

**AGENDA  
SHORELINE PLANNING COMMISSION  
SPECIAL MEETING**

Thursday, August 12, 2004  
7:00 P.M.

Shoreline Conference Center  
Board Room  
18560 – 1<sup>st</sup> Ave NE

- |                                  |  |
|----------------------------------|--|
| <b>1. CALL TO ORDER</b>          | <b><u>Estimated Time</u><br/>7:00 p.m.</b> |
| <b>2. ROLL CALL</b>              | <b>7:02 p.m.</b>                           |
| <b>3. APPROVAL OF AGENDA</b>     | <b>7:04 p.m.</b>                           |
| <b>4. APPROVAL OF MINUTES</b>    | <b>7:06 p.m.</b>                           |
| a. July 29, 2004                 |  |
| <b>5. GENERAL PUBLIC COMMENT</b> | <b>7:10 p.m.</b>                           |

The Planning Commission will take public testimony on any subject which is not of a quasi-judicial nature or specifically scheduled for this agenda. Each member of the public may comment for up to two minutes. However, Item 5 (General Public Comment) will be limited to a maximum period of twenty minutes. Each member of the public may also comment for up to two minutes on action items after each staff report has been presented. The Chair has discretion to limit or extend time limitations and number of people permitted to speak. In all cases, speakers are asked to come to the front of the room to have their comments recorded. Speakers must clearly state their name and address.

- |  |                  |
|--|------------------|
| <b>6. STAFF REPORTS</b>  | <b>7:15 p.m.</b> |
| A. Workshop Discussion on the 2004 Parks Master Plan                     |                  |
| <b>7. REPORTS OF COMMITTEES AND COMMISSIONERS</b>                        | <b>9:25 p.m.</b> |
| <b>8. UNFINISHED BUSINESS</b>  | <b>9:28 p.m.</b> |
| <b>9. NEW BUSINESS</b>   | <b>9:30 p.m.</b> |
| <b>10. ANNOUNCEMENTS</b>   | <b>9:32 p.m.</b> |
| <b>11. AGENDA FOR AUGUST 19, 2004</b>                                    | <b>9:34 p.m.</b> |
| A. Type C Quasi-Judicial Public Hearing on Midvale Ave N Street Vacation |                  |
| <b>12. ADJOURNMENT</b>   | <b>9:35 p.m.</b> |

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 546-8919 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 546-2190.

This Page Intentionally Left Blank

# **CITY OF SHORELINE**

## **SHORELINE PLANNING COMMISSION SUMMARY MINUTES OF SPECIAL MEETING**

July 29, 2004  
7:00 P.M.

Shoreline Conference Center  
Board Room

---

### **PRESENT**

Chair Harris  
Vice Chair Piro (arrived at 7:15 p.m.)  
Commissioner Doering  
Commissioner Hall  
Commissioner Kuboi  
Commissioner McClelland  
Commissioner Phisuthikul  
Commissioner MacCully

### **STAFF PRESENT**

Tim Stewart, Director, Planning & Development Services  
Andrea Spencer, Planner, Planning & Development Services  
Paul Haines, Director, Public Work Department  
Jill Marilley, City Engineer, Public Works Department  
Lise Northey, Marai Associates  
Tom Noguchi, Marai Associates  
Paul Ingrham, Berryman Henigar  
Lanie Curry, Planning Commission Clerk

### **ABSENT**

Commissioner Sands

### **1. CALL TO ORDER**

The regular meeting was called to order at 7:00 p.m. by Chair Harris.

### **2. ROLL CALL**

Upon roll call by the Commission Clerk, the following Commissioners were present: Chair Harris, Commissioners Hall, Kuboi, McClelland, Doering, Phisuthikul and MacCully. Vice Chair Piro arrived at 7:15 p.m. and Commissioner Sands was excused.

### **3. APPROVAL OF AGENDA**

COMMISSIONER DOERING MOVED THAT APPROVAL OF THE JULY 15, 2004 MINUTES BE DEFERRED TO AUGUST 5, 2004 AND THAT THE REMAINDER OF THE AGENDA BE APPROVED AS PRESENTED. COMMISSIONER HALL SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

#### **4. APPROVAL OF MINUTES**

The Commission deferred approval of the July 15<sup>th</sup> minutes to the August 5<sup>th</sup> meeting.

#### **5. GENERAL PUBLIC COMMENT**

**Daniel Mann, 17920 Stone Ave North**, said he is grateful for the Board's earnest and relevant discussion of two weeks ago related to the Midvale Avenue vacation application. He said he was disappointed that the Commission did not have an opportunity to present their comments to the City Council because they are incredibly important. He said he believes the Planning Board is responsible for representing the neighborhoods, small businesses, etc. that are confronted with development. However, he felt there have been times when the Commission has been marginalized from very serious discussions related to land use issues.

#### **6. STAFF REPORTS**

##### **a. Workshop Discussion on the 2004 Transportation Master Plan**

Mr. Stewart provided a brief overview of the Transportation Master Plan process, as well as the process for the entire Comprehensive Plan review. He advised that as part of the 2004 Comprehensive Plan update, three major programs would be added: the Transportation Master Plan, the Surface Water Master Plan and the Parks, Recreation and Open Space Master Plan. The purpose of this workshop is to focus on the Transportation Master Plan, which will provide the details and substance necessary to implement the policies in the Comprehensive Plan. He announced that the Commission would hold a public hearing in the fall to consider formal public comments to the proposed amendments before they formulate a recommendation for the City Council. The City Council would be the ultimate decision making body, and staff anticipates that adoption of the Master Plan and the Comprehensive Plan amendments will occur late in 2004 in order to meet the requirements of the state.

Ms. Spencer provided a brief overview of the documents that were provided to the Commission, an explanation on how to read them, and how the documents all work together. She advised that staff provided an updated document listing all a summary of all public comments received to date. She advised that copies of the documents are available to the public at City Hall and via the internet.

Ms. Marilley introduced Tom Noguchi, Principle of Marai Associates, who was present to help her present the Transportation Master Plan to the Commission. She clarified that the presentation is intended to be a brief overview of the plan and not an in-depth review. They intend to address some of the key issues in the plan and review the staff recommendations. Lastly, staff would provide a summary of the public comments that have been received to date.

Ms. Marilley explained that the Transportation Master Plan is intended to be a 20-year look into the future as to what the City's needs will be. It provides goals and policies to guide the City's decisions on transportation issues in the future.

She emphasized that the Transportation Master Plan is not intended to be a prescriptive, decisive scoping document for each intersection in the City. It is guided by the Comprehensive Plan policies and provides technical support for some of those policies.

Ms. Marilley reported that a transportation workgroup (a sub committee of the Planning Commission) was formed to review the existing goals and policies. This group conducted a technical analysis of what the City has, what they will need in the future, and identified what potential improvements could be done. This list was coordinated with the projects identified in the Surface Water Master Plan and the Parks, Recreation and Open Space Master Plan to make the best use of City's dollars. Some revenue forecasting was done and a prioritized list was recommended.

Ms. Marilley reviewed the existing conditions in the City. The City inherited a County system that had a generally good street grid in parts of the City, but very few sidewalks. The major City projects that are already underway include the Interurban Trail, Aurora Avenue, and the North City Business District improvements.

Ms. Marilley said one goal of the plan is to create safe and friendly streets and then coordinate strongly with the other plans. Another goal is to provide safe linkage to schools and develop walkable communities.

Ms. Marilley advised that the workgroup reviewed the street classification system extensively. She noted that most of the streets and existing traffic are operating at acceptable levels of service, but during peak periods the service levels drop in some areas. The key congested areas that were identified include: 175<sup>th</sup> Street and Meridian Avenue, Aurora Avenue Corridor, North 145<sup>th</sup> Street, and North 205<sup>th</sup> Street. She noted that the City does not own North 145th and North 205th Streets.

Ms. Marilley referred to a map illustrating the levels of service for transit. She noted that any properties located within the shaded area are within a quarter mile of a bus stop. Generally, the transit service levels throughout the City are good. However, during the public comment period, they heard that service is still lacking and there is room for improvement.

Ms. Marilley emphasized that the sidewalk system in the City is inadequate. In addition, there are only limited facilities for bicycles. She referred to the map that illustrates plans for finding and signing bicycle routes. While there are shared roadways that are used by cyclists, the plan looked at what has been defined as a bikeway.

Ms. Marilley reminded the Commission that there is limited land use growth potential in the City. Therefore, they are not expecting traffic to get worse, but the congestion would increase primarily due to pass-through traffic and regional growth in the area.

Ms. Marilley said that after evaluating what the City has and what the city needs, the workgroup created a "wish list." The purpose of this list was to provide an idea of all the possible projects that could be done in the City. Sidewalks were the largest identified need and the idea was that the City would focus on getting connectivity to schools and parks.

In addition, the plan identifies major corridor routes to get bicycles and other alternative modes of transportation to schools, parks and major regional business centers within the City. There were also 19 roadway projects identified to address the level of service issues that exist.

Ms. Marilley advised that, unfortunately, there is not a lot of funding to pay for the projects identified on the wish list. The dollars identified would come from the gas tax, real estate excise tax, a small amount of general fund, property tax, sales tax, etc. These dollars do not include grants, although traditionally, a good portion of transportation funding comes from grants that are available at both the Federal and State level.

**Tom Noguchi, Marai Associates**, briefly reviewed the consultant recommendations that are outlined in the report. These recommendations focus on providing safe walking routes, maintaining and upgrading existing roadway systems and protecting neighborhoods from spill-over traffic. He said the City's emphasis has been on creating safe and friendly streets. In order to accomplish this goal, they recommend four key items: investing in arterial sidewalks near schools, increasing funding for safety projects, creating a more precise level of service (LOS) methodology, and creating a safety management program. Mr. Noguchi said that because the City has limited funding, the consultants are recommending that the City work to maintain their existing transportation system. They are recommending that the City restore funding to the road maintenance programs where cutbacks recently occurred. It is also important to make sure that existing sidewalks are well maintained. Mr. Noguchi advised that the plan also emphasizes the need to protect neighborhoods. Their report recommends that the City increase funding for neighborhood traffic safety programs and streamline this process. The report also recommends that a pilot "green street" project be undertaken. He explained that green streets would have a combination of better landscaping, surface water treatment and transportation facilities.

Mr. Noguchi said another key recommendation identified in the report is that the City carry out pre-design studies with public participation for the following: Richmond Beach Road, I-5 pedestrian and bicycle over-crossing near 165<sup>th</sup> Street, 175<sup>th</sup> Street from Aurora Avenue to I-5, Ballinger Way I-5 pedestrian/bicycle connections, transit plan, and green street initial corridor selection.

Regarding financial strategies, Mr. Noguchi said the report recommends that the City aggressively seek grants to implement the goals and ideas identified in the Transportation Master Plan. In addition, he said it is important that the Transportation Master Plan not be implemented in isolation. The City needs to work with other agencies that provide transportation services such as the Puget Sound Regional Council, the Washington State Department of Transportation, Sound Transit, King County Metro, Community Transit and schools.

