



## Save the Date Thursday, December 15 6:30 to 9:00 for the Holiday Party!

The annual holiday party will once again be held at the Seattle World Trade Center (WTC). A good time will be had by all and of course, in keep with our tradition, attendance is free for Chapter members.

The WTC is located directly across from Anthonys Pier 66 at 2200 Alaskan Way #410

Anyone interested in helping to sponsor this event please contact Robert W. Thorpe 206-624-6239 [rwta@rwta.com](mailto:rwta@rwta.com)

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## PSS Section Changes

By Paul Krauss

Just want to take a few moments to update you on activities of your Puget Sound Section. Our Board has been meeting over the past months with a focus of improving services for our members. A brief summary includes:

- o 2005 Holiday Party, Thursday, December 15, see Save the Date announcement this page.
- o Brown Bag Series. The Section is fortunate to have the dedicated services of Steve Ladd who has been the point person in maintaining this series. The Board just acted to subsidize lunches for attendees. We are trying to make your experience a little easier and more comfortable. We are also working to secure Power Point equipment to assist with program offerings and make it easier to use locations throughout the region. See Brown Bag article this page for more information.
- o Professional Development. Of course the Section continues to sponsor the Planning Law Conference every two years and it has been a highly successful program. But we want to come up with additional offerings on a more frequent basis. Bob Thorpe, our new Vice President, has agreed to head up this effort with Hiller West. Steve Ladd is also working on some Brown Bag offerings that would use an expanded half day format. We hope this will allow us to tackle subjects requiring more time than afforded by the traditional format.
- o The Section is sponsoring planning education and students in our area. We are helping to

subsidize an annual bus tour for UW students where they see an overview of significant planning issues and responses out in our communities. We are also sponsoring 10 students who want to attend the annual APA conference this Fall.

But we don't have a lock on ideas and would love to hear from you. Your suggestions, and support are always welcome.

The last bit of news is that the Board appointed Todd Hall to fill the unexpired term as King County Representative to the State APA Board. Todd was originally a Student Rep with the PSS and currently works for the City of Duvall.

On behalf of the PSS Board, we all look forward to seeing you at the Holiday Party

Paul Krauss AICP  
Community Development Director  
City of Auburn

## An important step for the Brown Bag Series

By Michelle Whitfield

As Paul mentioned in the Section Update, this season's brown bag series will look and feel a little different. Thanks to the dedication, perseverance, and creativity of our brown bag chairman, Steve Ladd, the section has a strong continuing education program that, among other things, serves to connect new planners with APA. After becoming involved with APA myself through attendance at a Brown Bag over three years ago, I now

*Continued Next Page*

*An Important Step for the Brown Bag Series, Continued from Page One*  
 have an opportunity to see first hand the effort it takes to put together a Brown Bag Series. Now that I am working for Steve at the City of Bonney Lake, I have come to learn that Steve puts in many hours of work every quarter to secure and coordinate the speakers and locations. This is all done in addition to his rigorous schedule of late night meetings and managerial duties.

The Section will support the series in the following ways:

**Purchase of PSS Section A-V equipment**

The convenience, predictability, and ample parking of the regular City of Renton location has been complicated by some recent mishaps with audio visual equipment. Most speakers now use Powerpoint, and setting up the equipment has been a burden. Once, a Council meeting was delayed while Clerk staff put the Powerpoint projector back together, after it had been hot wired earlier that day by a Brown Bag speaker! (The much-appreciated speaker will remain anonymous.) We appreciate the sacrifice on the part of Don Erickson and others at Renton.

**Fundraiser**

To maintain its welcome, regardless of location, the Section has decided to obtain its own audio-visual equipment. Funding for the projector is coming in part from a fundraiser which was rolled out at the last Brown Bag of the summer season. Due to a timely donation of 50 copies of A City Among the Trees from Steve Arai, AIA AICP, and the support of the City of Seattle, who developed the book,

the Brown Bag series hopes to buy a powerpoint projector.

