of unprotected ground surfaces is possible during construction until permanent erosion control measures are implemented. Best Management erosion control practices will be used to mitigate the risk of erosion during construction

What about the Temporary Erosion and Sediment Control Plan (TESC)?

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

Approximately 90% of the site will be impervious.

Did they provide calculations? 90% looks on the low side based on the provided plans.

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.

During construction activities, there would be increased exhaust and dust particle emissions to the ambient air. Odors could be caused by the roofing of homes or the paving of roadways and driveways during construction. After construction, emissions from vehicular traffic related to the development is expected. There will be no regular source emissions from the building.

This is a gross understatement. Major increase due to tenant vehicles and idling delivery and utility vehicles.

What about HVAC emissions?

What about tenant smoking? More than 1 in 5 Seattleites smoke (nicotine and/or marijuana). This includes during construction and maintenance.

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

None known.

What about the emissions from dump trucks / cement trucks / construction & supplies? Based on the construction of Friends Church and Ronald Commons - there will be dozens of dump trucks daily driving down N 179th St.

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

Short-term impacts will be addressed with dust and emissions control measures per the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington. Water will be used to control fugitive dust emissions during dry weather construction. The proposal is near high-capacity transit, reducing expected vehicle trips. The development will comply with applicable regulations related to emissions and other air quality impacts. No adverse air impacts are anticipated.

What about minimizing idling time, maintaining all construction equipment in proper working condition, and training equipment operators how to properly use the equipment; alternative fuels such as propane or solar will be favored to power generators on site?

3. Water

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.

Groundwater will not be withdrawn from a well. Water service for the site will continue to be provided by Seattle Public Utilities (SPU). Water will not be discharged to groundwater. The proposed excavation for the project is not expected to encounter the groundwater table.

How does the Developer know this? What will happen if they encounter groundwater or a spring during excavation for the parking garage?

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

No. Sewer services for the site will continue to be provided by SPU. No waste materials are anticipated to enter ground or surface waters.

The developer will need to decommission the existing sewage system & piping from the existing apartments, so waste material could be an issue.

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

No.

False, the percent increase of impervious surfaces is an order of magnitude greater than the existing property. Additionally, with the removal of 48 significant trees, there will be significant changes to drainage patterns. They are also planning on re-grading a portion of the land.

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

The project does not anticipate any long term surface, ground, runoff, or drainage pattern impacts. During construction, erosion control measures provided will be consistent with the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington.

False. Developer did not answer accurately. See above comment.

4. Plants

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

Existing vegetation (grass, trees, and shrubs) will be removed as is necessary for construction of the building and right-of-way improvements. Approximately 2.7 acres will be cleared with the project development.

This is an extreme understatement to say the least. 48 significant trees and other vegetation will be removed.

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

None known

Developer should provide a study.

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

The proposed community will provide new trees at a 1:1 ratio or greater of trees removed. A number of these trees will be placed along the frontage, as well as within the courtyard spaces where tree canopies will be visible from the street as trees grow to size. Approximately 5% of the site will be landscaped with native plants and trees for canopy cover. The project will meet City of Shoreline land use code landscaping requirements.

False. The Proposed plans do not show 1:1 ratio or greater for planted trees versus removed trees, based on quantity. What is the repercussion for the Developer not following through?

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

None observed

FALSE. Hawks, bald eagles, crows, songbirds, jays, hummingbirds, etc. have been observed near AND on site in the trees. Mammals include squirrels, rabbits, opossum, mice, raccoons, and bats. Again, the developer is grossly misrepresenting the impact of their development on the environment and quality of life of the neighborhood, including people and animals.

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

Tree and landscape plantings will provide habitat for urban wildlife upon project Completion

FALSE. The removal of 48 significant trees will also include the removal of homes for many of the aforementioned animals. Additionally, there will be less shade and perches for birds and mammals. The new proposed trees will be insignificant refuges for animals.

What about incorporating bird and bat houses? Water features for birds?

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.

Electricity and natural gas would be the primary sources of energy for the proposal and would be used for heating, lighting, and other miscellaneous household purposes.

Wait. Didn't Shoreline City Council "ban of the use of fossil fuels in new commercial and large multi-family construction projects for space heating and most water heating as well as [add] numerous other increases in energy efficiency" in Ordinance 498, 6 December 2021?

b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe.

None known

Why no solar energy? The city of Shoreline has issued a climate emergency. Saving even one of the 48 significant trees would provide much shade during the afternoon, which would reduce the temperature in nearby apartments. Could you save even 1 tree?

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:

The proposal will achieve high levels of efficiency by meeting energy code requirements.

This response is insufficient. Why not strive for some level LEED design & construction? They are not bringing any other benefits to the neighborhood or city and we are in a "climate emergency". Once again, the developer has chosen profit over being good stewards of the land, good neighbors to existing residents, or even good designers for the future tenants.

Why not propose participating in Shoreline's waste wise recycling program for large multi-family developments? EPA.gov says on average 1.16 pounds of recycled material per person per day. If there are 800 new tenants, that's 6,496 lbs per week and 337,792 pounds per year. In this day and age, it's unethical to build this high-density development without considering recycling.

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.

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

None known

The existing buildings to be demolished are over 70 years old. In addition to asbestos there is definitely lead paint.

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.

There is asbestos-covered heat piping and water lines in the building crawl spaces and buried underground between the buildings. Asbestos is also present in the two boiler rooms. The asbestos will be removed during construction.

What about removal of existing sewage piping and potential methane gases?

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

Best practices will be used to remove and dispose of existing structures on the site including asbestos removal. The project will comply with all applicable regulations related to toxic hazardous substances.

No adverse environmental impacts are anticipated.

Any site-disturbing activities should, at a minimum, comply with the provisions of 29 CFR 1926 and WAC 296-155.

b. Noise

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.

During permitted hours of work only, noise will be created by grading and excavation equipment during site development. Saws and hammers will produce typical noise levels when constructing the building. There will be increased noise from the residential community commensurate with the the increase in density, including added vehicle traffic.

There will be additional noise in the neighborhood of dump trucks driving through. What are the permitted hours?

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

Construction work will be performed during allowed hours of operation, and will comply with all permit conditions related to noise. During and after construction the project will comply with applicable laws including applicable Code related to noise.

Any noise impacts related to added density to the site will be mitigated by landscaping and setbacks required by the land use code. The project will comply with all permit conditions related to noise mitigation. No adverse noise impacts are anticipated.

FALSE. There will be the added noise of approx. 800 new tenants, their pets, their driving and idling vehicles, and all the supporting delivery vehicles (Amazon, Uber eats, etc., rideshare, etc.). Plus garbage and other utility trucks.

8. Land and Shoreline Use

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

Upon completion, there would be up to 400 apartment units including studio, 1-bedroom, 2-bedroom, and 3-bedrooms units

Insufficient response. The Question asks how many people, not units.

9. Housing

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. 50 total apartment units. Residents include middle- and low-income households.

This is a misleading response on the applicant's part. All of the displaced tenants are low-income households.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest height will be the stair penthouses, which are 78'-10" above average grade. The majority of the building (the level 7 roof) is 70'-0" above average grade. The structure height will comply with the TC-2 zoning code. Exterior building materials are expected to include fiber cement siding, concrete, metal, wood or wood-look composite materials, and glass.

Isn't 70 ft the maximum for this zoning?

b. What views in the immediate vicinity would be altered or obstructed?

None known

FALSE. 48 significant trees will be removed. The applicant's response is incredibly misleading and false. The trees are the view.

d. Proposed measures to reduce or control aesthetic impacts, if any:

The proposed project will include the observance of building setbacks and stepbacks as dictated by the City of Shoreline, along with building modulation to reduce the impact of the vertical mass.

The applicant has done essentially nothing to reduce aesthetic impacts and has not listened to any previous public comments.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

There could be some glare from car mirrors and windows. Glare could come from windows on residential units. Unit light through windows at night would be increased.

FALSE. There will be significant car headlights and taillights shining through the single family house across from the proposed single entrance to the parking garage. Additionally, there will be a significant increase in light pollution for a net increase of 350 units and no shading from the removed 48 significant trees.

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

Not to our knowledge

FALSE. As mentioned by public comment in the initial meeting and in the 2nd recorded meeting, the headlights and taillights from 450 vehicles entering and leaving the single parking garage onto the single family home directly across the street will cause significant mental duress to the family, day and night.

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

There will be similar sources of light and glare produced by neighboring properties, but they are not expected to be impactful.

FALSE. There will be no "similar" sources from neighboring properties. Nothing in the neighborhood will compare with the lighting and glare from this proposed project. Again, the applicant is providing misleading information.

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

The glare and light produced by the community is typical to existing communities. The increase due to the proposed project are marginal and expected of growth. We will follow applicable City of Shoreline's Commercial Design Standards, which mitigate impacts of light/glare to other properties.

FALSE. This development will be a major source of glare and light pollution, seen nowhere else in the existing community.

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 site is primarily served by Linden Avenue N, N 185th Street, N 175th Street, and Aurora Avenue N (SR 99). Access to the proposed project is provided via two driveways along Linden Avenue N. The main access north of the building would serve all traffic (i.e., general purpose, garbage, and emergency access) and the secondary access south of the building would be for emergency access, deliveries, and movein/move-out.

Insufficient answer. N 179th St will be used by dump trucks, construction trucks (based on Ronald Commons and Friends Church construction), delivery trucks, and new tenants of the proposed development. Some additional use on N 178th.

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?

Based on average trip rates published in the Institute of Transportation Engineers (ITE) 11th Edition, the proposed project is forecast to generate 1,478 net new weekday daily trips with 128 trips occurring during the weekday AM peak hour and 130 occurring during the PM peak hour. The trip generation estimate is inclusive of trucks.

False. This cannot be an accurate number. Based on employment, kids to school, Amazon, mail, fedex, UPS, uber eats, door dash, etc. for > 800 tenants. The provided traffic report is inaccurate and must be revised.

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

The applicant would provide payment of the City of Shoreline transportation impact fees (TIFs). Fees collected are used to construct transportation projects on the City's Transportation Improvement Plan identified to accommodate future traffic growth in the City.

The preliminary TIF estimate is \$908,989.25. In addition, the proposed project may result in a decrease in Level of Service at the Linden Avenue N/N 175th Street intersection during the weekday AM peak hour. The applicant proposes to provide all-way stop control at the intersection to mitigate the proposed project impact. No significant traffic impacts are anticipated.

FALSE - the applicant appears to not understand the definition of "significant" and "may". The applicant's response should read: The proposed project will result in a decrease in Level of Service... There are significant traffic impacts anticipated.

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.

The proposed project will likely result in an increased need for public services given increased number of residents on the site. However, the required facilities and infrastructure are generally in place to handle these additional demands and the project would not have any unusual requirements. The project will also pay impact fees to offset development impacts.