Ms. Marilley provided a summary of the public comments that were received related to the Transportation Master Plan. She advised that traffic calming, speed and cut-through traffic were public issues of concern. The City received comments on lowering speeds generally throughout the City and in specific areas where problems exist. There was a request for additional traffic enforcement both generally and in specific areas. The public also indicated a desire for the City to protect neighborhoods from spillover traffic.

In addition, the public asked the City to watch for cumulative impacts from discrete changes. She explained that even though the City is a built-out community and rapid growth would not occur, small changes do add up over time in some areas.

Ms. Marilley said the public also indicated site-specific concerns related to safety. In addition, they requested that street lighting be improved overall. She advised that there were three areas that received significant comments related to street operation. She advised that the City received quite a bit of comment related to Stone Avenue. She explained that there was an indication in the plan that the City would potentially encourage the opening of Stone Ave North to North 175<sup>th</sup> Street, but this has been taken out as a recommendation. Instead, the plan identifies the need for a corridor study for 175<sup>th</sup> Street. She noted that the new signal at the Top Foods development is having a significant impact, and the corridor as a whole should be reviewed to identify specific improvements.

Ms. Marilley said they also received a lot of public comment regarding the recommendation that Richmond Beach Road be improved to three lanes. The recommendation is that this concept not be included as part of the plan. Instead the plan recommends that a corridor study be done for the entire Richmond Beach Road to address all of the individual areas of concern. One of the options that could be considered for this road would be three-laning, but that would be one of many options that would be considered to improve the corridor.

Ms. Marilley said there were several comments about some of the roundabouts proposed in the plan, specifically the one at Dayton Street. The report recommends that this intersection be reviewed to determine the best solution rather than specifying a roundabout. In addition, Ms. Marilley said there were site specific and general comments about traffic flow and volume, signals and turn lanes, opposition and support for new roadways, concern about street classifications, etc.

Ms. Marilley said the significant comments related to bicycle and pedestrian access included improving safety at street crossings and providing and maintaining more sidewalks or at least pedestrian safe walkways. She noted that the City's traditional sidewalks include a concrete curb, gutter and sidewalk, but citizens have indicated that as long as there is a safe way for pedestrians to move through an area, it may not have to look like a traditional sidewalk. Ms. Marilley said some people asked for more bike lanes and other expressed that the City should not spend any more money or disrupt parking for bicycle lanes. Ms. Marilley said there were specific and general route recommendations. The public comments indicate that there is an increase in satisfaction, but improvements could still be made.

Ms. Marilley explained that the next step for the Transportation Master Plan is for the Commission to review the recommendations from the consultant, the public comments, and evaluate the project list. Then the Commission workgroup could meet to address these issues.

## **PUBLIC COMMENT**

**John Mount, 1305 North 183<sup>rd</sup> Street**, said he was present to discuss the consultant's recommendation that Stone Avenue be opened through to 175<sup>th</sup>, and he was gratified to learn that this option is no longer being considered as part of the plan. He expressed his belief that opening Stone Avenue would definitely increase traffic through the neighborhood.

**Naomi Hardy, 17256 Greenwood Place North**, said she does a lot of research on traffic, and she participated on the original committee that created the Neighborhood Traffic Safety Program. She said her neighborhood is the only one that has been affected by this program. She pointed out that the goal of the program is to send traffic onto arterials. She recalled that when 183<sup>rd</sup> was closed, people from all throughout the area voiced their opposition because it sent the traffic to the other streets. However, they didn't really have a say in this matter. She said the Neighborhood Traffic Safety Program does not solve all problems. She proposed that the speed on all minor arterial streets in the City be lowered to 30 miles per hour, especially Dayton Street. She noted that the City of Edmonds has a lower speed on their arterials.

**David Anderson, 1108 NE 200<sup>th</sup> Street**, said he would like the City to make alleviating congestion a priority rather than creating congestion as a means to manage traffic. He would rather the City focus on redirecting traffic towards arterials and use the arterials more efficiently rather than directing traffic away from the arterials creating congestion in the residential neighborhoods. He asked that the City compare developmental impacts on traffic and increased density. He noted that reports indicate that all of the increased residential development in Shoreline through 2022 would occur in the North City area. Mr. Anderson said he is opposed to the method of averaging the level of service. In addition, in order to keep the streets safe, he asked that the City remove the lane striping in residential areas as a way to reduce residential traffic. He felt it would have the opposite effect. He said that while he is not opposed to the I-5 bicycle overpass, he suggested that improving 155<sup>th</sup> Avenue going under the freeway would be a better choice. He said that if people go to 192<sup>nd</sup> Street, they would be able to use the overpass to cross the freeway. This connects with Perkins Way and then to the Interurban Trail. Lastly, Mr. Anderson asked that sidewalks be made safer and easier to use for the handicapped citizens. He noted that if trees are placed on the sidewalk, it becomes difficult for someone with a cane to use the sidewalk.

Vice Chair Piro referred to Mr. Anderson's opposition to LOS averaging. He inquired if Mr. Anderson would advocate keeping the current method or if there is another approach he would prefer the City use. Mr. Anderson said he would prefer to have a method of measurement that would identify the actual congestion at each intersection. Commissioner McClelland noted that the report indicates that the City's current method is LOS averaging. However, the consultant is recommending that the City stop using this method and adopt a different kind of measurement.

Vice Chair Piro suggested that as the Commission follows through with the Transportation Master Plan process, they could ask for more clarification as to what is happening with LOS. He said he would also like more information about targeting the housing allocation to certain sub districts in the City. Mr. Stewart explained that the City is fortunate in that their Comprehensive Plan that was adopted in 1998 provided sufficient capacity for them to meet the Growth Management Act (GMA) targets.



The City has used a buildable lands exercise to determine their capacity and assign growth potential by zoning district. He noted that a technical paper was issued at the beginning of the planning process for the sub consultants to use to illustrate where the growth would likely occur in the City over the next 20-year period. While there is potential for 1,100 additional units in the North City Area, the actual target number is only about 800 units. This number was approved as part of a planned action environmental impact statement.

**Meghan Peterka, 311 NE 162<sup>nd</sup> Street**, said she is a pedestrian 90 percent of the time. She and her two children walk all around the neighborhood. She said she is frustrated that cars in the left turn lanes are allowed to pass before the pedestrians can cross. She said she is also frustrated that she has to press a button and wait for the walk light to turn on. She expressed her concern that the walk signals do not give pedestrians a lot of time to cross the street before they start flashing. She summarized that it is difficult to safely cross a busy street. Ms. Peterka referred to the sound barrier that was constructed along Interstate 5. She noted that the sound from the freeway ricochets off the wall and into the park. It also creates a significant amount of noise for the people live on that side of the freeway. She summarized that the only way to promote walking in the City is to build more safe sidewalks and not necessarily accommodate drivers. They need to accommodate transit and pedestrian access, instead.

**Ken Cottingham, 350 NW 175<sup>th</sup>**, said he has lived in the City for 40 years. He said he is a transportation engineer and consultant and has worked for the State Highway Department, King County, Snohomish County and 75 other different communities in Oregon, California and Washington. He referred to a nine-page document he sent to the City to outline his responses to the draft Transportation Master Plan. He distributed copies of ten of his most important comments.

Mr. Cottingham said his first item of concern is regarding the Aurora Avenue project. As a consultant, he has received calls by property owners along Aurora Avenue asking him to look at the project. He advised that the current design of Aurora Avenue was completed in the 1970's, with just a few small changes. Now accidents are starting to occur because nothing has been done for a long time. Many accidents are caused by left-hand turns onto Aurora Avenue.

Mr. Cottingham referred to the Interurban Trail and noted that the first half-mile from 145<sup>th</sup> to 155<sup>th</sup> Street is now open. But the City is now in the process of designing bridges to cross over Aurora Avenue. Because of the significant cost associated with building the bridges, he suggested that alternate methods be used.

Mr. Cottingham noted that annexation of the Point Wells property is listed on all of the Transportation Master Plan maps. However, this property is currently located within the County and shouldn't be shown. In addition, he expressed his concern that the City does not own or have control of either North 155<sup>th</sup> or North 205<sup>th</sup> Streets. He also questioned the need to identify 165<sup>th</sup> Street as another pathway for bicycles. There are other streets that can be used for this purpose.

Commissioner MacCully confirmed that the Commission received the written document that was submitted by Mr. Cottingham. Vice Chair Piro referred to North 145<sup>th</sup> and North 205<sup>th</sup> Streets and noted that the city doesn't own these rights-of-ways and the Planning Commission has recently asked the staff to look at the pros and cons of perhaps annexing these areas into the City.

**City Council Member Maggie Fimia** highlighted some of the comments she provided in a written document she handed out to the Commissioners. She advised that the draft Transportation Master Plan provides the City with a great deal of transportation information in one document, which is appreciated. She said the list of road, pedestrian and bicycle projects are also valuable for purposes of seeing the whole picture of transportation needs in Shoreline. However, she said the plans mean nothing unless they can be backed by resources. She said it is important to understand that the City is impacted by what happens in the region and, consequently, they also can influence regional decisions.

Council Member Fimia said that, overall, she feels the plan needs to be stronger in actual achievable, measurable goals and policies. The plan mentions this briefly, but it is related to specific kinds of projects only. She suggested that goals and policies should be included in the document to ensure meaningful public input to ensure that this plan and future plans are citizen driven. They should start with what the citizens want and then come back with a variety of specifics on how to achieve the goals. In addition, Council Member Fimia said it is important that the plan include a goal and policy that ensures a more balanced investment across projects and across the City. She noted that 76 percent of the available money for the next 20 years would be spent on basically two projects—the Aurora Avenue Project and the North City Project. Lastly, Council Member Fimia suggested that the maps provided in the plan should be larger. She also agreed with Mr. Cottingham that the left-turn egress out of businesses cause most of the accidents that occur on Aurora Avenue. Removing the left turn opportunities from businesses would reduce the accident count significantly.

**Martin Kral, 1317 North 183<sup>rd</sup> Street**, said he is happy to announce that as of yesterday, the first traffic circle in Shoreline is being established in his neighborhood at 183<sup>rd</sup> Street and Stone Avenue. This came about through the assistance of the Neighborhood Traffic Safety Program and the participation of the neighborhood. In addition, they were able to successfully oppose the extension of 175<sup>th</sup> around Stone Avenue North. However, there are still some needs in the neighborhood, especially on 175<sup>th</sup> from Aurora Avenue to Meridian Avenue, which the Transportation Master Plan should address. This includes the atrocious sidewalk access on 175<sup>th</sup> Avenue. He suggested that the plan to improve pedestrian crosswalks on Midvale should be looked at in the larger sense. He expressed his concern that the Commission's recommendations regarding the Central Shoreline Sub Area Plan are being ignored by the City Council. He said it is important that the City continue to implement the plan.