To purchase this great book, with all the proceeds going to the purchase of a projector, send a check for \$20, payable to the Puget Sound Section APA, to:  
 Michelle Whitfield  
 Planning & Community Dev  
 City Bonney Lake  
 PO Box 7380  
 Bonney Lake, WA 98390

**Focus on tree retention**

The Brown Bag where the fundraiser was rolled out was on tree retention. More people wanted to speak and attend than we had time and space for (see the recap, this issue), so Liz Ellis, Urban Forester with the City of Seattle, is organizing an expanded version for December 7. This four-hour event is an example of the Puget Sound Section's decision to expand some of the Brown Bags to half-day events, so attendees can get more information for their travel-time investment.

**And lunch too!**

Meanwhile, the Puget Sound Section board has introduced yet another change designed to increase Brown Bag attendance. Starting with the fall series, the first 20 attendees, for only \$2, will receive a lunch worth about \$7, courtesy of the Section. Just arrive on time, drop a couple bucks in a self-serve box, grab a healthy bagged or boxed lunch, and sit down.



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## PROGRESS CONTINUES ON NORTH KELSEY PROJECT

Progress continues on the North Kelsey town center project. The planned development site contains 58 acres of vacant commercially zoned land, with additional properties surrounding the site that are developed with a multi-screen theater, restaurants and a Fred Meyer store. Since last year's newsletter article, several events have occurred to move the Monroe North Kelsey project closer to implementation.

In early 2005, following a lengthy negotiation process, the City of Monroe and Snohomish County agreed to the City's purchase of 23 acres owned by Snohomish County within the planned development area, for a purchase price of \$16.1 million dollars. Purchase of the property came near to exhausting the City's remaining debt capacity, but the City Council has considered the purchase essential to consolidating the City's control over the future development within the planned development area.

In May, 2005 the City executed a contract with Heartland Inc. of Seattle to provide representation and broker services to the City for the marketing and sale of land within the North Kelsey area. Heartland has an extensive track record of providing services to public agencies throughout Washington on the purchase, sale and lease of public land. Heartland prepared a marketing package and request for proposals, which were issued in early August, 2005 with a response date of September 14. Several responses from interested development entities were received.

Heartland is currently evaluating the proposals and conducting background financial research on the interested developers. MAKERS Architects is providing assistance to the City with the review of design elements for development proposals. In late September the Monroe City Council will receive a report on the proposals with recommendations for a selection process and negotiation strategies. It is anticipated the developer selection process and negotiation of a developer agreement and purchase and sale contract will take 4-6 months. Issues to be resolved besides sale price for the property include commitments for transportation improvements and traffic mitigation, site design with a focus on compliance with the North Kelsey design standards, pedestrian / bicycle enhancements, public space amenities, tenant mix and the phasing of project construction.

Following successful negotiation of sale, the permit process (otherwise known as "entitlement" process in the industry) is anticipated to take several months. Thanks to adoption of a Planned Action Supplemental EIS in March, 2004 all necessary environmental analysis has been concluded and mitigation measures have been identified to be included in developer agreements for the property. Project construction is projected to begin in Fall, 2006.

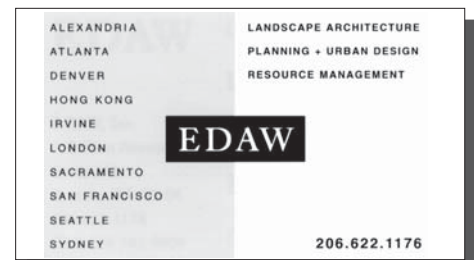
For any questions regarding this project contact Hiller West, Monroe Community Development Director at 360-863-4531, e-mail: [hwest@ci.monroe.wa.us](mailto:hwest@ci.monroe.wa.us).

## PSS APA Editorial Information

*The PSS APA newsletter is published quarterly electronically. If you would like to receive the newsletter in hard copy format, please contact us at 206-682-7436. The newsletter is also posted on our website at [www.washington-apa.org](http://www.washington-apa.org).*

*For story ideas or suggestions please contact Michelle Whitfield, Newsletter Editor at [mmwhitfield@gmail.com](mailto:mmwhitfield@gmail.com) or 206-852 - 7825. Article Submittal Deadlines are March 15, June 15, September 15, and December 15.*

*Employment ads from governments, non-profits or private consultants who place business card ads in our Newsletters are encouraged, and are at not cost as long as space permits.*



# HOUSING/EMPLOYMENT BALANCE, OR IS THIS IS ANOTHER FINE MESS YOU'VE GOTTEN US INTO

By Paul Krauss

Lately, a lot of effort has gone into pushing the high-sounding principal of mandating a balance between housing and employment. I can't help but wonder why we are wasting our time on something that is so nebulous and unreasonable when there are many more pressing issues that are actually meaningful, that we can work on.