FALSE. The immediate neighborhood (Linden to Fremont and N 175th to N 185th consists of less than 100 single family homes, some duplexes, a couple group homes, less than a dozen condos, and few small apartments, the soon-to-be-demolished Garden Park apartments, and the Linden Highlands Apartments (82 units). Not including the Brea development (which this applicant is definitely aware of through recorded public comment). There are less than 600 people living in the described area. The proposed development will add approx. 800 new tenants. The applicant's response to the question is completely inaccurate and misleading. This project will have a significant impact. The need for police, fire, public transit, schools, etc. will have a noticeable increase to the neighborhood. And what about utilities? What will be the effects of this proposal and the Brea proposal on the water main?

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

The project will pay parks, fire, and transportation impact fees. Residents will become part of the tax base/user group that supports these services. The design of the project will consider security (through controlled entry points), as well as designing exterior areas with public safety in mind, through reducing hidden areas, providing adequate lighting,

This is a misleading response as there will be an 8-12 year property tax exemption based on meeting the 20% affordable units for lease. Yes, they will pay impact fees.

16. Utilities

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

Natural gas? - What about Ordinance 948 multi-family projects over three stories in height?

Additionally, I agree wholeheartedly with the Save Shoreline Trees letter (attached). I would also like to be on record in opposition to the current site plan design of the project.

Best Regards,
Courtney Ewing
Shoreline Resident”

Catherine Lee

From: Hana and Martin Hartman Safer <hartman.safer@gmail.com>
Sent: Friday, August 12, 2022 5:01 PM
To: Catherine Lee
Subject: [EXTERNAL] Concerns about modera development

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Cate,

I am a homeowner in the Richmond Highlands area of Shoreline and I am very concerned about the Modera apartment development. I support creating denser housing in our inflated housing market, but not in the form of more luxury apartments (the Modera has a pet spa?) that will not be affordable. I also echo the environmental concerns of my fiancé Martin Safer (who wrote separately from this joint email address).

Thank you,

Hana Hartman

Catherine Lee

From: Isis Charest <isis.charest@gmail.com>
Sent: Friday, August 12, 2022 10:19 AM
To: Catherine Lee
Cc: City Council
Subject: [EXTERNAL] Modera development

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am totally confused as to why the city of Shoreline supports creating such large "heat islands" such as all the huge apartments recently built. These buildings are covering large expansions of land with hundreds of autos but the city of Shoreline is giving builders permission to cut down all the Trees and it is happening again at the Modera development at 17802 Linden Ave.

What we are calling a Climate Crisis is created by humans covering more land with concrete and cutting down more Trees. The planet isn't doing it to us.... We are doing it by not insisting that large buildings must also support our environment.

This large apartment building will change our environment, hold more heat and project heat to all it's neighbors and fill our air with more exhaust fumes from all the vehicles and as it stands ... I read that not one Tree is required by our city of Shoreline to balance the "heat island" it will create.

I write this with sadness,

Isis Charest

Catherine Lee

From: Jeanne Gerhard <jeannegerhard@gmail.com>
Sent: Thursday, August 11, 2022 9:53 PM
To: Catherine Lee
Subject: [EXTERNAL] Comments on Modera Shoreline project

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Cate Lee:

Re: The proposed project located at 17802 Linden Avenue North, Shoreline, WA 98133.
(King County Parcel Number 0726049051)

I live near Linden Avenue, and feel compelled to voice my profound uneasiness over the proposed Modera apartment complex. I have several concerns.

According to Section 14 there will be only one access to parking for the entire building. There is absolutely NO way that is adequate for 400 units! The backup of cars leaving or entering would be significant. Residents would be frustrated both morning and evening, The roughly 130 cars per day at peak hours would also negatively impact the students at Shorewood High School across 175th, and increase the potential for accidents.

I understand the need for more housing in Shoreline, but a development of this size is extremely ill-advised. Several large complexes have already been built on Aurora Avenue, with more under construction. Once they are occupied, the additional traffic will make the already congested situation a nightmare. To think of adding the traffic from this 400-unit complex seems foolish and short-sighted.

Another concern is the destruction of the trees. As a community, Shoreline values the contribution made by nature, and to cut down all the trees at that site would violate what we value.

Please reconsider this project! The need for housing is real, but with creative thinking I'm sure other solutions can be found.

Sincerely,

Jeanne Gerhard

18521 6th Avenue NW
Shoreline, WA 98177

Catherine Lee

From: Jessica Ketola <jessicaketola@gmail.com>
Sent: Wednesday, August 10, 2022 6:50 PM
To: Catherine Lee
Subject: [EXTERNAL] New Developments on Linden

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cate Lee,

I am a Richmond Highlands resident and neighbor impacted by the two new proposed developments on Linden, Modera and Brea. I like many of my neighbors share the following concerns in regards to the rapid growth and scale of these projects and their impact on our neighborhood:

- 1) Safety and Traffic: Linden and Fremont are high-traffic areas next to the high school. Already, I share safety concerns in regards to the lack of sidewalks, students walking to school, and the traffic of student drop-offs and commuters. The intersection of Linden and Fremont is especially concerning given the lack of a traffic light, pedestrian crosswalk, and traffic. All of the residents in this neighborhood are aware of the traffic and attempt to avoid it when possible. I do not consider my neighborhood a safe place to walk! High-speed car traffic along Fremont with a high volume of pedestrian traffic of students along with a lack of sidewalks is dangerous. We have contacted the city in regards to these issues multiple times. As walkers, we are well aware of the dangers when cars veer into the shoulder to pass other vehicles or when parked cars block the shoulder. Not to mention the drag racing that occurs at night! It is a reason neighbors consider moving out of the neighborhood. Introducing almost 800 more units on this street is problematic and potentially dangerous without the infrastructure of multiple entrances, traffic lights, and sidewalks.
- 2) Environment: Removing trees as well as moving 800 households into this area has a tremendous environmental impact. Increased pollution, heat, construction, and the exhaust of 800-1200 additional cars will have an impact. The lack of acknowledgment of this in the environmental report in addition to the lack of green or solar energy on the behalf of the developer does not seem to reflect our values of being a green city.
- 3) Rapid Growth: The proposed growth for our city is now happening not over 10 or 15 years but over 5. We don't have the sidewalks, third places, parks, and community services to support this growth. The city already reports not having the staff and services to support the myriad of needs of our city. It seems like a more moderate approach to growth is needed.
- 4) Community: Community-building is the heart and soul of our neighborhoods and is responsible for the health and flourishing of our neighborhoods. While housing is important, we cannot neglect third places - places of belonging, places where we can gather and create the fabric of care that is essential for those most vulnerable in our communities. The city continues to build housing without coffee shops, pubs, and restaurants that create a sense of belonging, pride, ownership, and community. All of this development is housing and more housing without the gathering spots that are essential for a thriving community. Why must we go to Edmonds or Seattle if we want to catch up with friends, enjoy a good beer, or host an event? Many cities are realizing how we need places where we can live, work, and play (ie. Bothell, Edmonds, and Everett). This creates sustainability, connection, and health with environmental, social, and economic benefits. I am very concerned that none of this development is creating the kinds of community that we want to live in. I think developments should be required to offer first-floor retail space, and the city should be setting aside more zoning for walkable, neighborhood gathering spots.

I am all for development and more housing; however, I believe we must balance real estate development with community development, mitigating the displacement of residents in subsidized housing, the traffic, safety, and environmental concerns, and creating gathering places and parks to support all these new residents.

Thank you so much for serving our community. I appreciate your consideration of these matters!

Sincerely,

Jessica Ketola

Catherine Lee

From: Kay Wright <everorange206@gmail.com>
Sent: Friday, August 12, 2022 5:21 PM
To: Catherine Lee
Subject: [EXTERNAL] Fwd: Comments to the City regarding Modera apartment building on Linden Ave. SEPA checklist

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Cate—

Thank you for your diligent work on our city council. We all depend on you to represent us.

I have major concerns about the proposed Moderna project on Linden. Like my neighbors, I challenge the size of the complex as well as the inadequate provision for vehicles exiting and entering. Goodness knows, we have enough congestion from the high school, Trader Joe's, and all of us who are struggling to get to work. Surely the contractor can do better.

I sent an earlier msg, but it was returned with inadequate. (I forgot the "wa"). I hope you will consider my views. For that I thank you very much.

Kay L Wright on Fremont Av.

----- Forwarded message -----

From: Courtney Ewing <ccewing@gmail.com>
Date: Fri, Aug 12, 2022 at 3:45 PM
Subject: Fwd: Comments to the City regarding Modera apartment building on Linden Ave. SEPA checklist
To: COURTNEY EWING <ccewing@gmail.com>

OK folks - you've got just over an hour to provide comments on the Modera development. SEPA comments are due at 5 pm.

Feel free to copy any of the below and send to Cate Lee clee@shorelinewa.gov or some of the great points made in the attached Save Shoreline Tree letter. Even sending an email that says I'm concerned the applicant is under-representing the significance of the development's effects on the environment and that you are in opposition to the magnitude would be a good thing to email.

Hope you have a wonderful weekend.

-Courtney

----- Forwarded message -----

From: Courtney Ewing <ccewing@gmail.com>
Date: Fri, Aug 12, 2022 at 3:36 PM
Subject: Comments to the City regarding Modera apartment building on Linden Ave. SEPA checklist
To: Catherine Lee <clee@shorelinewa.gov>

Good afternoon,

I would like to provide the following comments for the proposed Modera Shoreline SEPA. Overall, the application is incomplete (as noted below), is sometimes misleading, and minimizes the significance of the environmental impacts. It appears part of that is due to poor communication from the city, especially regarding the traffic impact study. I am disappointed with the lack of accuracy and completeness in this SEPA application.

Traffic Study:

1. Why did the city not suggest assessing N 179th and N 178th St? Based on smaller local construction projects (Ronald Commons and Friends Church), the construction vehicles and dump trucks (used for grading and fill) drove continuously down N 179th St between Fremont Ave and Linden Ave.

2. Additionally, based on observance – during school opening and closing, traffic backs up on Linden and Fremont at N 175th and vehicles use N 179th and N 178th as through streets to avoid an additional stop sign / traffic light. Amazon vehicles and on demand food delivery vehicles also use these streets as pass through streets, while not serving those actually living on these two streets.

3. Why did the study focus “on the weekday PM peak hour when traffic volumes for the proposed residential project and on the surrounding roadway network are anticipated to be highest.” This statement is FALSE. The major peak traffic time is when the high school starts, which coincides with many commuters, as observed at the N 175th intersections at Linden Ave and Fremont Ave.

4. Parking (pg 6) – In addition to Shorewood students parking on the street, the city has already added signage requiring parallel parking only (just north of Linden & N 179th St) because tenants (and guests of) of Ronald Commons are regularly blocking driveways and partially blocking the southbound lane of Linden ave due to insufficient street parking. These tenants are already parking on N 179th St, and tenants from the existing Garden Park Apt and Linden Apt use Linden Ave and N 178th, and N 179th St for street parking. To say, “on-site supply may not be sufficient to meet existing demand” is a misleading and false statement. The “may not be sufficient” should be replaced with “is currently barely sufficient”.