**Corbitt Loch, 2437 NW 196<sup>th</sup> Street**, expressed his belief that raised medians on Aurora Avenue would be a good thing. The current roadway is both unsafe and unattractive. He referred to Page 2-14 of the draft Transportation Master Plan. He expressed his concern that the existing sidewalk system along Richmond Beach Drive stops before it reaches its destination at the beach. He pointed out that only two blocks of sidewalks would be needed to complete this pathway to an important gateway and recreation center for the City. He said another option would be to create a triangle that would take the pedestrian walkway back around on 195<sup>th</sup> Street to hook into the existing sidewalk system.

**Dan Mann, 17920 Stone Ave North,** said he is gratified that the citizens are being heard. He recalled that one of the key reasons for Shoreline incorporating was to protect the quality of life in the neighborhoods and to protect the schools. He referred to the neighborhood located on Stone Avenue North. He said that when he moved to this area in the 70's, there were only about 50 housing units, but now there are nearly 100. He said that as growth occurs in neighborhoods, the City must be responsible for protecting them and the infrastructure must be managed. He noted that there are a lot of kids living in this area, but there are no neighborhood parks for them to use.

Mr. Mann said that when the City considers the cumulative impact of development, there is a lack of downstream traffic planning on a cumulative basis. The City needs to provide more ways for people to get on and off the freeway and Aurora Avenue without having to go through the neighborhoods. He suggested that there is not enough capacity on 175<sup>th</sup> to handle all this traffic. Extending Richmond Beach Road to the freeway would solve this problem. He emphasized that the City should avoid pushing more traffic through the neighborhoods.

**David Anderson, 1108 NE 200<sup>th</sup> Street,** referred to Page 3 of the citizen comment document. He suggested that a public concern was misstated. The citizens are wanting to increase the efficiency of traffic movement. In other words, the City should not direct the traffic into the residential areas by making it easy. The traffic should be directed towards the arterials. Mr. Anderson recommended that instead of putting bicycle lanes on 15<sup>th</sup> Avenue Northeast because there is not enough room, the bicycle lane should be moved to 10<sup>th</sup> Avenue Northeast, which is much easier for bicyclist to ride. The only problem is when you get all the way to 145<sup>th</sup> Street, you have to jog over to 12<sup>th</sup> Avenue. On the opposite side of the golf course there is a road that leads right to Aurora. This is a much more logical route for bicycles. He suggested that bicycle access should be directed to the side streets and signs should be provided to tell cyclists how to get to the Interurban Trail, etc.

Mr. Anderson referred to the bridge that is being proposed to take the Interurban Trail across Aurora Avenue, and questioned if the City has thought about the concept that was used at First and Pine in Seattle. He noted that this intersection provides a stoplight that allows a person to cross kitty corner by stopping all lanes of traffic at the same time. This would be a great concept for this location, as well. It would save a significant amount of money and the project could be done now.

**Corbitt Loch, 2437 NW 196<sup>th</sup> Street,** said the concept of creating a Local Improvement District (LID) was not mentioned in the presentation but it is very applicable to sidewalks. If the City were to create a program that was easy to implement, it could be an important way for the City to build its own sidewalks.

**William Vincent, 800 NW 195<sup>th</sup> Street,** inquired if funding for the sidewalk program is restricted to operational funds and grants only, or is there another option for funding sidewalks to address public safety issues. For example, property owners could be assessed a portion of the sidewalk cost. Another option would be bonding for these funds. He questioned if there is an opportunity to identify some of the sidewalk projects as public safety concerns.

**Jeff Mixdolf, 2234 North 194<sup>th</sup> Street**, inquired regarding the proposal for the collector arterial located between Meridian Avenue and First Avenue. While this was not included in the plan tonight, it was included in an earlier draft. Ms. Marilley said this is no longer part of the plan, but the plan recommends that this street be studied further to look at the property rights and how it can be used as a pedestrian or bicycle pathway. However, she emphasized that no action would ever be taken without a public process and City Council approval.

Mr. Mixdolf said he is a bicyclist and rides to work in the University District almost every day. He uses the Burke Gilman Trail via Perkins, which is a lovely street but very narrow. He encouraged the City to mark this pathway and also work with the City of Lake Forest Park, which hasn't been very cooperative with bicyclists, in making that an easy access. He said he also gets to work using Meridian or Ashworth Avenues. Ashworth Avenue is a good route because there are no cars on the street. However, after 155<sup>th</sup> there is a jog between houses and improvements need to be made to increase the safety. He expressed his opinion that putting bike lanes on Meridian Avenue would be a bad idea.

**Winfield Hutton, 15138 Stone Ave North**, said he doesn't own a car, so he is a pedestrian and bus rider. He suggested that the solution to a lot of the problems would be the completion of the Aurora Project. He inquired regarding the status of this project. Mr. Haines answered that the Aurora Project is a two-phase project. The first phase is well into design and is scheduled for construction to begin in mid 2005. The City is currently in the process of acquiring right-of-way, as well as combining a couple of designs including the Interurban Trail. He advised that the second phase of the project has been included in the City's capital improvement plan, and it shows construction to begin in late 2008. There is still some work to do to determine whether the next two miles would be built in smaller sections or all at once. He noted that the Aurora Project would not change the current bus service.

Mr. Stewart referred to Mr. Vincent's question regarding funding. He said the bigger issue is how the City matches the need for infrastructure improvements with the existing budget. This is a challenge the City will be facing not only in the Transportation Master Plan, but also in the Surface Water Master Plan and Parks, Recreation and Open Space Master Plan. He advised that there are a number of funding sources the City has coming in for each of these, and they are fairly secure. There are also a number of other optional funding sources the City might want to explore, including the local improvement district funding mechanism, which is the process of assessing local private property to make an improvement. There are also grant and bond opportunities that could be pursued.

Ms. Marilley explained that the local improvement district funding mechanism has always been, and will continue to be, an option for funding sidewalks in a certain area if the neighborhood agrees. There are also resources at hand, but not a significant portion. Additionally, the City staff will continue to apply for grant funding. They watch Federal funding closely because it comes down to the State level, and the City is regularly successful on that level. Additional funds could come from loans or bonds.

Vice Chair Piro said that when considering funding options, he encouraged the staff to look at a discussion of some of these options so that it can become part of the public record. He also encouraged the Commission and staff to particularly review the section that talks about accessibility for people with disabilities (ADA) and what the City is doing to meet the Federal requirements.

Commissioner MacCully said he was pleased at the number of public comments that were focused on pedestrians, bicycles, and making sure that as the alternative means of transportation are considered, they don't expose the pedestrians and bicyclists to a heightened degree of danger by putting the lanes in places where they probably shouldn't be. Commissioner MacCully said that he is a proponent of street trees, but he never thought about a person with a cane using the sidewalk and the trees getting in the way. It is important to balance this issue so that the sidewalks both look good and are accessible to everyone. He noted that there is about \$200 million identified as needs, and only \$23 million in resources.

Commissioner Doering noted that the draft plan does not identify opportunities for high-capacity transit. Ms. Marilley said this is a regional issue and will come into play as they look at transit throughout the region and how it impacts Shoreline. Commissioner Doering noted that when the Aurora Avenue study was completed, it identified that a lot of the traffic comes from outside of the City. There is a huge need to address the problems that come from pass-through traffic. Mr. Haines said the recommendation is that Shoreline should become a more active partner in talking with the parties involved in high-capacity transit. The existing document accepts it as a given that there was a scheme approved that talked about an eventual alignment of some sort of rail along Interstate 5 with a station in or near Shoreline. They felt this was not necessarily good enough for the community, and that the community should benefit as much as possible from high-capacity transit. Therefore, the consultant has recommended wording that would open this up more to really look at what the City might advocate in terms of getting quality, high-capacity transit to Shoreline.

Commissioner Hall asked for a clarification of what the term "green street" means for Shoreline. Mr. Stewart said the concept of green streets has been debated hard by staff. On one end, a green street could be considered to be a more sustainable, pedestrian-oriented lifestyle, integrating storm water systems that are based on infiltration. This concept could move all the way up to making the street a little bit friendlier for pedestrians by providing additional amenities. He said one of the recommendations in the Transportation Master Plan is to explore what green streets really mean for the City. The current plan calls for green streets, but the concept was never clearly defined or fully developed. Paul Ingham referred the Commission to Page 128 of the matrix (Item 589). He said there is not a specific design for what a green street is at this time. They realize that there are many different visions, so the proposed policy in Item 589 would be to develop green street standards and a green street program.

Commissioner Hall said that calling something green has always tended to suggest ecological or environmental improvements. However, when looking at the Transportation Master Plan, he doesn't see any reference to environmental or stormwater being part of the green street issue. Ms. Marilley advised that surface water, as it relates to green streets, is covered in the Surface Water Master Plan. Once all of the master plans are tied together in the Comprehensive Plan, the intent is that the philosophy related to green streets, surface water, etc. would be considered whenever any improvements are done in the City. Mr. Ingham pointed out that drainage is listed as the last item on Table 6-2 of the staff report.

Commissioner Hall said that if you look at how street trees are planted in the City, either the sidewalk is against the road and the trees are in the grass away from the road, or there is a separate planting strip.

The advantage of either is that a person with a cane would have a clearly defined edge, either the curb or the edge of the sidewalk. He said there might be opportunities in the design standards to address safety, ecology and landscape architecture.

Commissioner Kuboi inquired if there is some basis for the level of transit that is present within the City as it relates to how much revenue King County Metro receives from the area. Does the City get a representative portion of the funding available in terms of service? Ms. Marilley answered that the City does not get a representative portion of the funding. Commissioner Kuboi inquired if the City has a mechanism for arguing that they deserve more east/west service. If not, perhaps this is something the City Council should take on. Lise Northey, Marai Associates, said this issue could turn political very quickly. If the City wants to get a greater return on their investment, they would have to lobby the King County Council.

Commissioner Kuboi said that it appears the City is approaching a lot of the documents from a technical perspective, and he does not see a strong component related to advocacy in the realm of grant writing or what the City Council should take on to implement the policies and goals.

Commissioner Kuboi said he has heard comments related to making the most of the transportation infrastructure that already is in place as opposed to building new things. He questioned how the Transportation Master Plan would address ways to make the current infrastructure more efficient. Ms. Marilley referred to the safety management program that is part of the draft plan. The intent of this program is to look at ways to get pedestrian and bicycles through the area in a safe manner, while providing adequate access for vehicles. Commissioner Kuboi voiced his opinion that safety is an implied goal. In everything they do, there is an implication that they want to do it in a safe and responsible manner. When he sees a document referred to as a safety document, that tells him that safety is an overriding factor as opposed to a factor that is balanced in with other priorities such as the lack of money and making what they have go as far as possible.