I believe the original notion stems from 1960's era activism and the concept of economic justice, which as a 1960's activist, I fully support. Clearly, people living in disadvantage communities need access to family wage employment. Where I take exception is the response. Instead of taking the reasonable and responsible approach of developing a transit and transportation system that conveniently gets people of all economic strata from homes to employment, for some reason we have chosen to take an approach Don Quixote would have loved, we will move the employment centers to them. This is just plain wrong on so many levels:

o We in Central Puget Sound are a region and we need to start acting like one. What is important is that the region offers sound employment opportunities. With a diversified transportation system, locating them in any one neighborhood or community becomes less important. Please also not that "region" and "county" are not synonymous. A real "regional" transit solution would not have bus lines ending at county lines, it would connect with ferries, trains and the airport and have a unified fare structure. It would not have multiple garages, administrations and incompatible equipment. It would also something other than run into Seattle or Tacoma in the morning. Most of us now have commutes (think suburb to suburb or central city to suburb), which would have been inconceivable 30 years ago. We need a transportation system that has caught up with this fact.

o The middle class commutes to work. We may not like it and in this region, due to inadequate investment and choice, it takes longer, costs more and wastes more energy than it should, but we still commute. Why then is it believed that we need to offer employment opportunities within less advantaged areas?

o It is more important that employers locate and expand somewhere in our region than it is to have them locate in any particular neighborhood. Corporate locational decisions are determined based upon site availability, transportation links, taxes, work force issues and a trade off with speed by which permits can be obtained vs. the level of impact mitigation that is required. Many would argue that even these factors are often trumped by the distance to the site from the CEO's house. Corporations may talk about their goals to serve the community but few would compromise on basic financial inputs to so.

o Many communities don't have available land to meet the needs of major employers. Only a foolish public policy would seek to force the

*Continued on Page Seven*

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Topic	Time	Place	Great speakers!
<p><b>City Redevelopment &amp; Transit Connectivity</b> Kent Station is a 470,000 square-foot project, Phase I of which (entertainment, retail, restaurant, etc.) is nearly complete. Come see it! Burien Town Square is a revitalization with an interesting cast of venture partners. Each is capitalizing on transit to spur about \$100 million in investment. Learn how.</p>	<p>Noon to 1:15 Wed., Oct. 19</p>	<p>Kent City Hall Council Chambers, 220 Fourth Ave S.</p>	<p>Scott Kirkpatrick, Sound Transit Nate Torgelson, City of Kent Dick Loman, City of Burien</p>
<p><b>Fixing the Condo Liability Problem</b> Urban areas need condos for dense, reasonably-priced housing. But RCW 64.34, in protecting buyers against defects, caused lawsuits which drove insurers away. Legislative fixes haven't worked. Find out where the problem sits and the next step in solving it.</p>	<p>Noon to 1:15, Wed., Oct. 26</p>	<p>Master Builders Assoc. offices, 335 116th Ave. SE, Bellevue</p>	<p>Scott Hildebrandt Master Builders of King &amp; Sno Counties Jeffrey Hamlett, Callison Architects Jay Soroka, Acordia Insurance</p>
<p><b>Preserving Steep Slopes as Open Space</b> As view lots soar in price, geo-technical solutions for steep sites become feasible. "Open space corridors within and between urban growth areas" disappear (see RCW 36.70A.160). Learn how zoning, PDR, and other tools can supplement CAOs to preserve them.</p>	<p>Noon to 1:15, Wed., Nov. 16</p>	<p>Renton City Hall, 7th floor, Mayor's Conferenc-ing Center</p>	<p>Bruce Stoker, Earth Systems Tim Trohimovich, Futurewise Michelle Connor, Cascade Land Conservancy</p>
<p><b>Steinbrueck on the Future of Downtown Seattle</b> Mayor Nickels has proposed sweeping changes that would allow substantially larger buildings Downtown. Eight-year council veteran and past council president Peter Steinbrueck will discuss the changes, how to strengthen them, and what more needs to be done to enhance livability. Q&amp;A too!</p>	<p>Noon to 1:15, Wed., Nov. 30</p>	<p>Room L280, Level 2 of City Hall, 600 Fourth Ave., Seattle</p>	<p>Peter Steinbrueck, AIA, Seattle City Council, &amp; Chair, Urban Develop- ment and Planning Committee</p>
<p><b>The following event is half-day.</b></p>			
<p><b>Tree Retention &amp; Preservation</b> An expansion on a successful summer event, this half-day brown bag will teach how to balance development against tree retention, both in long-range planning (policies and ordinances) and administration. Learn tree retention, replacement plantings, and urban forestry from experienced professionals. See next page.</p>	<p>1:00 to 5:00, Wed., Dec. 7</p>	<p>Mercer Island City Council Chambers, City Hall, 9611 SE 36th St.</p>	<p>See next page</p>