5. Additionally, nonchalantly saying the city “could consider implementing on-street parking time limits and/or time of day restrictions” would provide restrictions to existing residents that would limit their guests, which would be an additional burden to current residents.

6. BRE development submitted their plans to the City on 10 May 2022; Modera on 17 May 2022. The Modera development SEPA traffic study must include the additional people and vehicles of the BRE proposed development. Therefore, the FUTURE section (pg 7) should include Brea as a pipeline project. Excluding this is dishonest as the Modera developers have been told numerous times in recorded public meetings of the Brea development. It is deceitful, and they have not done their due diligence.

From SEPA checklist:

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

False – through 2 public comment meetings (the 2nd of which was recorded), the developer is aware of the Brea development, less than 4 blocks north on Linden Ave N. Additionally, Brea submitted their plan on 10 May 2022 while Modera submitted their plans on 17 May 2022.

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.

The project site is located at [17802 Linden Avenue N](#) in Shoreline, Washington. The project is fully residential with a variety of units types and amenity spaces including fitness, work-from-home space, a game room, pet spa, a private courtyard, and multiple lounges with rooftop decks. Dedicated bike parking spaces are provided within each residential unit. The proposed building will be approximately 514,000 gross square feet with up to 400 residential units and approximately 450 parking spaces located in the building. The project site is a single lot with an area of approximately 117,491 square feet. The project will vary between 6 and 7 levels, with 5 levels of Type V-A construction over 2 levels of Type I-A construction.

This is an incomplete description. They do not mention the demolition of existing buildings, their utilities, sidewalk removal, regrading, nor the removal of 48 significant trees.

B. Environmental Elements

1. Earth

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.

Yes. Potential erosion will be addressed by erosion and sediment control plans consistent with the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington.

Did not answer the question sufficiently. Must describe the excavation needed for the parking garage and also the required grading of adjacent land. This will affect the surrounding neighborhood as the dump trucks will be using adjacent neighborhood streets.

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

As with any construction project that includes ground disturbance and excavation, erosion of unprotected ground surfaces is possible during construction until permanent erosion control measures are implemented. Best Management erosion control practices will be used to mitigate the risk of erosion during construction

What about the Temporary Erosion and Sediment Control Plan (TESC)?

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

Approximately 90% of the site will be impervious.

Did they provide calculations? 90% looks on the low side based on the provided plans.

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.

During construction activities, there would be increased exhaust and dust particle emissions to the ambient air. Odors could be caused by the roofing of homes or the paving of roadways and driveways during construction. After construction, emissions from vehicular traffic related to the development is expected. There will be no regular source emissions from the building.

This is a gross understatement. Major increase due to tenant vehicles and idling delivery and utility vehicles.

What about HVAC emissions?

What about tenant smoking? More than 1 in 5 Seattleites smoke (nicotine and/or marijuana). This includes during construction and maintenance.

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

None known.

What about the emissions from dump trucks / cement trucks / construction & supplies? Based on the construction of Friends Church and Ronald Commons - there will be dozens of dump trucks daily driving down N 179th St.

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

Short-term impacts will be addressed with dust and emissions control measures per the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington. Water will be used to control fugitive dust emissions during dry weather construction. The proposal is near high-capacity transit, reducing expected vehicle trips. The development will comply with applicable regulations related to emissions and other air quality impacts. No adverse air impacts are anticipated.

What about minimizing idling time, maintaining all construction equipment in proper working condition, and training equipment operators how to properly use the equipment; alternative fuels such as propane or solar will be favored to power generators on site?

3. Water

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.

Groundwater will not be withdrawn from a well. Water service for the site will continue to be provided by Seattle Public Utilities (SPU). Water will not be discharged to groundwater. The proposed excavation for the project is not expected to encounter the groundwater table.

How does the Developer know this? What will happen if they encounter groundwater or a spring during excavation for the parking garage?

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

No. Sewer services for the site will continue to be provided by SPU. No waste materials are anticipated to enter ground or surface waters.

The developer will need to decommission the existing sewage system & piping from the existing apartments, so waste material could be an issue.

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

No.

False, the percent increase of impervious surfaces is an order of magnitude greater than the existing property. Additionally, with the removal of 48 significant trees, there will be significant changes to drainage patterns. They are also planning on re-grading a portion of the land.

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

The project does not anticipate any long term surface, ground, runoff, or drainage pattern impacts. During construction, erosion control measures provided will be consistent with the City of Shoreline's Engineering Development Manual and the adopted 2019 Department of Ecology Stormwater Management Manual for Western Washington.

False. Developer did not answer accurately. See above comment.

4. Plants

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

Existing vegetation (grass, trees, and shrubs) will be removed as is necessary for construction of the building and right-of-way improvements. Approximately 2.7 acres will be cleared with the project development.

This is an extreme understatement to say the least. 48 significant trees and other vegetation will be removed.

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

None known

Developer should provide a study.

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

The proposed community will provide new trees at a 1:1 ratio or greater of trees removed. A number of these trees will be placed along the frontage, as well as within the courtyard spaces where tree canopies will be visible from the street as trees grow to size. Approximately 5% of the site will be landscaped with native plants and trees for canopy cover. The project will meet City of Shoreline land use code landscaping requirements.

False. The Proposed plans do not show 1:1 ratio or greater for planted trees versus removed trees, based on quantity. What is the repercussion for the Developer not following through?

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

None observed

FALSE. Hawks, bald eagles, crows, songbirds, jays, hummingbirds, etc. have been observed near AND on site in the trees. Mammals include squirrels, rabbits, opossum, mice, raccoons, and bats. Again, the developer is grossly misrepresenting the impact of their development on the environment and quality of life of the neighborhood, including people and animals.

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

Tree and landscape plantings will provide habitat for urban wildlife upon project Completion

FALSE. The removal of 48 significant trees will also include the removal of homes for many of the aforementioned

animals. Additionally, there will be less shade and perches for birds and mammals. The new proposed trees will be insignificant refuges for animals.

What about incorporating bird and bat houses? Water features for birds?

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.

Electricity and natural gas would be the primary sources of energy for the proposal and would be used for heating, lighting, and other miscellaneous household purposes.

Wait. Didn't Shoreline City Council "ban of the use of fossil fuels in new commercial and large multi-family construction projects for space heating and most water heating as well as [add] numerous other increases in energy efficiency" in Ordinance 498, 6 December 2021?

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

None known

Why no solar energy? The city of Shoreline has issued a climate emergency. Saving even one of the 48 significant trees would provide much shade during the afternoon, which would reduce the temperature in nearby apartments. Could you save even 1 tree?

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:

The proposal will achieve high levels of efficiency by meeting energy code requirements.

This response is insufficient. Why not strive for some level LEED design & construction? They are not bringing any other benefits to the neighborhood or city and we are in a "climate emergency". Once again, the developer has chosen profit over being good stewards of the land, good neighbors to existing residents, or even good designers for the future tenants.

Why not propose participating in Shoreline's waste wise recycling program for large multi-family developments? EPA.gov says on average 1.16 pounds of recycled material per person per day. If there are 800 new tenants, that's 6,496 lbs per week and 337,792 pounds per year. In this day and age, it's unethical to build this high-density development without considering recycling.

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.

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

None known

The existing buildings to be demolished are over 70 years old. In addition to asbestos there is definitely lead paint.

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.

There is asbestos-covered heat piping and water lines in the building crawl spaces and buried underground between the buildings. Asbestos is also present in the two boiler rooms. The asbestos will be removed during construction.

What about removal of existing sewage piping and potential methane gases?

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

Best practices will be used to remove and dispose of existing structures on the site including asbestos removal. The project will comply with all applicable regulations related to toxic hazardous substances.

No adverse environmental impacts are anticipated.

Any site-disturbing activities should, at a minimum, comply with the provisions of 29 CFR 1926 and WAC 296-155.

b. Noise

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.

During permitted hours of work only, noise will be created by grading and excavation equipment during site development. Saws and hammers will produce typical noise levels when constructing the building. There will be increased noise from the residential community commensurate with the the increase in density, including added vehicle traffic.

There will be additional noise in the neighborhood of dump trucks driving through. What are the permitted hours?

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

Construction work will be performed during allowed hours of operation, and will comply with all permit conditions related to noise. During and after construction the project will comply with applicable laws including applicable Code related to noise.

Any noise impacts related to added density to the site will be mitigated by landscaping and setbacks required by the land use code. The project will comply with all permit conditions related to noise mitigation. No adverse noise impacts are anticipated.

FALSE. There will be the added noise of approx. 800 new tenants, their pets, their driving and idling vehicles, and all the supporting delivery vehicles (Amazon, Uber eats, etc., rideshare, etc.). Plus garbage and other utility trucks.

8. Land and Shoreline Use

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

Upon completion, there would be up to 400 apartment units including studio, 1-bedroom, 2-bedroom, and 3-bedrooms units

Insufficient response. The Question asks how many people, not units.

9. Housing

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. 50 total apartment units. Residents include middle- and low-income households.

This is a misleading response on the applicant's part. All of the displaced tenants are low-income households.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest height will be the stair penthouses, which are 78'-10" above average grade. The majority of the building (the level 7 roof) is 70'-0" above average grade. The structure height will comply with the TC-2 zoning code. Exterior building materials are expected to include fiber cement siding, concrete, metal, wood or wood-look composite materials, and glass.

Isn't 70 ft the maximum for this zoning?

b. What views in the immediate vicinity would be altered or obstructed?

None known

FALSE. 48 significant trees will be removed. The applicant's response is incredibly misleading and false. The trees are the view.

d. Proposed measures to reduce or control aesthetic impacts, if any:

The proposed project will include the observance of building setbacks and stepbacks as dictated by the City of Shoreline, along with building modulation to reduce the impact of the vertical mass.

The applicant has done essentially nothing to reduce aesthetic impacts and has not listened to any previous public comments.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

There could be some glare from car mirrors and windows. Glare could come from windows on residential units. Unit light through windows at night would be increased.

FALSE. There will be significant car headlights and taillights shining through the single family house across from the proposed single entrance to the parking garage. Additionally, there will be a significant increase in light pollution for a net increase of 350 units and no shading from the removed 48 significant trees.

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

Not to our knowledge

FALSE. As mentioned by public comment in the initial meeting and in the 2nd recorded meeting, the headlights and taillights from 450 vehicles entering and leaving the single parking garage onto the single family home directly across the street will cause significant mental duress to the family, day and night.

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

There will be similar sources of light and glare produced by neighboring properties, but they are not expected to be impactful.

FALSE. There will be no "similar" sources from neighboring properties. Nothing in the neighborhood will compare with the lighting and glare from this proposed project. Again, the applicant is providing misleading information.

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

The glare and light produced by the community is typical to existing communities. The increase due to the proposed project are marginal and expected of growth. We will follow applicable City of Shoreline's Commercial Design Standards, which mitigate impacts of light/glare to other properties.

FALSE. This development will be a major source of glare and light pollution, seen nowhere else in the existing community.