Mr. Haines explained that from a master plan standpoint, much of the efficiency that the City deals with comes out of the level of service discussion, which is the basis of the movement of traffic around town. Things that create an inconvenience, such as a traffic signal that doesn't function well, would not show up in the master plan. If the City receives complaints, they try to fix the problems.

Mr. Haines explained that, as required by the Growth Management Act, the Transportation Master Plan has to be cost constrained. They cannot have more projects in the plan than what the City can reasonably fund. The funding technique that has been used for decades to pay for transportation projects is grants. Many of the transportation projects are as much as 87 percent grant funded, with the remainder coming from local funds. He explained that as the master plan was put together, it was necessary to speculate what the grant market would be, because it is such a huge component on the capital element of the plan. The prioritization of projects falls into one of several categories such as safety, economic development, mobility to move from place to place, leveraging, etc. He said that as the Commission considers a recommendation for the City Council related to the Transportation Master Plan, they could discuss these criteria and the priorities identified by the consultant.

Commissioner Kuboi inquired if there is some assumption as to necessary increases in property taxes to fund some of the projects. Mr. Haines said that as they try to be conservative in terms of constraining projects, they looked at what the historic trends have been as far as local ability to generate money. The plan does not guess at whether or not a bond issue would be passed or whether or not the City wants to create a local improvement district. He noted that in the first nine years of the City being incorporated, they have tapped out the easy resource projects. The next cycle will put the City in the position of dealing with moderate to very difficult decisions about how to generate money to pay for a lot of projects, and not just transportation.

Commissioner McClelland suggested that each of the Commissioners mark up their copies of the Transportation Master Plan and forward them to the workgroup. She said she believes the plan has generated some excellent comments from the public. She is encouraged by the interest that the public has shown related to transportation issues. She expressed her belief that motorized and non-motorized transportation needs need to be balanced, and she is disappointed that the major priority has been defined as the Aurora Corridor simply because it costs so much. She said she doesn't believe this is really the City's highest priority. She said she strongly supports the comments provided by the citizens related to Stone Avenue. The neighborhoods between Aurora Avenue and Meridian Avenue should be identified as endangered and treated accordingly. She said she fully supports the concept of neighborhoods, with kids being able to ride bikes and walk freely.

Commissioner McClelland emphasized the importance of the City having a 20-year plan. These plans can anticipate the needs of everyone in the City, no matter what the age. The City should provide whatever is needed for people to live in a city that is not dominated by the automobile. She said she feels strongly about letting the work on large projects proceed, but she would like the Commission to place their emphasis on the aspects of transportation that make the City livable. She summarized that nothing should be done to improve traffic flow through the City at the expense of the neighborhoods.

Commissioner McClelland said that as she read through the citizen comments she found there was a message that needs to be taken to heart. People who worked on the committees when the City was incorporated feel that the adopted plans and regulations are being revised too much. She suggested that the plans should be adopted and then allowed to settle while the City concentrates on implementation.

Vice Chair Piro said he participated on the Transportation Master Plan workgroup, and he was enthused by the comments provided by the public. The staff and consultant presentation was very good, and the workgroup was unanimous in saying that the types of issues that are priorities for transportation within the community are neighborhood mobility, accessibility, walkability, etc. Commissioner Doering questioned if the workgroup members were surprised by the public testimony that was provided. Vice Chair Piro indicated that the comments are in line with what the workgroup discussed. The public comments lead them to believe they are heading in the right direction, but they need to do a lot more work.

Commissioner MacCully inquired if there is a way to measure neighborhood infiltration as a result of traffic measures that have been taken within the City. If so, does the City utilize this opportunity?

Ms. Marilley answered that one of the primary ways to measure these results is through traffic volume counts. But the City doesn't have a lot of history at this time. She advised that one of the primary reasons for adding a traffic engineer to the staff was to track these types of issues. She explained that before any type of change occurs, a pre-count is taken in the neighborhoods surrounding the change. After the change is made another count is conducted. She noted that the City, as a whole, has a regular traffic count program, but there are only so many places that focus on. She suggested that the workgroup could discuss further development of this program.

Commissioner MacCully said there is a difference between statistical and anecdotal information. Anecdotal information is hard to deal with, but that is what the Commission receives and they must find a way to incorporate it into the process. Perhaps the anecdotal information could drive some of the process for measuring neighborhood infiltration.

Commissioner Kuboi expressed his concern about how the Commission's process, in terms of implementing the master plan, would make sure that each neighborhood gets their fair share of projects. Ms. Marilley said the Commission would have an opportunity to review the prioritization of projects. Even though anecdotal information is very important, the statistical information must also be considered. She suggested that perhaps one of the prioritization criteria could be how much funding has already been invested in a particular area. Another option would be establish an overall policy that the funding and projects be split evenly throughout the City. She expressed her belief that the current prioritization process can add equity to where the dollars are being distributed. But this may or may not take geographic location into account.

Mr. Haines explained that when prioritizing projects, the staff first looks for guidance from the policies that have been adopted in the plan. Creating policies that implement the appropriate type of programming should be the City's first priority. In the absence of any specific policy, the staff will consider the project from a technical and risk management standpoint. They also would look at it from an equity standpoint. Because resources are scarce, he said it is best to spend the money where it can address the most significant problems.

Commissioner Hall referred to public comments related to the traffic spillover caused by the restriping of 185<sup>th</sup> into a shared roadway with bicycle lanes. He inquired if traffic studies were done before and after this project. Ms. Marilley noted that the 185<sup>th</sup> Street project was done several years ago before the City collected traffic counts. However, staff could provide traffic count data related to the 15<sup>th</sup> Northeast project.

Commissioner McClelland said she does not believe the City should sit back and let their arterial streets become the rivulets for the overcapacity of Interstate-5. While this may happen, the City should definitely express their opposition. The City should be sending a message to their regional planners that they should not count on the jurisdictions located along the Interstate-5 corridor to handle all the over capacity traffic. The more pressure that is put on Interstate 5, the quicker they will get high-capacity transit opportunities. The language in the plan needs to be assertive in getting this message across.



Vice Chair Piro clarified that when the Commission talked earlier about the recommendation to strike the existing high-capacity transit policy that looked at a single alignment with perhaps one station and replace it with a policy that would allow for more than one alignment or technology, they were referencing things such as rail, bus rapid transit, etc. The intent is to be open to as many options as possible and not just bound to what was presented in the first draft of the plan.

Commissioner Kuboi referred to Page 6-13 of the staff report, which references bus shelters. He inquired who would pay for these shelters. Ms. Marilley said the City would advocate with Metro to provide these shelters. Commissioner Kuboi said it is very important to identify the mechanisms the City would pursue to implement the plan. It is important to identify who would be responsible to pay for each of the projects and where the money would come from. He noted that when grant funding is available for a particular project, it might require that the project be placed as a higher priority than another project that does not have funding yet. It is important that the public understands this concept. The more they can do to clarify how projects will be funded, the better. Ms. Marilley agreed this would be important to include in the plan.

Mr. Haines explained that every project has a different balance in terms of grants. The Aurora Project has received 87 percent of its funding from grants. The North City Project was a high priority from a land use policy basis and the City Council indicated that they preferred to do the project quickly. At this point, the North City project has received about 20 percent of its funding from grants.

Commissioner MacCully referred to a bulleted list of priorities where maintenance of the existing infrastructure was high on the list. He suggested that having this priority list available for review during the transportation plan workgroup meetings would be helpful. They have to stay focused on the projects that have been identified as priorities.

Vice Chair Piro suggested that a schedule be created to identify deadlines by which individual Planning Commissioners could provide comments related to each of the workgroup topics. Mr. Stewart said Ms. Spencer would be setting up agendas for the workgroup meetings.

Chair Harris recalled that when the workgroups were set up, they agreed to a certain level of trust for each other's work, and that the other Commissioners would not interfere too much. In addition, he said it is important that the Commissioners stay focused on their individual workgroup tasks. Vice Chair Piro said he does not see allowing comments from the other Commissioners as interference.

Commissioner McClelland referred to the letters that were provided by the public related to the land use element of the Comprehensive Plan, which offered so much advice and information. She said she is impressed that citizens are willing to take the time to provide this information. She suggested that the Commission consider holding a special workshop to talk about how the budget works. This would allow them to have a better grasp on how the funding decisions are made. This could lead towards the need for the City to focus on economic development. It is important that more businesses and jobs are created to increase the tax revenue. Mr. Haines agreed that economic development is an important element to consider.

## **7. REPORTS OF COMMITTEES COMMISSIONERS**

None of the Commissioners provided comments during this portion of the agenda.

## **8. UNFINISHED BUSINESS**

Mr. Stewart recalled that at the last meeting, the Commission asked for an opinion from the City Attorney regarding the procedural status of the proposed Midvale Avenue vacation. He referred to the memorandum that was provided by the City Attorney to the Commission tonight. He said that as the staff report for the hearing is prepared, staff hopes to be able to clarify the criteria and the limits of how far the Commission might go in terms of addressing the issue of public interest.

Mr. Stewart advised that there is a quasi-judicial element to the vacation procedure, so the Commission should be taking this into account and not being engaging in ex parte communications as they prepare for the hearing. However, in some cases there is also a legislative element to the procedure, and State case law has treated this procedure with uncertainty.

Commissioner Hall thanked the staff and the City Attorney for responding to the Commission's question so quickly. Mr. Stewart advised that the City Attorney has indicated that would be happy to address specific questions the Commissioners might have, and these could be conveyed to him via the staff. His responses would be forwarded to the entire Commission in writing.

Commissioner McClelland said the Commission also requested direction from the City Attorney regarding the extent to which the Commission could condition the vacation. Mr. Stewart said the staff would attempt to establish, in the staff report, some clarity as to what the criteria is and how far the Commission can go in terms of conditioning the recommendation.

Commissioner Piro suggested that as the staff prepares the staff report and reviews the individual criteria and factors, it would help if they could identify those that are straightforward and those that are not. It would also be helpful for staff to zero in on particular points that were used when making their recommendation.

Commissioner Hall inquired if the staff report would provide an analysis as to what extent the proposal would meet or not meet the four criteria, including its consistency with the Comprehensive Plan. Mr. Stewart said some of the criteria outlined in Section 12.17 of the Code are fairly broad. The question is going to be how far the Commission can go in terms of rendering a recommendation in order to conclude or reach the finding that a criteria has or has not been met or met if a condition is applied. There are a huge number of variables involved in this type of deliberation.

Commissioner Kuboi inquired if the City Attorney's direction for this particular vacation application would also apply to the vacation application for the "wedge." Mr. Stewart said the City has received an application by the owners of this property to vacate Ronald Place north of 175<sup>th</sup>. The abutting property owners signed that petition, so the initiation process is different in that the City Council would not be initiating the vacation.

The vacation application would still come before the Commission and the City Council. He said the criteria that apply to the Midvale Avenue vacation application would also apply to all other vacation applications that are submitted to the City.