## Tree Retention & Preservation

A half-day APA Brown Bag featuring case studies from Seattle-area planners, arborists, landscape architects, and developers

### Time

1:00 to 5:00, Wednesday, December 7, 2005

### Place

Mercer Island City Council Chambers, City Hall, 9611 SE 36th St.

### Speakers

- Bill Ames, Urban Forester, Seattle Department of Transportation
- Liz Ellis, Arborist, Seattle Department of Transportation
- Barbara Gray, Transportation Planner, Seattle Dept of Transportation
- Paul Janos, Planner, Seattle Department of Planning & Development
- David Reich, Certified Arborist & Consultant / Owner, City Foresters Inc.
- John Tellefson, Seascope Homes, developer
- Stephen Speidel, ASLA, R. W. Thorpe & Associates

### Program

1:00 - 1:45 Seattle's Long Range Tree Vision  
(seeing the forest for the trees)

- o Seattle's Comprehensive Plan
- o The Transportation Strategic Plan
- o Neighborhood Plans
- o Urban Forest Management Plan

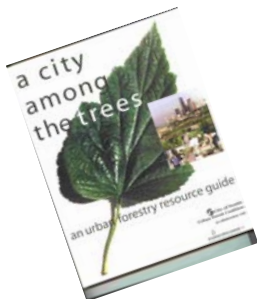
1:45 - 3:30 Implementation

- o Ordinances & Interdepartmental Coordination
- o Preconstruction Guidance
- o Building Phase
- o Incentives and Rewards
- o Heritage Tree Program

3:30 - 5.00 Q&A, audience participation

### Course Book Available

A City Among The Trees, a 204-page urban forestry resource guide published by the City of Seattle, will be on sale for \$20. The proceeds will go toward buying a powerpoint projector for the Brown Bag program.



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*Housing / Employment Balance, Continued from Page Four*

Mercer Islands of the region to accept large employers when they are already located at both ends of the bridge.

o Let's face facts; the only way the public sector gets to influence private sector location decisions is to "show them the money". Sure, foreign automakers locate in the south central states due to available sites, abundant low-wage non-union workforce, and proximity to markets. But once they make that decision they let four or five states go through a crazy free-for-all over who can offer them the most lucrative deal. Even if we wanted to compete locally to get employers to locate where public policy directs, how would we do it? Recall that those same financial incentives are illegal in Washington, even if we had the money to offer them, which we don't.

o Better watch what you ask for because you may get it. Anybody want to guess what will happen if an attempt is made to clear a large site in the Duwamish or better yet in South Seattle, to accommodate a new factory? Push it far enough and you have the other side of the economic justice argument, that of dumping incompatible uses in lower income areas. Even in the best of circumstances, our PC culture cannot let any good deed go undone. How about all those good paying union jobs Southwest Airlines wants to bring closer to lower income neighborhoods in Seattle?

o Finally, our tax system needs major reform if there are to be any blue-collar jobs created anywhere in this region. There is little financial incentive for communities to accept warehouse/

distribution development. They pay little in taxes, provide little employment on a square foot bases and their trucks tear up the roads. Sure, without them the Ports will cease to function but that is rapidly becoming their problem. This problem will be exacerbated further by the new Streamlined Sales Tax proposal that sell our souls to be first in line for internet sales taxes that make perfect sense but which the Republican Congress will fight to the death. Manufacturing makes a little more sense in that it tends to provide more employment but even here, the State made it financially disadvantageous for Cities to accept more in the 1990's with a tax giveaway.