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 site is primarily served by Linden Avenue N, N 185th Street, N 175th Street, and Aurora Avenue N (SR 99). Access to the proposed project is provided via two driveways along Linden Avenue N. The main access north of the building would serve all traffic (i.e., general purpose, garbage, and emergency access) and the secondary access south of the building would be for emergency access, deliveries, and movein/move-out.

Insufficient answer. N 179th St will be used by dump trucks, construction trucks (based on Ronald Commons and Friends Church construction), delivery trucks, and new tenants of the proposed development. Some additional use on N 178th.

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?

Based on average trip rates published in the Institute of Transportation Engineers (ITE) 11th Edition, the proposed project is forecast to generate 1,478 net new weekday daily trips with 128 trips occurring during the weekday AM peak hour and 130 occurring during the PM peak hour. The trip generation estimate is inclusive of trucks.

False. This cannot be an accurate number. Based on employment, kids to school, Amazon, mail, fedex, UPS, uber eats, door dash, etc. for > 800 tenants. The provided traffic report is inaccurate and must be revised.

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

The applicant would provide payment of the City of Shoreline transportation impact fees (TIFs). Fees collected are used to construct transportation projects on the City's Transportation Improvement Plan identified to accommodate future traffic growth in the City.

The preliminary TIF estimate is \$908,989.25. In addition, the proposed project may result in a decrease in Level of Service at the Linden Avenue N/N 175th Street intersection during the weekday AM peak hour. The applicant proposes to provide all-way stop control at the intersection to mitigate the proposed project impact. No significant traffic impacts are anticipated.

FALSE - the applicant appears to not understand the definition of "significant" and "may". The applicant's response should read: The proposed project will result in a decrease in Level of Service... There are significant traffic impacts anticipated.

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.

The proposed project will likely result in an increased need for public services given increased number of residents on the site. However, the required facilities and infrastructure are generally in place to handle these additional demands and the project would not have any unusual requirements. The project will also pay impact fees to offset development impacts.

FALSE. The immediate neighborhood (Linden to Fremont and N 175th to N 185th consists of less than 100 single family homes, some duplexes, a couple group homes, less than a dozen condos, and few small apartments, the soon-to-be-demolished Garden Park apartments, and the Linden Highlands Apartments (82 units). Not including the Brea development (which this applicant is definitely aware of through recorded public comment). There are less than 600 people living in the described area. The proposed development will add approx. 800 new tenants. The applicant's response to the question is completely inaccurate and misleading. This project will have a significant impact. The need for police, fire, public transit, schools, etc. will have a noticeable increase to the neighborhood. And what about utilities? What will be the effects of this proposal and the Brea proposal on the water main?

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

The project will pay parks, fire, and transportation impact fees. Residents will become part of the tax base/user group that supports these services. The design of the project will consider security (through controlled entry points), as well as designing exterior areas with public safety in mind, through reducing hidden areas, providing adequate lighting,

This is a misleading response as there will be an 8-12 year property tax exemption based on meeting the 20% affordable units for lease. Yes, they will pay impact fees.

16. Utilities

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

Natural gas? - What about Ordinance 948 multi-family projects over three stories in height?

Additionally, I agree wholeheartedly with the Save Shoreline Trees letter (attached). I would also like to be on record in opposition to the current site plan design of the project.

Best Regards,
Courtney Ewing
Shoreline Resident

From: [Kean Engie](#)
To: [City Council](#)
Subject: [EXTERNAL] Re: SEPA Comment MFR22-1623 Site Address: 17802 Linden Ave N, Shoreline, WA
Date: Friday, August 12, 2022 12:06:08 PM

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Shoreline City Council:

This is my email in support of Save Shoreline Trees in support of their appeal of saving the 48 significant trees along Linden Ave N per their letter of Aug 10 2022.

Re: [SEPA Comment MFR22-1623](#)

Site Address: 17802 Linden Ave N, Shoreline, WA

"Clear-cutting all of the 48 significant trees which are climate crisis resilient, having 90% impervious surfaces and more parking spaces than permitted under City code, does not align with the current climate goals of the City of Shoreline." – Save Shoreline Trees Advisory Board

Save Shoreline Trees would like to be on record in opposition to the current site plan design of the project, "[Modera Shoreline](#)" at 17802 Linden Ave N. by Applicant, MCREF MFR 1 Shoreline LLC, an affiliate of Mill Creek Residential. "

Please keep Shoreline tree canopies and help save our Mother Earth.

Kean & Lin Engie

Shoreline residents and voters

Email: esinvestor@gmail.com

"But, these days, we're all Ukrainians." Washington Post

Catherine Lee

From: Kelly Fletcher <kellyannmccann@hotmail.com>
Sent: Friday, August 12, 2022 4:26 PM
To: Catherine Lee
Subject: [EXTERNAL] Modera concerns

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

After reviewing the plans for the proposed Modera Apartments on Linden Ave N, I would like to add my name to the list of concerned neighbors who live near Shorewood High School and this proposed building.

I am fully aware of the city's future plans for high density multi-family housing. The Postmark on 175th and The Current on Westminster are good examples of well planned large apartment complexes that have added new citizens and revenue for our great little big city. Both of these buildings have more than one access road for entry and parking.

Linden Ave is a struggling road. It's the primary fast track for first aid response going south to Shoreline citizens. I ask the city and it's planner to reconsider the size, scale and most importantly access to this very oversized building. Seconds count in an emergency, and planning for a building should always heed warning from first responders who themselves have voiced concerns over access and response time by this proposed size of building.

Thank you,

Kelly M. Fletcher

17707 Linden Avenue North
Shoreline, Washington 98133
August 11, 2022

Ms. Cate Lee, AICP
Senior Planner
Planning & Community Development Department
17500 Midvale Avenue North
Shoreline, Washington 98133

RE: MFR22-1623 17802 Linden Avenue North

Dear Ms. Lee,

I am a current resident of Shoreline, living in a rental apartment directly across Linden Avenue from the proposed project identified above. I have a number of concerns which I wish to bring to the attention of all those persons who are reviewing the application which has been submitted for this project.

1. I question whether all the actual property owners in the immediate area have received notices about the size and details of the proposed project. The information letter was addressed only to my address, and the actual property owner who lives out of the Seattle area was not aware of the potential construction, nor the timeline for completion.
2. I noticed an article in the June 2022 issue of Shoreline CURRENTS which does not seem to fit with what is currently going on in Shoreline. The article is titled, "Shoreline — A Welcoming Place For All". It obviously addresses racial and lifestyle diversity and cultural awareness, "which helps create spaces of inclusion and fosters a sense of belonging where people feel valued". This statement really seems to be contrary to what is presently the situation in much of Shoreline with regard to the apartment communities recently being built, and those currently under consideration. The City is approving the construction of many large, very large and even monstrous apartment communities in Shoreline, and apparently more are in the pipeline. I lived in Shoreline for 6th grade at Ronald Elementary and also went to Richmond Beach Junior High School. Now, I have circled back around to living here again for the past 22 years (I am now 86 years old). Until now, Shoreline has always been considered a very desirable place to live. It has had literally a very healthy environment and ambiance with many trees and other greenery, a sense of openness, space and fresh air. It has always been a place with well-kept homes of all sizes, very family-oriented and above all – with safety for walking and driving! ALL these attributes are quickly disappearing, as approvals are being given for building the large apartment complexes, and construction commences.

Ms. Cate Lee AICP, Senior Planner
Planning & Community Development
August 11, 2022
Page 2

3. Why are so many apartment communities being approved for construction? The current ones appear to have substantial vacancies. In this present US and Washington State economical situation, people need truly affordable apartments to rent. This will not be provided by the new buildings. Their construction may seem exciting and progressive, but have become destructive! I have to assume approvals are primarily being granted in view of the large increase in property tax revenues and other revenues which would be realized by the City.
4. I know there have already been many negative comments registered from those persons tasked with protecting the large evergreen trees in Shoreline, for which it has a long and respected history. Many trees would have to be removed for the subject project on Linden Avenue, and possibly the same would be true for the other proposed projects. This would seem to be a matter for serious consideration in view of the current climate crisis affecting everyone, and the emphasis on reducing pollution. In fact, the new and proposed apartment projects are not adding beauty to Shoreline – now they only make a person wish to get out of the City!
5. There is no way the current Linden Avenue would be able to safely handle the traffic which would be necessary during construction, and the activity surrounding the living conditions and patterns of nearly 400 apartments after only the one-identified community is occupied. We already have large trucks like auto haulers and delivery trucks using the street, in addition to school buses, school traffic, and normal residential traffic. Adding construction equipment and dump trucks, etc., would make use of the street impossible for anyone else. Another project planned would certainly add to this.
6. The Fire Department also needs the street to be available for emergencies. The proposed in and out driveways as proposed would not be adequate for emergency equipment to have immediate and safe access. Construction would also impede access.
7. There is no way all the residents of the identified project will want to always use their parking spaces in the very large underground parking area. They will want to park on Linden Avenue for expediency. This is especially true with only one in and out driveway access to the street. Waiting in line to enter or exit would also add pollution.
8. There appears no way to safely subject Linden Avenue to the issues identified in Nos. 5, 6 and 7 with the current configuration. Linden Avenue would have to be widened to no less than 2 full lanes with a middle turn lane. In any case, properties on the west side

Ms. Cate Lee AICP, Senior Planner
Planning & Community Development
August 11, 2022
Page 3

of the street would be severely affected, either by having to give up a portion of the front land space, or not being able to park on the street during construction. Those properties without garages or carports would have an especially difficult time.

9. Many of the residents of Linden Highlands, located next to the proposed project, appear to be disabled. They would be greatly impacted by the significantly increased heavy traffic, the very loud noises of construction, and the reduced air quality in the area. The factor of air quality would also affect all the residents in the areas of construction for all the projects under consideration, and those currently being built.

10. The Garden Park Apartments probably need some updating and remodeling. If they are basically safe, they are desperately needed as affordable housing in Shoreline. The new apartment complexes start at about \$1,462 and \$1,734 for only studio apartments. Those are not truly affordable for the average service worker, or a family which would need a larger apartment at a higher cost. They certainly are not for anyone living on SSA, SSI or SSDI, unless they have a HUD voucher, which is nearly impossible to get. I am not sure whether the new buildings accept the vouchers or modified rent costs.

11. The proposed area designed to allow deliveries to the complex is not well planned, and is certainly too small for a community as large as proposed. It is unclear how move-in and move-outs would be accommodated.

12. I wonder if those persons responsible for review of the proposed plans actually went to the site during the time people are going out to work, coming home, or on school days. As proposed by the various projects, Linden Avenue will be one continuous wall of apartment buildings on the east side of the street, between North 175th and North 185th Streets. Other streets in Shoreline are also beginning to become continuous walls of large, sterile, mouse-house style, and even monstrous size apartment buildings. Where will all the people come from to fill them up? Are the present businesses in a position to serve the potential needs of the great influx of people anticipated to move into the communities? Please take time to thoughtfully put yourself in the place of the current residents and businesses, and really consider what you are about to approve!