## **9. NEW BUSINESS**

Vice Chair Piro distributed a copy of an article from the Municipal Research and Services Center on design review. He said the document provides a nice comparison of what is happening in different communities in the Puget Sound Region and in the State.

## **10. ANNOUNCEMENTS**

Ms. Spencer referred the Commission to materials that were provided in their packets related to an upcoming quasi-judicial action that is scheduled on their September 2<sup>nd</sup> agenda. This is related to a plat on 15<sup>th</sup> Northeast. In addition, she referred the Commission to the City Council weekly update and the handout for the American Planning Association Conference. She advised that there is budget available for conference registration, hotel accommodations, and travel expenses for those Commissioners who want to attend. Interested Commissioners should contact Ms. Curry as soon as possible so that the appropriate arrangements can be made for conference registration and hotel reservations. The individual Commissioners must make travel arrangements on their own.

## **11. AGENDA FOR NEXT MEETING**

Chair Harris advised that a workshop discussion on the 2004 Surface Water Master Plan is scheduled for August 5<sup>th</sup>.

## **12. ADJOURNMENT**

The meeting was adjourned at 10:05 p.m.

---

David Harris  
Chair, Planning Commission

---

Lanie Curry  
Clerk, Planning Commission

This Page Intentionally Left Blank

**PLANNING COMMISSION AGENDA ITEM**  
**CITY OF SHORELINE, WASHINGTON**

<b>AGENDA TITLE:</b>	Workshop Discussion on the Parks Recreation and Open Space (PROS) Master Plan
----------------------	---

<b>DEPARTMENT:</b>	Parks, Recreation, and Cultural Services
--------------------	--

<b>PRESENTED BY:</b>	Dick Deal, PRCS Director
----------------------	--------------------------

## **I. INTRODUCTION**

Parks, recreation, cultural services, and open space are key elements of a community's quality of life. The Parks, Recreation, and Open Space (PROS) Plan will assist in prioritizing City of Shoreline investments in these facilities and programs. The plan evaluated the current facilities and determines what the gaps may be between what currently exists and what the community may want, and creates recommendations which the City Council may consider in future years. The (PROS) Plan will be a six-year master plan, but will attempt to evaluate the facilities and program needs for the community for the next twenty years. This plan will serve as a companion document to the Shoreline Comprehensive Plan which discusses the City's present parks, recreation, and cultural services programs in very general terms in relation to existing conditions, general elements of the parks, recreation, and open space plan; and general goals and policies.

## **II. BACKGROUND**

Following the City of Shoreline's incorporation on August 31, 1995, the City began negotiations to assume ownership of park properties in the community owned and operated by King County. Initially the City contracted with King County for continued park maintenance services, providing a transition period for the City to acquire staff and determine the role it should take regarding parks and recreation services. The majority of property in our park system was acquired from King County on June 1, 1997 when 330 acres of park property and facilities were transferred to the City of Shoreline. Work commenced on the development of a Parks, Recreation, and Open Space Plan and in November 1998 Shoreline's first PROS Plan was adopted.

The mission of the Parks, Recreation, and Cultural Services (PRCS) Department is:

**“ To provide life-enhancing experiences and promote a healthy community”**

This to be achieved through:

- Stewardship of our parks, facilities, and open spaces
- Recreational programs for all ages and abilities

The PRCS Department consists of three divisions including Administration, Parks Operations and Recreation.

**Administrative Division** – Responsible for leadership in the department and working with the City Council, city administration, PRCS Citizen Advisory Board, Shoreline Library Board, and citizens on the development of programs and facilities to meet the needs of the community.

**Park Operations Division** – Maintain the City of Shoreline's park system and provide long term planning and capital project oversight of park projects to support community use of the parks and meet public recreation needs.

In the past six years fifteen acres of additional property has been added to the park system in Shoreline and several facilities have been improved, upgraded or developed. Nine of the ten high priority recommendations from the 1998 PROS Plan have been completed including:

- Renovation and expansion of Shoreview Park
- Improve existing Parks
- Upgrade Richmond Highlands Park
- Development of Bluff Trail at Richmond Beach Saltwater Park
- Expansion of Shoreline Pool and Parking
- Development of a Skate Park
- Paramount Park Open Space additional property acquisition
- Feasibility Studies and Master Plans
- Acquire and Develop Proposed Interurban Trail

The only project not completed was the joint development of sports fields with Shoreline Community College.

**Recreation Division** - Develop and implement comprehensive recreation programs, services and events targeting all ages and abilities, and a variety of special interests throughout the year to meet the needs of the community. The Recreation Division is divided into five sections:

- **General Recreation Programs** providing classes, developmentally disabled programs and special interest workshops;
- **Aquatics Programs** providing a variety of classes and programs at the Shoreline swimming Pool.
- **Facilities** providing oversight of athletic fields, picnic shelters and recreation center rentals;
- **Teen Programs** providing specialized programs and events for the area's teen population; and
- **Cultural and Community Service and Events** providing family programs and special events throughout the year, and financial support to the Shoreline-Lake Forest Park Arts Council and the Shoreline Historical Museum.

The initial Plan was a good document that established goals and policies that guided the development of the park system through the early years. Since the first plan was adopted the City of Shoreline has worked hard to improve facilities and develop recreation and cultural programs. Much progress was made and citizens continue to rate the quality of facilities and programs “good to excellent” on customer satisfaction surveys. During the past six years the city has continued to solicit input from citizens at open houses, community meetings, and additional surveys. That input combined with the work of staff and consultants has been used to develop the draft plan before you today.

### **Community Involvement Methodologies**

Public involvement in identifying citizen needs and developing the *PROS Plan* involved several elements included conducting:

- One focus group meeting in May 2003;
- Stakeholder interviews with the City Manager, Deputy City Manger, PRCS Board, Department staff, as well as representatives from Shoreline Community College and the Shoreline School District;
- Joint City Council and PRCS Board meeting in July 2003
- Two community-wide Comprehensive Plan Open Houses in September 2003
- 6 PRCS Board Regular and Special Meetings from June 2003 to March 2004; and 3 Comprehensive Plan Open Houses
- A statistically valid citizen needs assessment survey.

In addition, this needs assessment and *PROS Plan* was conducted in parallel with development of a comprehensive package of parks, trails, recreation and sidewalk improvements analysis involving a Bond Advisory Committee made up of over 20 citizen volunteers and a “Capital Improvements Project Citizen Survey” was completed.

The key findings of the public outreach are summarized below, with more detailed information included in the appendices. Several sections of the *PROS Plan* provide more specifics as to how the Department could accomplish these tasks.

### ***Stakeholder Interviews Services***

- In mid-May 2003, stakeholder interviews were conducted with the City Manager, Deputy City Manger, PRCS Advisory Board, PRCS Department staff, as well as representatives from Shoreline Community College and the Shoreline School District. During these meetings, stakeholders were asked a series of questions regarding parks, recreation and cultural services needs including programs and facilities, improvements and changes, priorities, and willingness to pay.

### *Focus Groups*

Also in mid-May 2003, a variety of stakeholder representatives met as a focus group to provide input on park, recreation and cultural service. A general discussion and overview of the Department was provided, and the participants were then divided into smaller discussion groups.

### *Community Meetings/Workshops*

In September 2003, two community forums were held as part of the Comprehensive Plan Update process. Transportation, Surface Water and Parks, Recreation and Open Space Plan information was displayed and public comment was taken in written comment forms. Detailed information is included in the Appendix.

### *Survey Methodology*

#### Parks, Recreation and Cultural Services Community Attitude and Interest Citizen Survey

The City of Shoreline conducted a Community Attitude and Interest Survey during May and June of 2003 to help establish priorities for the future development of parks and recreation facilities, programs and services within the community. The survey was designed to obtain statistically valid results from households throughout the City of Shoreline, and was administered by a combination of mail and phone.

Leisure Vision worked extensively with the City of Shoreline Parks, Recreation and Cultural Services Department officials and staff as well as members of the GreenPlay, LLC, project team in the development of the survey questionnaire. This work allowed the survey to be tailored to issues of strategic importance, and provide insight for effective planning of the future system.

The goal was to obtain at least 500 completed surveys, including a minimum of 100 in each of the three geographic areas in the City of Shoreline. This goal was far exceeded, with 576 surveys being completed, including over 140 in each of the three geographic areas. The results of the random sample of 576 households have a 95% level of confidence with a precision of at least  $\pm 4.1\%$ .

#### Capital Improvement Projects Citizen Survey

A Capital Improvement Projects (CIP) Survey was administered in Shoreline during September and October of 2003 to help decide whether or not the time is right to ask voters to approve a bond issue, and if so, what should be included in that bond package. The survey was designed to obtain statistically valid results from households throughout the City of Shoreline, and was administered by a combination of mail and phone.

Leisure Vision worked extensively with the City of Shoreline Bond Advisory Committee and staff in the development of the survey questionnaire. This work allowed the survey to be tailored to issues of strategic importance to effectively test a potential capital improvement program. The goal was to obtain at least 500 completed surveys, which



was accomplished with 500 surveys being completed. The results of the random sample of 500 households have a 95% level of confidence with a precision of at least +/-4.4%.

### **III. DISCUSSION**

The draft plan being discussed this evening is intended to stimulate discussion and solicit comments from citizens that will make this plan a valuable tool in the development of a parks, recreation, and cultural services system to meet the needs of the citizens of the City of Shoreline. Listed below are elements of the plan that will help determine the growth and development of the park and recreation system into the future.

#### **Existing Levels of Service**

Level of service is a term that describes the amount, type, or quality of facilities that are needed in order to serve the community at a desired and measurable standard. This standard varies, depending not only by the type of service that is being provided, but also by the quality of service that is desired by the community. A community can decide to lower, raise, or maintain the existing levels of service for each type of capital facility and service. This decision will affect both the quality of service provided, as well as the amount of new investment or facilities that are, or will be, needed in the future to serve the community. Level of service standards state the quality of service that the community desires and for which service providers should plan.

Levels of service for parks and recreation were not established as part of the *1998 Park, Open Space and Recreation Services Plan*. However, a geographic level of service was utilized to analyze the existing service level in Shoreline. Geographic levels of service are used to determine where deficiencies in park and open space facilities occur. This method involves defining various types of parks/facilities (e.g., Neighborhood Park, Community Park, etc.), developing a geographic radii service area around each type of park/facility, and determining the classification for city facilities.

#### ***Neighborhood Park:***

A neighborhood park is the basic unit of the park system and serves as the recreational and social focus of the neighborhood within an approximate 15 minute walking time. The overall space is designed for impromptu, informal, unsupervised active and passive recreation as well as organized recreational activities. These parks are generally small, approximately five to ten acres, and serve the neighborhood within a one-half mile radius. Since these parks are located within walking and bicycling distance of most users, the activities they offer become a daily pastime for the neighborhood residents.