In short, lets focus on the real issues we faced and have faced for years without solution. Give me a real sense of regional governance and management, a regional transportation and transit system worthy of the name and a tax system that makes sense for employment growth, and the other problems will sort themselves out.

## Recaps of the Summer '05 APA Brown Bags

### **The Cascade Land Conservancy's 100-Year Regional Land Use Plan** 7/20/05

The Cascade Land Conservancy (CLC) has saved over 100,000 acres of land in King, Snohomish, Pierce, and Kittitas Counties. To guide and leverage their efforts, they have published The Cascade Agenda, 100 Years Forward. The CLC established a coalition that ultimately asked 4,000 people what

the region's LONG-range future should be while the region doubles in population. To save working forests as a going industry, 95% of the remaining acreage must be conserved. 85% of our farms must be saved for any meaningful farm industry. They mapped the growth in an "existing trends" layout, which would extend urban growth to the foothills, and a denser pattern which would save rural lands. In addition to market-based outright purchase, we will need to use transfer of development rights, purchase of development rights, and watershed planning. New destination parks must be created. Farmers and small foresters will have to be assisted, and the cities must be kept attractive if developmental pressure in rural and resource areas is to be kept at bay. We need to save an additional 1.3 million acres at a cost of about \$7 billion. The current annual conservation spending rate would have to double. The four past or present chapter or section presidents in attendance gave CLC Chairman John Howell and Vice President Michelle Connor an enthusiastic hearing, and promised APA involvement. See [www.cascadeagenda.com](http://www.cascadeagenda.com).

### **Innovative Residential Design Standards** 7/27/05

What is the full range of housing types suitable for your urban area, and how should each function? That was the scope of MAKERS' contract with Bellingham as explained by Bob Bengford. First they mapped out the City's many plans, ordinances, and guidelines affecting residential form. Then they sketched typical lay-outs for single-

*Continued Next Page*

family residences (SFRs), cottage, townhouse, three-over-one, five-over-one, etc. Each has its issues. They used maximum floor area ratios to prevent over-sized SFRs, and reduced front-yard setbacks for the non-garage part of the house to prevent "snouts." For duplexes they suggested "tandem homes:" two on one lot, connected by garages between. For cottages the key is to allow them in SFR areas but with twice the density and twice the amenity. Townhomes need a maximum length in a row, such as eight units., and some greenery in front, even if it's only 200 square feet per unit. For apartments, they recommended higher density allowance for studios than for 3-bedrooms. Density bonuses are allowed for in-structure or under-structure parking. Many cities are adopting administrative design review because they can't find enough qualified citizens to man the design review boards. MAKERS' report is lushly illustrated, comprehensive, and vetted by the Building Industry Association of Whatcom County and the local architects and designers.

### **Urban Design: from Theory to Regulation**

8/3/05

The brown bag program celebrates us, some amazing people, if we say so ourselves. Case in point: Ron Turner, East Coast architect, urban designer, planner, and lecturer, now transplanted here. Among Ron's reminiscences was a long stint of helping a bank build new branches across Pennsylvania and New Jersey. He often confronted design standards based on faux this, orthodox that. A product of the Bauhaus movement, he bristled under the repression of creative talent. "Stable " means "dead." "Chaotic" means "vital." Paradigms

have shifted from the technocracy of the 20s and 30s, to the engineering solutions of the post-war era, to the process orientation of the latter 20th century, to the neo-urbanism symbolized by front porches that people don't sit on because they're too busy surfing the web. Disciplines have specialized. That of urban design is still vague, occupying the gap between architecture and planning, small scale and large. Urban design regulations are a growing morass. Ron recommends basing codes more on the form (number of stories, relationship to the street, etc.) rather than building shape or land use. Ron's rambles ended on the very human note of a life-long designer still in love with his calling.