SHORELINE IS FAST LOSING IT UNIQUENESS AND ITS HISTORIC SAFE,
FAMILY-FRIENDLY ENVIRONMENT!

Respectfully,

Lenore M. Unger
LENORE M. UNGER

L. UNGER
17107 LINDEN AVE. N.
SHORELINE, WA 98133

RECEIVED

AUG 12 2022

CITY CLERK
CITY OF SHORELINE

Ms. GATE LEE AICP
SENIOR PLANNER
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT
17500 MIDVALE AVENUE NORTH
SHORELINE, WASHINGTON 98133

RE: MFR 22-1623
17802 LINDEN AVE. N.
COMMENTS DUE BY AUGUST 12, 2022

Catherine Lee

From: Linden 10 <linden10.rh@gmail.com>
Sent: Friday, August 12, 2022 2:32 PM
To: Catherine Lee
Subject: [EXTERNAL] Modera Development Comments

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

As a long time resident of Shoreline who lives within 3 blocks of the proposed Modera development I would like to make a few comments on the SEPA Environmental Checklist for this proposed project.

B 1 g " About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 90% of the site will be impervious."

Comment -This means approximately 2.4 acres will be covered in concrete/cement with only 10% remaining for soil/landscaping. How can this be environmentally healthy? The checklist states that approximately 5% of the site will be landscaped with native plants and trees for canopy cover. Given that 40+ mature trees will be removed according to current plans, it will be many years before the native birds and smaller wildlife will be able to rehome themselves and most likely, never will.

13 Historic and Cultural Preservation

"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"

Comment: In 1906 Ronald Elementary School, a one room wooden grade school was constructed on 175th St near Linden Ave N. The school still stands today.

14 Transportation "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 site is primarily served by Linden Avenue N, N 185th Street, N 175th Street, and Aurora Avenue N (SR 99). Access to the proposed project is provided via two driveways along Linden Avenue N. The main access north of the building would serve all traffic (i.e., general purpose, garbage, and emergency access) and the secondary access south of the building would be for emergency access, deliveries, and move in/move-out.

Comment: By far, the biggest challenge in terms of this project affecting the neighborhood will be its effect on traffic especially at the 175th and Linden Ave intersection. This intersection is a pass through for not only many residents of adjoining communities on their way to I-5 but also for the school staff/student population at Shorewood High School. More than likely a traffic light will need to be installed at this intersection to accommodate both vehicle and foot traffic. Back up already occur daily at the 175th and Fremont Ave intersection (just west of Linden) during high peak hours. How are residents who live in the streets between Linden and Fremont supposed to get access to these major arterials?

Thank you for considering my comments,

Kathy A Plant
626 North 180th Street
Shoreline, WA 98133

Catherine Lee

From: Maggie Willson <maggie_maher@yahoo.com>
Sent: Tuesday, August 9, 2022 2:14 PM
To: Catherine Lee
Subject: [EXTERNAL] comments on modera shoreline sepa checklist

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Cate,

I live in the Richmond Beach neighborhood of Shoreline. Here are my comments on the SEPA Checklist for Modera Shoreline:

You are overlooking one of Modera Shoreline's most serious environmental impacts: 48 large mature trees will be killed if you allow this project to go through. Here are their pictures:

<https://sites.google.com/view/treesatgardenpark/home>

Please note that these trees are on the western boundary of the property, and provide shade from the hot afternoon sun. If the City allows them to be killed, their free cooling services will have to be replaced by expensive, energy-consuming air conditioning. There will be no substitute, however, for their beauty. And of course all the creatures who will lose their homes in these trees will be unhappy about the "environmental impact" of this foolish proposal.

Also, King County is supposedly concerned about a "heat-disparity gap in low-income areas":

<https://mynorthwest.com/3575420/king-county-hoping-to-close-heat-disparity-gap-in-low-income-areas/>

and is seeking to plant trees to remedy the gap. Killing 48 large mature trees flies directly in the face of this supposed goal.

Please don't allow this project to go through.

Sincerely,
Margaret Willson

Catherine Lee

From: Martin Safer <mtsaferr@gmail.com>
Sent: Friday, August 12, 2022 4:08 PM
To: Catherine Lee
Subject: [EXTERNAL] Modera apartment building on Linden Ave Comments/Concerns

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Cate,

As a resident in the area, I am highly concerned by the proposal for this project and its numerous misleading and false claims, specifically around the impact to trees and parking.

Of note, this project would require the removal of 48 significant trees.

The proposal states "Existing vegetation (grass, trees, and shrubs) will be removed as is necessary for construction of the building and right-of-way improvements. Approximately 2.7 acres will be cleared with the project development."

This is an extreme understatement, and does not call out the removal of 48(!) significant trees, as well as other vegetation.

The proposal claims that there are "no known" endangered species known to be on or near the site without providing any studies or surveys to justify this claim.

It's important to note that hawks, bald eagles, crows, songbirds, jays, hummingbirds, woodpeckers, etc. have been observed near AND on site in the trees. Mammals include squirrels, rabbits, opossum, mice, raccoons, and bats. Again, the developer is grossly misrepresenting the impact of their development on the environment and quality of life of the neighborhood, including people and animals.

The proposal also states that electric and natural gas would be the primary source of energy for this project, however it is my understanding that Shoreline City Council "banned of the use of fossil fuels in new commercial and large multi-family construction projects for space heating and most water heating as well as [add] numerous other increases in energy efficiency" in Ordinance 498, 6 December 2021.

Besides the numerous environmental concerns, the combined traffic increase of this project and the nearby Brea development, less than 4 blocks north on Linden Ave N is very concerning, and should be carefully investigated, especially as these two project are both close to a highschool, which produces a large amount of morning traffic on its own.

I hope that there will be careful planning regarding this proposal and its impacts on the community as well as our planet going forward.

Best,
Martin Safer

Catherine Lee

From: Nancy Morris <taweyahnan@gmail.com>
Sent: Friday, August 12, 2022 3:02 PM
To: Catherine Lee
Cc: City Council; Cameron Reed; Rachael Markle
Subject: [EXTERNAL] SEPA Comment for MFR22-1623 AUGUST 12, 2022

Importance: High

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: City of Shoreline,

c/o Cate Lee, Senior Planner, Planning & Community Development; cc: City Council

Re: [SEPA Comment MFR22-1623](#), Site Address: 17802 Linden Ave N, Shoreline, WA

Attention Cate Lee:

To start, I concur completely with the following significant comment from Save Shoreline Trees Advisory Board: *“Clear-cutting all of the 48 significant trees which are climate crisis resilient, having 90% impervious surfaces and more parking spaces than permitted under City code, does not align with the current climate goals of the City of Shoreline.”* – Save Shoreline Trees Advisory Board.

Further I encourage you and your colleagues to be sure to review the references within the document and the Summary of References at the end of this letter, specifically Reference #1.

CLIMATE EMERGENCY

When will City of Shoreline actually recognize that we as a community are in a true climate emergency. There is no time left for half measures to do what we as a community in conjunction with the best scientific information must do under these conditions, specifically as addressed in the **IPCC Sixth Assessment Report: Impacts, Adaption and Vulnerability (Feb 22, 2022)** <https://www.ipcc.ch/report/ar6/wg2/resources/press/press-release/>, which is hereby incorporated by reference (see Summary of References #1). There has been a growing movement developing over the last few years for scientists to

recommend saving established trees in urban forests as much as possible as well as all remaining old growth forests still existing in the United States. This movement has come about because of the increasing deadly heat waves happening in urban environments and the subsequent heat island crises as well. This urgency has gained momentum since the ineffective city development codes were passed by the City a number of years back. We must stop clearcutting our Urban trees and paving the ground with heat absorbing imperious surfaces without any consideration of the side effects of increasing heat island effects (defined later in this letter).

We are in a climate emergency. Actions must be taken to protect the public welfare and future residents of this city – not just the financial bottom line of out-of-city and/or out-of-state developers doing barely what is required to build a complex so that they satisfy an antiquated and obsolete code requirement – especially in light of the current climate crisis – a crisis recognized worldwide by the United Nations as well as our country.

Let us look instead at design for the Linden Avenue Modera complex in light of saving as many trees as possible. We also do not need 8-foot wide-sidewalks in this city. We do not need to clear cut all 48 trees. This clear cutting is done due to lack of needed codes that require design around trees in the first place and innovative design. This development covers 90% of the area with impervious surface with many parking spaces that will increase heat island effects as well as increasing the amount of cars coming into Shoreline. This increases air pollution and increases carbon dioxide as well in a city desperately trying to cut emissions and reach an incredible climate goal within 8 years (see Staff: Under Science Based Targets: “62.5% per-capita emission reduction [will be] necessary by 2030.” August 1, 2022 [Staff Study on page 8a-4](#)), which is totally unrealistic especially in light of the predatory development still allowed in Shoreline

that does not consider the established landscape prior to design to use the best approaches to retain established trees and building designs specifically to mitigate heat island effects and better deal with the climate emergencies we face now and much worse in the not too distant future.

INNOVATIVE DESIGN

Tall buildings and complexes can co-exist with established trees. For a visual example please view three photos of Cedarvale House (Summary of References #10) <https://www.seattlehousing.org/properties/cedarvale-house> that is a low income public housing complex located in Seattle at 11050 8th AVE NE Seattle, WA 98125 . At the very least the established trees have been allowed to stay and protect the southern exposure of this building. They were not destroyed. They continue to provide shade, sequester carbon dioxide, and provide an esthetic benefit to residents in the area.

To reiterate, designing around established trees, given our climate emergency, must take priority with development now whenever feasible. We all must confront this serious issue head on, which includes saving established trees in a given area. Simply replanting with a few young trees requires a growth period of around 20-30 years for the trees to be established enough to have any benefit and that is much too late on the climate emergency trajectory ahead. They will never equal the level of carbon sequestering that established trees can do so well right now.

To save and preserve trees will require innovative project design. There are now more architectural firms that design for the landscape under development to preserve trees. Think how innovative this Modera project could be if a design to preserve the trees were incorporated here in the city of Shoreline and this development takes it upon itself to set a new precedent in design and habitat preservation for others to emulate in the future. Development can co-exist with trees. An article in the *Shoreline Area News* lists developments that preserved tree habitat (This

article and web-link hereby incorporated by reference: “Shoreline Trees: Established trees and housing can co-exist”

<https://www.shorelineareanews.com/2021/07/shoreline-trees-established-trees-and.html>).