#### ***Community Park:***

A community park serves a broader purpose than a neighborhood park. The purpose of these parks is for meeting community-based active, structured recreation needs as well as preserving unique landscapes and open spaces. The design is for organized

activities and sports, although individual and family activities are also encouraged. Generally, the size of a community park ranges between approximately ten to 50 acres.

#### *Large Urban Park:*

Generally, large urban parks provide a wide variety of specialized facilities such as sports fields, large picnic areas, etc. Their focus is on providing a mixture of active and passive recreation opportunities and serving a diversity of interests. Due to their size and the amenities offered, they require additional support facilities such as parking and restrooms. They usually exceed 50 acres, and are designed to accommodate large numbers of people within the entire community.

#### *Natural/Special Use Parks:*

This category includes areas developed to provide aesthetic relief and physical buffers from the impacts of urban development, and to offer access to natural areas for urban residents. These areas may also preserve significant natural resources, remnant landscapes, and open space. Furthermore, natural/special use areas may serve one or several specific purposes such as community gardens, waterfront access, or a variety of others. The service area for natural/special use spaces varies depending upon amenities and usage.

#### *Regional Parks:*

Regional parks serve the city and beyond as they are usually large and include a specific use or feature that make them unique. Typically, their use focuses on a mixture of active and passive activities, and sometimes offers a wider range of amenities and activities. Richmond Beach Saltwater Park serves as a regional park due to its functionality in providing water access to the Puget Sound.

Based on this analysis, Shoreline has areas of park service gaps. As the following maps indicate much of Shoreline is deficient in Neighborhood Park facilities. The northeast corner of Shoreline is deficient in Community Park facilities. However the City is well served by a Regional Park, two Large Urban Parks, and Natural/Special Use Park facilities.

#### Target Levels of Service

Addressing geographic service gaps will be challenging for the City of Shoreline as it is nearly built out with limited areas available for land acquisition for park/facility development. There are a number of reasons that the geographic service area method may not be appropriate for determining target levels of service:

- It is only efficient if all park amenities within the park draw patrons from the same distance geographically.
- It does not take into consideration any accessibility barriers such as major streets, freeways, industrial areas and perception issues.
- Parks rarely meet all of the characteristics within each standard category.
- The standards were developed several years ago and have not been updated in recent years.

- It is not adjusted for differences in recreation interests and demands, weather patterns, or other variables in different geographic areas of the country.
- It does not address the quality or mix of park amenities.

The community will face a number of issues over the coming years which will determine if facilities need to be refurbished, expanded or developed and then when, where and how this will occur. Many capital projects will be competing for development because not all facilities can be funded and built at the same time. Not only will funding need to be prioritized but also construction resources and land will need to be carefully allocated. Financial constraints will also limit the ability to successfully meet target levels of service utilizing a geographic level of service standard. Specifically, utilization of this method could result in the City focusing its resources on acquisition of land at the expense of other strategic methods of service delivery that would be less expensive and provide more service in the long term.

Developing a new, target level of service is an integral piece of this *PROS Plan, 2004*. To more effectively address citizen needs and desires, a new level of service was developed for Shoreline based on the quality and mix of park amenities. This method is a more typical approach utilized by communities. It is a departure from the geographic method in that this approach looks at the types of amenities provided in a given park, and establishes long term goals based on community input and on the amenities available to the surrounding community.

This method, called the amenity driven approach, establishes an interconnected relationship between individual park facilities within the overall park system. The amenity driven approach allows greater flexibility in strategically planning for amenities. Additionally, this approach addresses the quality and mix of park facilities within the park system as a whole. For example, if patrons are looking for a neighborhood park amenity, it may exist or can be created in a "community park" and serve the public need much more cost effectively and efficiently than creating a new neighborhood park in an area where there is no land available. Accessibility to existing parks with needed amenities might be a key long-term goal versus land acquisition, design and building a new park.

The following figure illustrates how the level of service for neighborhood park could be expanded if certain amenities were added/upgraded in existing parks of various classifications.

### Recreation Programming

A recreation program should provide the community with a wide range of services and programs. These can be created by City staff, through contracted services, or through partnerships with other organizations and businesses.

The City's goal is to evaluate the program offerings in the community and strive to provide recreation programs for all age groups and interests. This includes programs and classes for preschool, youth, teens, young adults, and seniors. In areas where private and non-profit groups already provide programs and services the City should

collaborate and enhance already existing services. The City should not be expected to provide all recreation programs needed in the community.

### **Meeting the Community Needs**

The City should strive to provide a balanced active and passive recreation program offering classes and workshops, sports, cultural arts, outdoor and environmental education, health and fitness programs, aquatics, trips, and special events. By continually seeking input from citizens via survey, telephone, and personal contact program offerings should be expanded, modified, or eliminated to make the most efficient use of available funds and facilities.

### **Cultural Arts and Historic Preservation Programs**

The City contracts with the Shoreline-Lake Forest Park Arts Council and the Shoreline Historical Museum for services. These organizations play an important role in the presentation and preservation of arts and history in the community. City employees work closely with the director of each organization and partner on community events of cultural and historical significance.

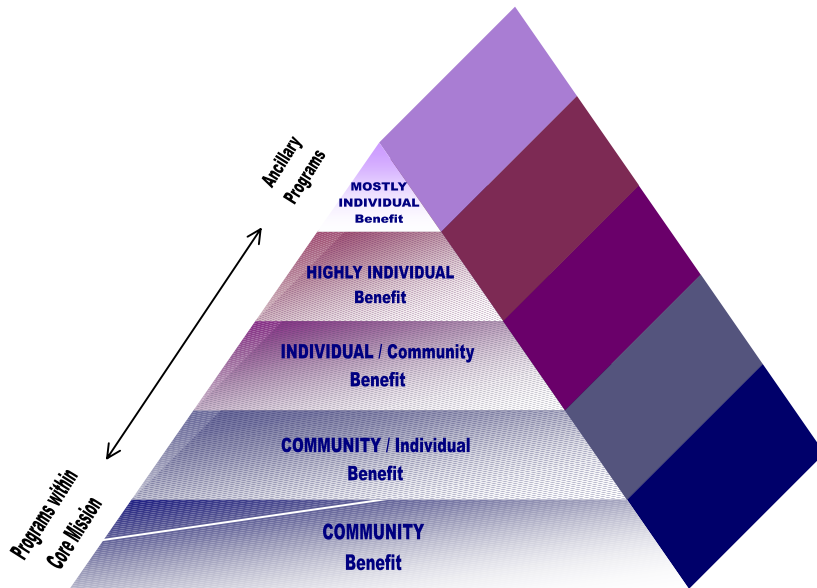
### **Scholarships**

Efforts are made to keep program fees affordable to all citizens. In addition, some programs are offered free of charge so anyone interested can participate. Some residents have limited income and would not be able to participate in fee-based programs and activities without a scholarship. A scholarship program has been implemented and is available for residents of Shoreline.

### **Developing and Evaluating Recreation Programs**

The draft Parks, Recreation, and Open Space Plan proposes that staff use a program pyramid process to evaluate the benefit of programs offered. This process is intended to measure each program and determine if the program is meeting the needs of the community or individuals. The foundation of the pyramid represents the mainstay of a public parks and recreation program, and programs that meet these criteria are considered “community” benefit program. These are the core programs and many are offered at low or no cost. At the top of the pyramid are programs that benefit individuals. These are usually specialized programs or services, traditionally are more expensive than community based programs, and benefit a small percentage of community residents.

**Table 1: Shoreline Pyramid Level Characteristics**



PYRAMID LEVELS	Mission Alignment	Benefit	Initial Assignment of Characteristics
Level 5	Low	highest individual benefit	<ul style="list-style-type: none"> <li>Highly competitive</li> <li>Advanced skill</li> <li>Targets residents and non-residents</li> <li>Generally least tax subsidy, highest cost recovery of direct and indirect expenses; possibly a profit center</li> </ul>
Level 4		highly individual benefit	<ul style="list-style-type: none"> <li>Specialized programs</li> <li>Specific target market</li> <li>More competitive</li> <li>Teaches individual skills</li> <li>Participant fees priced to recover higher level of costs perhaps all direct costs and all or part of indirect costs</li> </ul>
Level 3	Moderate	more individual/less community benefit	<ul style="list-style-type: none"> <li>Involves life-long sports and activities</li> <li>Helps build strong teens and adults</li> <li>Skill development beyond introductory</li> <li>Blending of tax subsidy and cost recovery</li> </ul>
Level 2		some community some individual benefit	<ul style="list-style-type: none"> <li>Encourages participation rather than competition</li> <li>Encourages improvement of communication skills</li> <li>Introduction to activities, beginner level</li> <li>For youth, addresses developmental assets as outlined by Council</li> <li>Promote physical and mental well-being</li> <li>Expected services</li> <li>Focuses on addressing resident needs</li> </ul>
Level 1	High	benefits community as a whole	<ul style="list-style-type: none"> <li>Minimal or low participant cost</li> <li>Binds youth and families to community</li> <li>Creates sense of belonging</li> <li>Enhance quality of life for residents</li> <li>Generally available to all residents</li> </ul>

- Generally higher tax subsidy, lower cost recovery

### **Prioritization of Program, Capital Improvements, and Land Acquisitions**

The PRCS goals and policies adopted as part of the 2004 Shoreline Comprehensive Plan provide the foundation for much of the future planning for the Capital Improvement Plan. These CIP recommendations focus on the first 6 years of the plan. As each year passes, the Department should evaluate its progress in the Capital Improvement Plan, strive to accomplish more of the 20-year CIP through additional opportunity funding sources such as partnerships, and continually update the Strategic Plan based on the current needs each year. Some of the longer-range CIP projects with higher cost estimates such as athletic fields can be accomplished sooner or partially completed if strategic partnerships for capital funding are established.

Within the context of the adopted Comprehensive Plan, it is imperative that specific funding opportunities such as grants, King County Conservation Futures, Partnerships, and a Bond Issue (years 10-20 of the CIP) be actively pursued in order to accomplish the 20-year Capital Improvement Plan. The purpose of the following recommendations is to provide guidelines of priorities that respond to the community input and targeted levels of service to update the current resources and then to create new resources as designated in the Comprehensive Plan.

There are over \$47 million identified in the 20-year Capital Improvement Plan making it impossible to implement everything with the current level of the General Capital Fund. The annual figure utilized for the General Capital Fund implementation is approximately \$400,000 per year for City parks projects without new revenue sources being identified such as grants, donations, conservation futures, partnerships and possibly a bond issue. Alternative funding sources will need to be identified and implemented to achieve the vision set forth in the PROS Plan.