### **Two New Tools for Proactive Housing**

8/10/05

Michael Luis calls his new showcase of innovative housing [therightsizehome.org](http://therightsizehome.org). Its subjects are little-known projects undertaken with no thought of fame. None are radical. But, through creative use of precious interior and exterior space, they meet GMA density and infill goals while making developers money. The projects are arranged by type (cottages, small-lot development, etc.), as is MAKERS's "Innovative Residential Design Study." Townhouses are now the standard entry-level home. The promise of condos is still clouded by the liability issue. Look up [therightsizehome.org](http://therightsizehome.org) for good examples and economic data on the housing types that will shelter our citizens in the years to come.

The other tool is Michael's housing plan feasibility indicator. A com-

mon adaptation to the GMA has been plans for high-density downtown housing. Most have not yet born fruit. How can you tell whether such concepts will succeed? Michael has collaborated with developer Kevin Grossman to provide an answer. Just get his "software" (a glorified excel spreadsheet), feed in variables affecting cost and revenue, and see if it yields the demanded 20% return. The program incorporates such knowledge as the cost of structured parking (\$30,000 per space), and reveals key thresholds. On a typical site, rents above \$0.95 per square foot per month will support apartments with surface parking. Only rents above \$1.60 per square foot per month will support underground parking. The price of land is less important than the projected rents or sales price. Michael wants to be proven wrong, but he suspects most cities' urban center housing plans are based on pipedreams. Call him to find out.

### **Tree Retention**

8/17/05

Dan Penrose of the City of Lakewood discussed their adopted Tree Preservation Ordinance which regulates the removal of significant trees and provides incentives to preserve trees that, because of their size, species or location, provide special benefits. A significant tree is defined as an existing tree which is a minimum of 9" caliper (or 6" for Garry Oaks) and is determined to be significant by the Community Development Director due to the uniqueness of the species or the provision of important wildlife habitat. The ordinance also addresses standards for tree replacement, which is at a ratio of 2:1 of the total diameter inches of all trees re-

*Continued Next Page*



**Puget Sound Section  
Washington Chapter**

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moved. Lakewood provides the option of payment in lieu.

Dan addressed the challenges he has had in creating and implementing the tree retention ordinance. These challenges include:

- o The need to balance the competing goals of increased density, the protection of the environment, the provision of affordable housing, and provision of individual property rights.
- o The need to “make (developers) consider the trees”.
- o The need to define a 'qualified' professional who can make judgments on tree removal.
- o Who should pay for tree removal professional fees? City of Lakewood has developers pay for an arborist.
- o Encouraging departments within the city to efficiently work together on tree retention. (This topic was addressed by the City of

Seattle, who coordinated their information on tree related issues from multiple departments in a concise document, *A City Among The Trees*, for sale by the PSS Section of APA as a fundraiser for series audio-visual equipment. See article on page one for more information).

- o Training staff to think about design principles when applying the tree ordinance such that a recommendation to adjust the location of a building may preserve a significant amount of trees.

Scott Baker, RCA, Arborist, Tree Solutions Inc.

Scott showed examples of successful and unsuccessful tree preservation efforts in recent development projects, and provided several important insights. Scott expressed that it is important to consider the ways development changes a tree's environment to determine whether that tree is

likely to survive. Such things as soil removal, compaction, and pollution contribute to a tree's long term potential for success. Tree protection is not always done properly, and mature trees are more difficult to protect. The fibers on the roots are most important to protect, and often times it is difficult to discern exactly how far the roots spread. In order to assure that a tree can absolutely be preserved, one would need to carefully hand dig the roots in a manner that is being done at Seattle Center for significant trees. At a minimum, a tree should be protected by a hard edged barrier that would “scratch the paint” of equipment that gets too close. Often times trees that have been growing in the wild are tall and skinny. Attempting to preserve too narrow of an area of these trees, such as a 20' strip, is not usually successful. For more information, Scott recommended consulting the web site: [treesaregood.com](http://treesaregood.com).