NEED FOR ESTABLISHED TREES

Established trees are one of the best and least expensive hopes for climate resilient cities. It is also a social justice issue as minority groups and low-income neighborhoods lack the tree canopy that exists in more affluent neighborhoods. Seattle Audubon states, “Trees are one of our best hopes for becoming a climate-resilient city. They are one of the cheapest, simplest, and most effective tools for reducing temperatures in urban areas. The benefits trees provide extend far beyond the parcels where they stand. They are essential community assets.” For more on this serious issue this program and web-link hereby incorporated by reference, “**Urban Forests and Birds That Need Them**” |Seattle Audubon Program Meeting July 15,

2021” <https://vimeo.com/575918179>. Many scientists from around the world and from our own University of Washington continually repeat that established trees along with saving our major forests and saving urban forests are vitally important to mitigate this climate emergency (These reports and weblinks hereby incorporated by reference: **SAVING FORESTS: THEY’RE KEY TO PROTECTING THE PLANET; NOW THEY NEED OUR**

HELP <https://www.nationalgeographic.com/magazine/issue/may-2022> National Geographic Magazine, May 2022 Special issue. “Why forests are our best chance for survival in a warming world. Trees provide habitats, resources, and refuge, and they help absorb fossil fuels’ carbon emissions. They are also at profound risk, but there's still time to act.” The following report and weblinks hereby incorporated by reference: [Letter from 134](#)

[Scientists Conserve Mature Forests and Large Trees \(PDF\)](#) Reference source: *Climate Forests*: <https://www.nrdc.org/resources/climate-forests#undefined>). All forest canopy is so vitally important now in our urban environments. The ‘Letter from 134 Scientists’ has signatures from some scientists at our own University of Washington.

There are **numerous** reasons why established trees in Shoreline neighborhoods are critical to preserve. Established trees already provide many benefits including storing carbon, cleaning our air, and cooling sidewalks and buildings. Established trees are a cost-effective solution. Trees are not “passive carbon sinks”. They are part of a holistic solution to a climate emergency plan.

HEAT ISLANDS

According to the EPA, “Extreme heat events often affect our most vulnerable populations first. Trees, green roofs, and vegetation can help reduce urban heat island effects by shading building surfaces, deflecting radiation from the sun, and releasing moisture into the atmosphere” (this article and web-link hereby incorporated by reference: **Learn About Heat Islands** <https://www.epa.gov/heatislands/learn-about-heat-islands>). Within the heat island effect buildings, roads and infrastructure can become heated to 50 to 90 degrees hotter than the surrounding air. The heat island effect is most intense during the day. With the slow release of heat from the infrastructure overnight creates an atmospheric heat island that will keep a city much hotter than surrounding areas. People in apartments and other taller enclosures away from tree canopy were at significant risk from extreme temperatures in late July 2022. According to the EPA, “reduced natural landscapes in urban areas contribute to heat island effect. Trees, vegetation, and water bodies tend to cool the air by providing shade, transpiring water from plant leaves, and evaporating surface water, respectively. Hard, dry surfaces in urban areas – such as roofs, sidewalks, roads, buildings, and parking lots – provide less shade and moisture than natural landscapes and therefore contribute to higher temperatures” (this article and web-link hereby incorporated by reference: **Reduce Urban Heat Island Effect** <https://www.epa.gov/green-infrastructure/reduce-urban-heat-island-effect>).

Natural surfaces found under a tree canopy habitat remain closer to air temperatures. This can save lives according to July 2, 2021 New York Times article that states, “At a time when climate change is making heat waves more frequent and more severe, trees are stationary superheroes: They can lower urban temperatures 10 lifesaving degrees, scientists say” (this article and web-link hereby incorporated for reference: **What Technology Could Reduce Heat Deaths? Trees** <https://www.nytimes.com/2021/07/02/climate/trees-cities-heat-waves.html>). As I write this document, we already faced extreme heatwaves in our area, nationally, and internationally last month (this article and weblinks hereby incorporated by reference: **Pacific Northwest sizzles, a precursor to a nationwide heat wave; Next week an enormous heat dome may swell over the country:** <https://www.washingtonpost.com/climate-environment/2022/07/29/heatwave-pacific-northwest-us/>).

CONCLUSION

Modera’s apartment complex, vehicle travel lanes, parking lots designs, and clearcutting 48 established climate fighting healthy trees do not serve the best interests of this community now or for future residents of Shoreline. I am entirely opposed to the current design for the "[Modera Shoreline](#)" at 17802 Linden Ave N. by Applicant, MCREF MFR 1 Shoreline LLC, an affiliate of Mill Creek Residential. The city of Shoreline can do much better for the people in this city.

Regards,
Nancy Morris

Concerned citizen, Shoreline WA

SUMMARY OF REFERENCES:

1. **IPCC Sixth Assessment Report: Impacts, Adaption and Vulnerability** (Feb 22, 2022) <https://www.ipcc.ch/report/ar6/wg2/resources/press/press-release/> “This report recognizes the interdependence of climate, biodiversity and people and integrates natural, social and economic sciences more strongly than earlier IPCC assessments,” said Hoesung Lee. “It emphasizes the urgency of immediate and more ambitious action to address climate risks. **Half measures are no longer an option:**” . . . “There is increasing evidence of adaptation that has caused unintended consequences, for example destroying nature, putting peoples’ lives at risk or increasing greenhouse gas emissions. This can be avoided by involving everyone in planning, attention to equity and justice, and drawing on Indigenous and local knowledge,” quoted from the ‘**IPCC Sixth Assessment Report: Impacts, Adaption and Vulnerability.**’
2. **SAVING FORESTS: THEY’RE KEY TO PROTECTING THE PLANET; NOW THEY NEED OUR HELP** <https://www.nationalgeographic.com/magazine/issue/may-2022> National Geographic Magazine, May 2022 Special issue. “Why forests are our best chance for survival in a warming world. Trees provide habitats, resources, and refuge, and they help absorb fossil fuels’ carbon emissions. They are also at profound risk, but there's still time to act.”
3. **Letter from 134 Scientists Conserve Mature Forests and Large Trees (PDF)** Reference source: **Climate Forests:** <https://www.nrdc.org/resources/climate-forests#undefined> . . . On the importance of conserving mature forests and large trees. All forest canopy is so vitally important now in our urban environments. The letter has signatures from some scientists at our own University of Washington.
4. **“Learn About Heat Islands,” EPA report** <https://www.epa.gov/heat-islands/learn-about-heat-islands>
- 4(a). **“Reduce Urban Heat Island Effect,” EPA Report -** <https://www.epa.gov/green-infrastructure/reduce-urban-heat-island-effect>).
5. **“What Technology Could Reduce Heat Deaths? Trees. At a time when climate change is making heat waves more frequent and more severe, trees are stationary superheroes: They can lower urban temperatures 10 lifesaving degrees, scientists say.”** *New York Times* <https://www.nytimes.com/2021/07/02/climate/trees-cities-heat-waves.html>
6. **“Trees save lives in heat, so why aren’t we saving trees?”** *Seattle Times*, (same as above under title as published in New York Times July 2, 2021) <https://www.seattletimes.com/nation-world/trees-save-lives-in-heat-s-so-why-arent-we-saving-trees/>
7. **“Urban Forests and Birds That Need Them” | Seattle Audubon Program Meeting July 15, 2021”** <https://vimeo.com/575918179>.

8. Pacific Northwest sizzles, a precursor to a nationwide heat wave; Next week an enormous heat dome may swell over the country, July 29,

2022: <https://www.washingtonpost.com/climate-environment/2022/07/29/heatwave-pacific-northwest-us/>

9. “Shoreline Trees: Established trees and housing can co-

exist” <https://www.shorelineareanews.com/2021/07/shoreline-trees-established-trees-and.html>)

10.







Catherine Lee

From: Ramona Gault <sheepyspinner@gmail.com>
Sent: Friday, August 12, 2022 12:13 PM
To: Catherine Lee
Cc: City Council
Subject: [EXTERNAL] Re: SEPA Comment MFR22-1623 Site Address: 17802 Linden Ave N, Shoreline, WA

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Lee:

As a resident of Shoreline, I want to go on record in opposition to the current site plan design of the project "[Modera Shoreline](#)" at 17802 Linden Ave N. by Applicant, MCREF MFR 1 Shoreline LLC, an affiliate of Mill Creek Residential.

My reasons for opposing the current site plan design are as follows:

1. According to the [arborist report](#) dated 11/23/21 and updated 4/29/22 by Layton Tree Consulting LLC, there are **48 significant trees** identified on this property. A majority of them are judged to be in good condition. On page 6 of the report under "Discussion/Recommendations", para. 2, "[t]rees on the west and east perimeters are well-positioned for successful retention." The healthy, hardy Douglas firs range from 26" to 14" diameter at breast height (dbh) with heights from 104' to 82' and line the western edge of the property.

These healthy trees are one of the solutions to our climate emergency, since they store carbon, clean the air of pollutants, and cool hot sidewalks. These trees are slated for removal because of the Applicant's proposed frontage improvements on Linden Ave N. In the [Modera Shoreline FAQ](#) updated 5/13/22, these plans are as follows:

Frontage improvements shall consist of the following, from the centerline:

- o An 11-foot vehicle travel lane;
- o An eight (8) foot vehicle parking lane;
- o A six (6) inch curb;
- o A five (5) foot amenity zone (the landscaping/planting strip between the sidewalk and street);
- o An eight (8) foot sidewalk."

Despite many objections from the community and neighborhood to the removal of these mature trees, Applicant's reasoning, stated in its response in the Neighborhood Meeting Summary under Landscaping Plan and Onsite Trees, p. 6, reads:

"For two reasons, the project team has concluded this is not a viable option. (1) In order to preserve the trees, the building setback would need to increase which would impair the viability of the project. (2) In order to preserve the trees, the right-of-way improvements would need to be redesigned such that the sidewalk becomes narrower and is constructed in closer proximity to the street. Wider sidewalks are preferable from a pedestrian standpoint."

2. Pursuant to the current global climate crisis, the City's proposed Resol. 494 Climate Emergency, and as a declared partner of King County-City Climate Collaboration (K4C), along with Cities Race to Zero sponsored by the International Council for Local Environmental Initiatives (ICLEI) to limit global

warming to below 1.5 degrees Celsius goal of the Paris Agreement, and the City's 2021 Sustainability Report, Applicant's removal of the above-mentioned trees is in conflict with the City's climate policies. Applicant's completed [SEPA Environmental Checklist](#) stated under B.- g. "Environmental Elements" - percentage of impervious surfaces after project completion is approximately **90% of the site**. Contrary to the established trees' ability to store carbon, clean the air of pollutants, and cool hot sidewalks, with 90% impervious coverage, Applicant's plan to remove said trees will contribute to the heat island effects in the Richmond Highlands neighborhood.

3. Modera Shoreline's current design of a 7-story, 400-unit apartment building will bring increased vehicular emissions, a major contributor to greenhouse gas emissions (GHG). As mentioned in Item 2 above, regional, national and international cities are undertaking a combined effort to significantly reduce transportation emissions in the next 8 years. The Modera Shoreline will have 455 parking spaces for approximately 400 residential units, a parking ratio of 1.125. Applicant's response in the Neighborhood Meeting Summary under Parking, p. 3 reads:
"Notably, we are currently proposing a higher parking ratio than is required by land use code, as we believe this will best serve the needs of our future residents and surrounding neighbors."