A significant challenge for the City is balancing the significant lifecycle costs to maintain the existing recreation facilities and park system with the cost to address the level of service deficiencies in neighborhood parks, beach and water access, athletic fields, etc. Some of the largest costs in the 20-year horizon are associated with Recreation facilities and Open Space Acquisition. \$11.5 Million is slated for Recreation Facilities. \$10.5 million is identified in the second 10 years for replacement of the City's two existing indoor facilities. These facilities include the Shoreline Pool and Richmond Highlands Recreation Center. A new recreation center on the east side of the community is also identified in the last 10 years to address a level of service deficiency. The long-term strategy for twenty years is to renovate and/or add new facilities in the years 10-20 giving time to plan and price the facilities that are more of a priority. A bond issue can be utilized for the majority of any new build costs and should be voted on and implemented during the last half of the twenty-year Capital Improvement Plan. The City needs to begin planning now for an orderly reinvestment in its infrastructure beyond the six year CIP horizon.

The breakdown of the \$47+ million Capital Improvement Plan follows with some strategies, action steps and comments to assist the City of Shoreline in planning so the 20-year CIP can become a reality.

There is \$11.4 million identified for Open Space Acquisition in the 20-year Capital Improvement Plan. The City of Shoreline boundaries are fixed and there are few opportunities to add viable open space properties to the system. Some potential properties have been identified that present an opportunity to leave a legacy for future generations. The challenge is funding. All potential funding avenues must be explored to create this legacy. Puget Sound beach and fresh water access is identified as a key level of service deficiency and should be addressed when the opportunity arises. Developing a positive working relationship with Burlington Northern Santa Fe needs to be established to ensure safe pedestrian crossings and recognize Burlington Northern Santa Fe future planning needs. As funding opportunities arise and properties become available, the City should seek to acquire open space and water access properties such as the properties around Echo Lake. The City needs to begin to search out alternative funding and creative partnerships to accomplish the CIP for Open Space Acquisition.

There is \$4 Million identified for 20 Year Life Cycle costs necessary to maintain the current park system. This is a priority to that was expressed by the public, stakeholders and policy makers. Given the revenue forecast, the City is unlikely to be able to maintain the park system to this standard and will likely have to extend lifecycle costs. This means amenities like benches, picnic tables, litter receptacles, paths, backstops, etc will not be replaced on regular basis and may only be replaced on an emergency or crisis basis after their useful lifespan has elapsed. The City needs to evaluate the maintenance staffing and resources on an annual basis to ensure the park system is safe. Priorities should be established for maintenance, aesthetics and service level improvements to provide guidance for maintenance and development of the system. The City should seek partnerships with neighborhood groups, service clubs, grants, etc. for refurbishing of the park system to maintain the expected quality levels of service.

\$2.38 million is targeted for Neighborhood Park Improvements in the 20-year CIP, which were expressed as the highest need by the community and the highest priority for improvement in the park system. The Neighborhood Park Level of Service Deficiency is significant in the community and there is broad support in the community for neighborhood park improvements. A portion of each year's CIP is set aside in the General Capital Fund to improve Neighborhood Parks. The City should also seek partnerships with neighborhood groups, service clubs, donations, etc. for improving the neighborhood park amenities. The strategy is to improve deficient neighborhood parks first and strategically distribute neighborhood park improvements throughout the park system. This strategy will serve the most citizens with the fewest CIP dollars versus some of the larger, longer term CIP projects in the 20-year plan.

There is \$784,000 identified in the 20-year CIP for Master Plans and Forest Management Plans for the park system that includes 10 Master Plans and Forest

Management Plans. Several parks do not function well as they were originally designed and upgrades alone will not address the deficiencies.

\$7.7 million is identified in the 20-year CIP for Community Parks, Large Urban Parks and Regional Park improvements. The two largest projects include Richmond Beach Saltwater Park improvements and Hamlin Park Concept Plan improvements totaling \$3.9 million. Replacement of restrooms and the addition of two restroom facilities to the park system total \$626,000. Restrooms were the highest requested park improvement in the Community Attitude and Interest Citizen Survey. The Concept Plan developed as part of the PROS Plan should be utilized as a foundation for the Master Plan for Hamlin Park. Additional funding sources need to be established to be able to accomplish these larger ticket items that are identified in the Capital Improvement Plan.

There is \$625,864 identified for Trails in the 20-year Capital Improvement Plan that is a priority to the community. Alternative funding sources need to be pursued such as IAC Grant with matching funds. Some of the lower cost projects that will have high impact for trail users should be implemented first such as Hamlin Park, Boeing Creek and Shoreview Park improvements. The largest projects include \$226,000 for Innis Arden Reserve Concept Plan Improvements and \$120,000 for I-5 sound / impact reductions leaving \$280,000 for the remaining 10 projects.

\$5.5 Million is slated for improvements to athletic fields and will need to be funded in the later portion of the Capital Improvement Plan. Included in the CIP are the all-weather soccer fields that are at the end of their useful life and are in need of immediate renovation. This represents one of the largest projects at \$1.6 million at Shoreline A & B fields and \$1.6 Million at Twin Ponds Park and Shoreview Park. The City should consider short term re-grading and installation of new surface materials to extend the lifespan of the facilities until funding for major renovation can be secured. This can be accomplished through strategic partnerships with athletic organizations for some of the smaller renovation projects and the larger projects can be included in a bond issue.

There is \$2.5 Million identified for Natural Area Enhancements that encompasses approximately one third of the park system that is classified as natural area. This is a significant resource for the community and was one of the higher priorities for the community. There is a high need for habitat enhancements as well as vegetation enhancement where invasive vegetation has negatively impacted the resource. Alternative funding sources such as grants need to be explored and applied for to preserve these natural areas. The City should seek volunteers for invasive plant removal and vegetation planting and establishment to accomplish this labor-intensive work and stretch the limited resources available in the Capital Improvement Plan.

\$450,000 is identified for Surface Water Management Facilities to be paid for by Surface Water Management funds and replacement of the pedestrian bridge at Richmond Beach Saltwater Park is in the Transportation CIP budget.



The recommendations and strategies listed in the CIP table accomplish the most projects that benefit the most citizens in the first six years of the plan. Most of the large projects would utilize most or all of the available capital improvement funds from the General Capital Fund and not accomplish many projects. The projects that would be funded through this type of strategy would benefit only a few interests in the community.

This CIP list accomplishes the priorities that the community supported and the implementation of these improvements will serve the vast majority of the public. The majority of the public wanted the City of Shoreline to fix up what is currently owned first, and then build new facilities and amenities. The community wanted the City to acquire additional park land, preserve open space as well as to increase the levels of service in the parks. The public wanted amenities in existing parks such as playgrounds, shelters, picnic areas, drinking fountains, etc. as a priority.

Some of the high priorities such as athletic fields are very expensive capital projects and can't be accomplished with the general fund allocations. Alternative funding opportunities are needed such as a bond issue, partnerships, grants, donations, as listed in the potential funding sources. Master planning for future capital improvements is a high priority and also needs to be funded with opportunity dollars rather than general fund based on the high capital expenditure that is beyond the allocation of general funds per year.

The strategy is to spread as many general fund dollars across as many parks as possible in repairing, replacing and adding the general park amenities that the community supports as a priority. This will impact the most citizens in the shortest amount of time and demonstrate that the plan reiterates the priorities of the community.

The strategy of planning to replace amenities in the 10 year life cycle spending in the first 6 years, totaling \$1,695,237 of which \$1,007,000 or 59% has been identified in the General Capital Funds in the 6-year Capital Improvement Plan. The remaining 41% that amounts to \$688,237 will need to be funded through alternative funding sources or the General Capital Fund needs to provide approximately \$172,000 each year for years 7-10 in order to accomplish the 10-year life cycle replacements.

Adding facilities in the second half of the 20-year Capital Improvement Plan will create time to plan and prioritize while strategizing how to fund the large ticket items in the 20 year CIP. Most facilities will last for 20+ years but will need to be renovated or replaced. This needs to be planned for and funds created for upkeep of all facilities during the life cycle of the facility.

Open Space preservation is another high priority for the public but since land acquisition also is very expensive, it must be funded in different ways than the general fund. The General Capital Fund can then be utilized to plan how to develop these into usable open space that the public can appreciate and enjoy. There are grant opportunities and King County Conservation Futures that may be utilized for land acquisition.

Another proposed strategy is to put a bond referendum together for the community to vote for the ability to implement the larger and more expensive projects in the 20-year plan to be funded during the later portion of the plan. Likewise, a bond issue can be utilized to complete the neighborhood parks, community parks, open space plan, athletic fields, and trails.

The 6-year CIP concentrates on as many smaller projects as possible with the general fund and recommends securing grant money to plan future improvements, and then fund the improvements with a bond issue in years 2012-2015. Implementing these capital projects will elevate the level of service that the community supports as soon as possible in as many areas as possible, to take care of the resources and amenities the Parks, Recreation and Cultural Services Department already has prior to investing in new ventures.

The long-term CIP strategy recommends re-establishing the bond advisory committee to further review and evaluate the CIP, and make recommendations regarding timing and amounts of any future bond issue or other funding mechanisms. This would set the foundation in place to secure a positive vote based on the results of the dollars already spent wisely and appreciated by the community. Community support will be instrumental in any alternative-funding scenario particularly a bond issue. The School District is a key partner in fulfilling many projects and level of service and the relationship needs to be fostered.

The City of Shoreline faces some strategic policy choices to successfully implement the 20-year Capital Improvement Plan as well as the PROS Plan. Some of the strategic policy choices are:

- What level of investment will be made to address current needs and anticipated future needs?
- What level of investment will be made to address current needs in the contrast to addressing level of service deficiencies?
- What level of investment will be made for maintaining the current system and for adding new facilities and land to the system?
- What level of investment will be made to acquire significant natural resources that may not be available in the future?
- What level of priority is it to purchase land and land bank it until capital dollars for planning and development are secured?
- Does the City wish to continue the current practice of "pay as you go" or plan first, build community support and then seek alternative funding?
- Does the City wish to pursue a bond issue prior to the second 10 year time frame in the 20 year planning period?

## 20 Year Capital Facilities Projects

LOS	Level of Service	SWM	Surface Water Management
NP	Neighborhood Park	T/SWM	Transportation & Surface Water Mgmt
CP	Community Park	PW	= Public Works Facilities Maintenance
SF	Soccer Field	OS	= Open Space
BF	Ballfields	RHRC	= Richmond Highlands Recreation Center
AF	Athletic Field		
DF	Drinking Fountain		
Standard= This improvement would help to meet the specified level of service.			