With the design of one access driveway at the north end of the project for residents and an alternative south end driveway for emergency vehicles and move-in/out transportation vehicles, there is a concern regarding queuing in/out of the **one** resident driveway with a garage of 455 parking spaces. In the Neighborhood Meeting Summary, p. 4, the Applicant states: "Queues at the site access under future with-project conditions **are anticipated to be 1 vehicle or less.**" This strikes me as unreasonable. What is the solution to 5-10 cars at peak times, waiting in queue, with increased GHG spewing into the garage and into the neighborhood?

This will not best serve the future residents and surrounding neighbors. For example, Shorewood High School is only a short distance away to the south. Traffic is heavy around there already at certain times when students are arriving and leaving.

In conclusion, clear-cutting all 48 significant trees that are climate-crisis-resilient and creating a site with a 90% impervious surface and more parking spaces than permitted under City Code does not align with the climate goals of the City of Shoreline.

Bringing an additional 400-plus vehicles to a narrow residential street seems like a recipe for more pollution and congestion.

Replacing climate-change-mitigating, mature trees with an 8-foot sidewalk is an unfavorable trade-off for Shoreline residents.

I object to this development and the negative climate impacts it will produce, if built according to its current site design.

Sincerely,
Ramona Gault
Shoreline

Catherine Lee

From: Rebecca Hood <rebeccahood450@gmail.com>
Sent: Friday, August 12, 2022 4:52 PM
To: Catherine Lee
Subject: [EXTERNAL] Modera development

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I am very concerned of the Modera and Brea apartment development. The environmental impact and the loss of mature trees, encourages heat domes, and air pollution. Please have these proposed apartments, reduced in size.

Thank-you,

Rebecca Hood

(206)849-5016

Catherine Lee

From: Kathleen Russell <krussell@russell-gordon.com>
Sent: Wednesday, August 10, 2022 3:47 PM
To: Catherine Lee
Cc: City Council
Subject: [EXTERNAL] Public Comment re MFR22-1623 Modera apartment building on Linden Ave (SEPA response)
Attachments: SST response to SEPA MFR22-1623.docx

WARNING: The sender of this email could not be validated and may not match the person in the "From" field.

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Cate Lee, City of Shoreline, Senior Planner

Public comment (SEPA response) to MFR-22-1623. Please add Save Shoreline Trees Advisory Board as a party of record to the decision.

Thank you,

Kathleen Russell/Communications
Save Shoreline Trees



Date: August 10, 2022

To: City of Shoreline
c/o Cate Lee, Senior Planner, Planning & Community Development
17500 Midvale Avenue N
Shoreline WA 98133-4905

cc: City Council

Re: [SEPA Comment MFR22-1623](#)

Site Address: 17802 Linden Ave N, Shoreline, WA

"Clear-cutting all of the 48 significant trees which are climate crisis resilient, having 90% impervious surfaces and more parking spaces than permitted under City code, does not align with the current climate goals of the City of Shoreline." – Save Shoreline Trees Advisory Board

Save Shoreline Trees would like to be on record in opposition to the current site plan design of the project, "[Modera Shoreline](#)" at 17802 Linden Ave N. by Applicant, MCREF MFR 1 Shoreline LLC, an affiliate of Mill Creek Residential.

Reasons for objections:

1. According to the [arborist report](#) dated 11/23/21 and updated 4/29/22 by Layton Tree Consulting LLC, there are **48 significant trees** identified on this property. A majority of them are judged to be in good condition and on page of 6 of said report under "Discussion/Recommendations", para. 2, "[t]rees on the west and east perimeters are well-positioned for successful retention." The healthy, hardy Douglas firs range from 26" to 14" diameter at breast height (dbh) with heights from 104' to 82' and line the western edge of the property. These healthy trees are one of the solutions to climate emergency since they store carbon, clean the air of pollutants and cool hot sidewalks. These trees are slated for removal because of Applicant's proposed frontage improvements on Linden Ave N. In [Modera Shoreline FAQ](#) updated 5/13/22, these plans are as follows:

"Frontage improvements shall consist of the following, from the centerline:

- An 11-foot vehicle travel lane;
- An eight (8) foot vehicle parking lane;
- A six (6) inch curb;

- A five (5) foot amenity zone (the landscaping/planting strip between the sidewalk and street);
- An eight (8) foot sidewalk."

Despite numerous verbal and written objections from the community and neighborhood to the removal of these mature trees, Applicant's reasoning stated in its response in the Neighborhood Meeting Summary under Landscaping Plan and Onsite Trees, p. 6 reads: "For two reasons, the project team has concluded this is not a viable option. (1) In order to preserve the trees, the building setback would need to increase which would impair the viability of the project. (2) In order to preserve the trees, the right-of-way improvements would need to be redesigned such that the sidewalk becomes narrower and is constructed in closer proximity to the street. Wider sidewalks are preferable from a pedestrian standpoint."

2. Pursuant to the current global climate crisis, the City's proposed Resol. 494 Climate Emergency, and as a declared partner of King County-City Climate Collaboration (K4C), along with Cities Race to Zero sponsored by the International Council for Local Environmental Initiatives (ICLEI) to limit global warming to below 1.5 degrees Celsius goal of the Paris Agreement, and the City's 2021 Sustainability Report, Applicant's removal of the above-mentioned trees is in conflict with the City's climate policies. Applicant's completed [SEPA Environmental Checklist](#) stated under B.- g. "Environmental Elements" - percentage of impervious surfaces after project completion is approximately 90% of the site. Contrary to the established trees' ability to store carbon, clean the air of pollutants, and cool hot sidewalks, with 90% impervious coverage, Applicant's plan to remove said trees will contribute to the heat effects in the Richmond Highlands neighborhood.

3. Modera Shoreline's current design of a 7-story, 400-unit apartment building will bring increased vehicular emissions, a major contributor to greenhouse gas emissions (GHG). As mentioned in Item 2 above, regional, national and international cities are undertaking a combined effort to significantly reduce transportation emissions in the next 8 years. The Modera Shoreline will have 455 parking spaces for approximately 400 residential units, a parking ratio of 1.125. Applicant's response in the Neighborhood Meeting Summary under Parking, p. 3 reads:

"Notably, we are currently proposing a higher parking ratio than is required by land use code, as we believe this will best serve the needs of our future residents and surrounding neighbors."

With the design of one access driveway at the north end of the project for residents and an alternative south end driveway for emergency vehicles and move-in/out transportation vehicles, there is a concern regarding queuing in/out of the **one** resident driveway with a garage of 455 parking spaces. In the Neighborhood Meeting Summary, p. 4, the Applicant states: "Queues at the site access under future with-project conditions **are anticipated to be 1 vehicle or less.**" Is this reasonable? What is the solution to 5 or 10 cars at peak times waiting in queue, with increased GHG spewing into the garage and into the neighborhood?

This will not best serve the future residents and surrounding neighbors.

In conclusion, clear-cutting all 48 significant trees which are climate crisis resilient, having 90% impervious surfaces and more parking spaces than permitted under City code, does not align with the climate goals of the City of Shoreline. Save Shoreline Trees protests this development and the negative climate impacts it will produce, if built according to its current site design.

Sincerely,

[Save Shoreline Trees Advisory Board](#)

Melody Fosmore

Kathy Kaye

Kathleen Russell

Susanne Tsoming

Claudia Turner

Catherine Lee

From: S H <holman.mba@gmail.com>
Sent: Monday, August 8, 2022 8:03 PM
To: Catherine Lee
Subject: [EXTERNAL] Linden and 175th development

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening,

I am writing to encourage the city to halt development of this Linden development until satisfactory environmental, traffic and safety progress have been made.

This developer has made minimal, if even compliant effort in addressing community concerns from the Linden association and several neighbors.

Once this building is constructed there is no turning back. You cannot retroactively safeguard the environment and save lives from traffic fatalities that are more likely from a residential tower with only one entrance and exit.

Many residents have expressed their concerns. The city has an obligation to listen to the community that it represents, and respond to their concerns in due diligence. This has not happened here.

--

Shane Holman
He/Him/His

Catherine Lee

From: Yahoo! <steffanie951@yahoo.com>
Sent: Thursday, August 11, 2022 4:34 PM
To: Catherine Lee
Subject: [EXTERNAL] Modera Shoreline KILLING OUR COMMUNITY!

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a resident of this neighborhood for pushing 10 years I am outraged to hear of the plans to KILL our beautifully tree lined street to make way for another multilevel monstrosity. THIS IS NOT SEATTLE! We live here to escape the high rise living and congested apartment communities. My child catches the school bus...with the amount of traffic you are bringing to the neighborhood, I now fear for his safety. If you want to live like this...MOVE TO SEATTLE, do not disturb our quaint neighborhoods to further your agenda!

Another Sickened Resident at 178th/Linden

Steffanie Hartwell

Catherine Lee

From: Tim Harrison <tim@constellationdesign.net>
Sent: Wednesday, July 20, 2022 5:30 PM
To: Catherine Lee
Cc: 'Derek Blackwell'
Subject: [EXTERNAL] RE: MFR22-1623 17802 Linden Ave N - Neighborhood Meeting Summary

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for providing this. It offers nothing surprising, it was entirely expected that the developer would do nothing in response to concerns and that is what this states.

Most of the blame for this is with city zoning and the improper designation of the parcel in question as a TC1. It by no means fits the concept of a "Town Center" mixed-use site, it only appears to have that designation because the other side of the block abuts Aurora Avenue. The developer is taking advantage of that, which frankly was to be expected. The primary concern regarding the single access point for the parking garage is shrugged off as inconsequential and the developers address the issue of traffic congestion as being the fault of Shorewood High School and thus not their problem.

I don't oppose the building of new housing in the neighborhood, but I do oppose doing so without taking into account the infrastructure, and this plan continues to ignore the problem that it, by design, creates ongoing traffic, noise, and pollution problems without a second thought. This report itself says the building will add 130 car trips during the commuting hour every day, which would seem to contradict its earlier statement that it anticipates a queue to the garage of one vehicle at worst, particularly when factoring in the blame it gives to Shorewood High for the primary intersection becoming overly congested.

Disappointing but, again, not at all surprising that community concerns were wholly ignored.

From: Catherine Lee [mailto:clee@shorelinewa.gov]
Sent: Wednesday, July 20, 2022 4:48 PM
To: Catherine Lee
Subject: MFR22-1623 17802 Linden Ave N - Neighborhood Meeting Summary

Hello,

If you are receiving this email you attended one, or both of the neighborhood meetings for this project, and provided your contact information.

Attached is the Neighborhood Meeting Summary and Cover Letter with FAQs on neighborhood meetings.

Best Regards,

Cate Lee, AICP | Senior Planner
Planning & Community Development Department
17500 Midvale Avenue N, Shoreline, WA 98133
206-801-2557



clee@shorelinewa.gov

Pronouns: she/her

****Permit Technicians, Planners and Plans Examiners have in-person appointments available at City Hall and virtual appointments available online. Drop-in services are limited, and appointments are prioritized. Visit our [bookings page](#) to schedule an in-person or virtual appointment. Appointments are a maximum of 30 minutes. Remote services are encouraged.**

Hours of operations – Monday, Tuesday, and Friday 8:00 to 5:00 and Wednesday and Thursday from 1:00 to 5:00.

For permit submittal questions email pcd@shorelinewa.gov or call 206-801-2500.

Catherine Lee

From: Tim Harrison <tim@constellationdesign.net>
Sent: Tuesday, August 9, 2022 1:13 AM
To: Catherine Lee
Subject: [EXTERNAL] Modera Shoreline building proposal is problematic

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Lee,

I understand you are the contact person for the city regarding the Modera Shoreline construction project planned for Linden Avenue N at 178th St (17802 Linden N). If not, please forward to the appropriate person.

As a neighborhood resident living less than a block away from the proposed construction site, I have concerns. Mostly about the ill-suited scale of the project for the site. I understand housing is needed and that something will be built there; the existing property is apparently going to be sold one way or another and redeveloped, forcing the current residents out. But the scale of Modera Shoreline as planned pushes the limits of city allowances, taking full advantage of a misapplied TC2 zoning designation for the property (there is nothing resembling a “town center” as envisioned by that protocol here).

It’s going to be built in some fashion. It is, I presume, a foregone conclusion that it will be a huge building with 300-400 apartments where a 250-ish scale would be more appropriate. OK. So be it. But let’s mitigate the damage rather than let the developer cause trouble with abandon.

The city of Shoreline has a climate policy that seeks to reduce carbon emissions by 59.5% by 2030 and further lists gasoline-powered vehicles as the biggest source of such emissions. Modera Shoreline would introduce 450 parking spaces in a two-level underground garage with a single entry and egress point, replacing the current Garden Park property of 50 units and 45 parking spaces. Thus an additional 405 parking spaces, most of which will be utilized by residents of the new building and most of which will be gasoline-powered polluting vehicles. These will all be underground, necessitating carbon monoxide displacement into the surrounding air from the garage ventilation. This runs counter to the city’s emissions goals, but perhaps there’s an offset elsewhere.

Still, the Modera plans exacerbate this problem to its extreme by providing just one access point to this huge garage. Linden Avenue, as you know, is a two-lane road designated as an arterial for use by emergency vehicles. This seems a recipe for traffic congestion at peak hours, which increases those emissions we’d very much like to decrease.

The developer’s SEPA environmental checklist responses contain several, shall we say, suspect or disingenuous claims. To wit:

- *“After construction, emissions from vehicular traffic related to the development is expected. There will be no regular source emissions from the building.”* Well, that may be true if you don’t count emissions from vehicular traffic within the building’s garage.
- *“The proposal is near high-capacity transit, reducing expected vehicle trips ... No adverse air impacts are anticipated.”* This is not a development that caters to public transit and in fact adds, by design, hundreds of new vehicle trips per day. To claim there are no adverse air pollution impacts expected is absurd.
- *“The proposed community will provide new trees at a 1:1 ratio or greater of trees removed.”* Perhaps in terms of the number of trees, but the trees being removed are huge, while new ones figure to be substantially smaller. As much as I will hate to see the existing trees go, the complaint here is about the developer’s attitude, attempting to imply the before-and-after tree situation to be equal when it clearly will not be.

- In response to the question, “Would your project affect the potential use of solar energy by adjacent properties?” the developer answers “None known.” Well, the sheer size of the building will greatly affect the potential use of solar power by adjacent properties by depriving said properties of hours of sunlight every day. A minor point, but again, shows the obtuseness or disingenuousness of the developer in answering the city’s questions.
- “Any noise impacts related to added density to the site will be mitigated by landscaping and setbacks required by the land use code.” Categorically untrue. The landscaping and setbacks will do nothing to mitigate traffic noise and only minimally the noise from residents. Noise is not a huge issue for me, but again, the developer is being disingenuous.
- In listing the current usage of adjacent properties, the developer fails to note the Shoreline Fire Department station, which while perhaps technically not abutting the parcel does share a corner of it. The Modera project will affect the Shoreline FD indirectly, by adding service needs of 400 new residences and making Linden Avenue more congested, at least at peak hours.
- “Access to the proposed project is provided via two driveways along Linden Avenue N. The main access north of the building would serve all traffic (i.e., general purpose, garbage, and emergency access) and the secondary access south of the building would be for emergency access, deliveries, and move-in/move-out.” This is misleading. The north accessway is the only access point to the underground garage. The south accessway is a driveway large enough for a single large vehicle. Also, garbage trucks will have no through-way and will by necessity block access to and from the building when present and when backing in or out.
- “The proposed project may result in a decrease in Level of Service at the Linden Avenue N/N 175th Street intersection during the weekday AM peak hour. The applicant proposes to provide all-way stop control at the intersection to mitigate the proposed project impact. No significant traffic impacts are anticipated.” This is laughably absurd. Earlier in the document, the developer admits that nearly 1,500 net new weekday automobile trips are expected, with a claim that approximately 130 at each weekday peak traffic hour. 130 additional car trips can in no way decrease use of the Linden Ave/N. 175th St. intersection during the weekday AM peak hour or any other time. And adding an all-way stop to the intersection will simply add to the congestion and pollution there. Further, the single-access garage will necessarily create a peak-hour “significant traffic impact.” The developer’s statement is either fantasy-level wishful thinking or just plain stupid. (Or a blatant lie.)

Given the developer’s rather cavalier attitude displayed with these suspect remarks, I submit that they not be relied upon as an accurate source of information in any of their claims, including and beyond the SEPA application.

It’s plain to see that this project would create more traffic congestion, more pollution, and have impact on emergency services. It further appears to invite catastrophe with a single access point to a huge garage, leaving no alternative egress should the entrance be blocked or hindered in some fashion and a problematic access for fire department personnel should they be needed there. The south “access” touted by the developer will be useless if occupied by a single large vehicle and offers no way in or out of the garage.

Modera Shoreline as planned is too big for the site, allowable only thanks to the city’s misapplication of TC2 zoning to the parcel, but its primary problem will be the importation of hundreds of cars and the accompanying pollution and traffic congestion. At minimum, the city should require a second entry/egress point from the giant garage; in a sane world, the city would limit parking to a single on-site space per unit, but I know that would require a change in greater regulations and societal thinking in general to deemphasize our collective reliance on automobiles.

Please rethink any intent to rubber-stamp approval for this development without requiring further traffic and safety mitigations.

Tim Harrison
Constellation Design
tim@constellationdesign.net
<http://constellationdesign.net>
 206-730-1345

Catherine Lee

From: City Council
Sent: Thursday, August 11, 2022 12:38 PM
To: Betsy Robertson; Chris Roberts; Debbie Tarry; Doris McConnell; Eben Pobe; John Norris; John Ramsdell; Keith Scully; Laura Mork; Pollie McCloskey
Cc: Rachael Markle; Andrew Bauer; Catherine Lee
Subject: Distribution Only: Tina Carter - comments on Modera apartment building: SEPA Comment MFR22-1623

Follow Up Flag: Follow up
Flag Status: Flagged

This correspondence is distribution only.

Heidi C.

From: Tina Carter <riesling777@gmail.com>
Sent: Wednesday, August 10, 2022 8:05 PM
To: City Council <Council@shorelinewa.gov>
Subject: [EXTERNAL] comments on Modera apartment building: SEPA Comment MFR22-1623

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Re: SEPA Comment MFR22-1623
Site Address: 17802 Linden Ave N, Shoreline, WA

Helo City Council,

I want to comment on the Medera Shoreline apartment building proposal.

First, 'the one car or fewer' statement sounds completely unrealistic. How was this determined? It sounds suspiciously like something a developer would posit to (1) avoid creating enough parking spaces, which will make a mess of the local neighborhood, and (2) assume that their environmental impact will be less than what's realistic.

Second. I vehemently oppose the removal of 48 significant trees that are scheduled for demolition for this site.

Our first concern must be our climate and how each proposal will affect it.

Best regards,
Tina Carter

--

You become responsible forever for what you've tamed.

-- Antoine de Saint-Exupéry

It's not how you report something, it's how you remember it. That's what they call poetry.

-- Ray Davies

The truth is that if Israel were to put down its arms there would be no more Israel. If the Arabs were to put down their arms there would be no more war.

-- Benjamin Netanyahu

Catherine Lee

From: Virginia Immanuel <virginiaimmanuel@gmail.com>
Sent: Friday, August 12, 2022 12:47 PM
To: Catherine Lee
Subject: [EXTERNAL] Comment on Modera Development

CAUTION: This email originated from outside of the City of Shoreline. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Cate Lee, Senior Planner, Planning & Community Development, City of Shoreline

Dear Ms. Lee,

I am writing to express my concern over the proposed destruction of 48 healthy, mature trees at the Modera apartment development on Linden Avenue North. Please share with the Shoreline city council my request to preserve the trees.

Surely, every City Council member is well aware that the world – including Shoreline – is facing a dire climate emergency, and all of us are compelled to act with urgency to do all in our power to mitigate impending disasters. City council members wield significant power; this is their moment to shine!

I am sure that City Council members are well aware that mature trees offer huge benefits in the fight against climate change: they provide shade which reduces the heat effects of our built environment; they provide stormwater mitigation; and they sequester carbon, reducing global warming. Additionally, they provide habitat for urban wildlife. And of course, they provide beauty. Existing mature trees are one of our least expensive and most productive assets. Shoreline must do all it can not to squander this irreplaceable resource.

It appears to me that the SEPA Environmental Checklist was incompletely filled out. I refer specifically to Question 5 on pages 7-8 of the checklist. This asks about animals at the site. The respondent says there are "None known." Clearly this was filled out by someone unfamiliar with Shoreline. This area has many birds (crows, woodpeckers, seagulls, the occasional eagle, etc.). Mammals include rabbits in abundance. Coyotes and raccoons are occasionally seen. On parts (c) and (d) of question 5, the respondent admits that this land is on the Pacific Flyway migration route, but then says, "Landscape plantings will provide habitat for urban wildlife upon project completion."

Of course, destroying 48 mature trees and years later replacing them with fewer, immature trees does not help birds who use the Flyway EVERY year; they can't postpone migrating for a few years while we fiddle with their homes. Destroying habitat and then making halfhearted plans to replace it does not sustain wildlife. And why do we care? Quite aside from wildlife's right not to have its habitat destroyed, these animals help humans: crows eat dead animals, seagulls clean up litter, birds eat bugs and other pests. We should acknowledge and protect them.

I understand that Shoreline is far along in its negotiation of the Modera deal. However, since the SEPA Checklist needs corrections, this might give the City Council leeway to request retention of the mature trees as a modification to the site plan. This could be accomplished by narrowing the sidewalks, or even scaling back the size of the building so that the trees could be featured as a selling point.

Thank you very much for the opportunity to comment on this plan. Please do all that you can to protect our mature trees.

Sincerely,

Virginia Immanuel, Shoreline resident