Project #	Standard	Park/Facility Name	Project	Description / Comment
1	LOS	Park System	20 Yr Life Cycle Replacement Costs	Excludes playground, picnic areas, restrooms, and athletic field improvements
2	LOS	Shoreline Pool	20Yr Life Cycle Replacement Costs	
3	LOS	RHRC	20 Yr Life Cycle Replacement Costs	
4		Ballinger Park	Concept Plan Improvements	Path, revegetation
5		Ballinger Park	Park Entry Improvements	Park ID signage
6		Ballinger Park	Vegetation Enhancements	Remove invasives and replant
7	NP LOS	Boeing Creek Park	Playground and Picnic Facilities	ADD 6 picnic tables, 1 picnic shelter, 3 BBQ, 4 Garbage Cans, 2 Benches, 1 DF, Path
8	CP LOS	Boeing Creek Park	Restroom	Add new restroom
9		Boeing Creek Park	Park Entry Improvements	Park ID sign, landscaping, way finding signage to and through park
10		Boeing Creek Park	Habitat Enhancements	Boeing Creek
11		Boeing Creek Park	Concept Plan Improvements	
12	Trail LOS	Boeing Creek Park	Master Plan Open Space	Cost of master plan for Boeing Creek/Shoreview Park Open Space and Trails
13	Trail LOS	Boeing Creek Park	Trail Improvements and 2 bridges	
14	NP LOS	Bruggers Bog Park	Playground and Picnic Facilities	ADD- 2 picnic tables, 2 ramadas, 2 BBQ, 2 Garbage Cans, 1 Bench, 1 DF, Path
15		Bruggers Bog Park	Concept Plan Improvements	Entire Park including McAleer Creek Park ID sign, landscaping, way finding signage to and through park
16		Bruggers Bog Park	Vegetation Enhancement	
17		Bruggers Bog Park	Park Entry Improvements	
18	NP LOS	Cromwell Park	Playground and Picnic Facilities	ADD- 5 picnic tables, 1 picnic shelter, 4 BBQ, 4 Garbage Cans, 3 Benches, 1 DF, Path
19	CP LOS	Cromwell Park	Restroom	Add new restroom Number from 10 Year Life Cycle Costs from DEA
20	BF LOS	Cromwell Park	Ball Field Renovation	1 soft ball/baseball field
21	CP LOS	Cromwell Park	Master Plan and Improvements in CIP	Part of Ronald Bog Surface Water project
22		Cromwell Park	Stormwater Detention Facility	
23		Darnell Park	Trail and Overlook	Assume 250 linear feet of new trail

## 20 Year Capital Facilities Projects

Project #	Standard	Park/Facility Name	Project	Description / Comment
24		Darnell Park	Stormwater Detention Facility	Surface Water project
25		Darnell Park	Vegetation Enhancement	Remove invasive plants and replant
26	NP LOS	Echo Lake Park	Playground and Picnic Facilities	ADD- 3 picnic tables, 2 BBQ, 2 Garbage Cans,  Landscape buffer along west edge. Small playground Small triangle shaped property on east side of Interurban Trail. None identified at this time. Aurora sidewalk planned in Transportation Plan.
27	CP LOS	Echo Lake Park	Restroom Replacement	
28		Echo Lake Park	ADA Path to Lake and Restroom	
29		Echo Lake Park	Regrade Grassy Area, Landscape, Irrigate	
30		Echo Lake Park	Purchase adjacent land for parking	
31		Echo Lake Park	Acquire Public Access Points Around Lake	
32		Echo Lake Park	Develop Walking Round Around Echo Lake	
33	NP LOS	Hamlin Park	Playground and Picnic Facilities	Replace existing. ADD- 12 Picnic Tables, 1 picnic shelter, 6 BBQ, 10 G-Cans, 6 Bench, Path
34	CP LOS	Hamlin Park	Restroom Replacement	Regrade, reconfigure, drainage, irrigation 4 lower fields New lights on 4 lower fields
35	BF LOS	Hamlin Park	Athletic Field Improvements	
36	BF LOS	Hamlin Park	Athletic Field Lighting Improvements	
37		Hamlin Park	Concept Plan Improvements	8.9 acres located on north boundary of Hamlin Park Playgrounds, picnic areas, reconfigure ballfields, concession stand, trail system, B'ball courts etc.
38	OS LOS	Hamlin Park	Purchase SPU Hamlin Park Addition	
39	Trail LOS	Hamlin Park	Master Plan	
40	Trail LOS	Hamlin Park	Trail Improvements	
41		Hamlin Park	Forest Management Plan	
42	NP LOS	Hillwood Park	Playground and Picnic Facilities	Replace existing playstructure and add tot lot with ADA accessible path
43	CP LOS	Hillwood Park	Restroom Replacement	
44	BF LOS	Hillwood Park	Ballfield Renovation	
45		Hillwood Park	Concept Plan Improvements	Potential project in Surface Water Plan
46	CP LOS	Hillwood Park	Portable Skate Park	
47		Hillwood Park	Stormwater Detention Facility	
48	Trail LOS	Innis Arden Reserve	Concept Plan Improvements	Trail system, beach access culvert under 3 BNSF tracks, parking, etc. Acquire public access between Innis Arden and Boeing Creek Parks
49	Trail LOS	Innis Arden Reserve	Acquire public easements	
50		Innis Arden Reserve	Master Plan	
51		Interurban Trail	Add Park Amenities	
52	NPLOS	James Keough Park	Playground and Picnic Facilities	ADD-2 picnic tables, 2 BBQ, 2 G-cans, 1 bench, path, Included in Transportation Plan
53		James Keough Park	I-5 Noise Mitigation	
54		James Keough Park	Concept Plan Improvements	
55		James Keough Park	Master Plan	
56	NPLOS	Meridian Park	Picnic Facilities	ADD-3 picnic tables, 2 G-cans, 2 benches, 1 drinking fountain, Remove invasives and replant Partner with S. District on 2 signs/ wetland plants & watershed
57		Meridian Park	Vegetation Enhancement	
58		Meridian Park	Interpretive Displays (two signs)	

## 20 Year Capital Facilities Projects

59		Meridian Park	Park Entry Improvements	Park ID sign, landscaping, way finding signage to and through park
60	NP LOS	North City Park	Picnic Facilities	ADD- 1 picnic table, 1 G-can, 1 bench
<b>Project #</b>	<b>Standard</b>	<b>Park/Facility Name</b>	<b>Project</b>	<b>Description / Comment</b>
61		North City Park	Expand trail and make ADA Improvements	
62		North City Park	ADA Parking Improvements	
63		North City Park	I-5 Noise Mitigation	Included in Transportation Plan
64		North City Park	Park Entry Improvements	Park ID sign, landscaping, way finding signage to and through park
65		North City Park	Interpretive Displays	Partner with S. District on 1 sign and plant ID tags along trail
66		North City Park	Forest Management Plan	
67	NP LOS	Northcrest Park	Playground and Picnic Facilities	ADD- 2 picnic tables, 2 G-Cans, 2 benches
68		Northcrest Park	Park Entry Improvements	Way-finding signage, park entry signs,
69		Northcrest Park	Expand trail and make ADA Improvements	Provide east west crosspaths for connections to neighborhood
70		Northcrest Park	Site Lighting Improvements	
71		Northcrest Park	Parking Improvements	Establish formal parking
72		Northcrest Park	Forest Management Plan	
73	NP LOS	Paramount Open Space	Picnic Facilities	ADD- 3 picnic tables, 3 G-Cans, 3 benches, path
74		Paramount Open Space	Expand trail and make ADA Improvements	Improve trails throughout park and around ponds and provide connections from parking
75		Paramount Open Space	Park Entry Improvements	Way-finding signage, park entry signs,
76		Paramount Open Space	Surface Water Facility	
77		Paramount Open Space	Vegetation Enhancements	Remove invasives and replant
78		Paramount Open Space	Master Plan	
79	OS LOS	Paramount Open Space	Purchase Adjacent Land	South side of park
80		Paramount Open Space	Interpretive Signage at Entrance	
81		Paramount Open Space	Parking Improvements	
82		Paramount School Park	Park Entry Improvements	Park ID sign, landscaping, way finding signage to and through park
83	NP LOS	Pocket Park	Playground and Picnic Facilities	ADD-- tot lot and 1 picnic table, 1 garbage can, 1 bench
84		Pocket Park	Park Entry Improvements	Park ID sign, landscaping, way finding signage to park
85		Conservancy Property	Improve Trail and make ADA Improvements	ADA improvements from 20th Ave. to overlook and 18th Ave to lower flat area
86		Conservancy Property	ADA Parking Improvements	At 18th Ave.
87	NP LOS	RB Community Park	Playground and Picnic Facilities	Replace existing playstructure and add tot lot with ADA accessible path
88		RB Community Park	ADA Parking Improvements	Establish ADA parking spaces/access and formalize parking
89		RB Community Park	Park Entry Improvements	Park ID sign, landscaping, way finding signage to and through park
90		RB Community Park	Drainage Improvements in NW Corner	
91		RB Community Park	Perimeter Landscaping Improvements	West side of park.
92	NP LOS	RB Saltwater Park	Master Plan and Design in 04 CIP	
93		RB Saltwater Park	Playground and Picnic Facilities	ADD- 2 playgrounds, 15 tables, 4 ramadas, 10 G-cans, path

## 20 Year Capital Facilities Projects

94		RB Saltwater Park	Multiple Improvements	Pier, Underwater Park, Water Trail Stop, Trails, Overlooks, Playgrounds and Picnic Areas, Outdoor Showers, Parking, Landscaping, Erosion Control and add Beach Front
<b>Project #</b>	<b>Standard</b>	<b>Park/Facility Name</b>	<b>Project</b>	<b>Description / Comment</b>
95		RB Saltwater Park	Bridge	
96		R Highlands Park	Picnic Facilities	ADD- 1 picnic table, 1 BBQ, 1 G-Can, 2 Benches, 1 Drinking Fountain
97		R Highlands Park	Park Entry Improvements	Park ID sign, landscaping, way finding signage to and through park
98		R Highlands Park	Perimeter Parking and Frontage Improvements	Parking along NE 167th, bollards, landscaping and pedestrian access to park
99		R Highlands Park	Improve Paths and make ADA Improvements	Add perimeter path around park
100		R Highlands Park	Restroom Replacement	
101		R Highlands Park	Field Improvements	Regrade grass and replant. Save irrigation and drainage and reuse.
102		R Highlands Park	Concession and Storage Facilities	
103		Richmond Reserve	Park Identification Signing	Small Park Identification sign
104		Richmond Reserve	Vegetation Enhancements	Remove invasives and replant
105	NP LOS	Ridgecrest Park	Playground and Picnic Facilities	ADD-1 playground, 2 picnic tables, 1 Garbage Can, 2 Benches, 1 path
106		Ridgecrest Park	Master Plan	
107		Ridgecrest Park	Park Entry Improvements	Park ID sign, landscaping, way finding signage to and through park
108		Ridgecrest Park	Sidewalk improvement for pedestrian access	Improve access from neighborhood with sidewalk along 161st street to park
109	BF LOS	Ridgecrest Park	Parking Improvements	Pave parking lot with curb/gutter and ADA access
110		Ridgecrest Park	I-5 Noise Mitigation	Vegetation planting on berm
111		Ridgecrest Park	Address Bank Erosion	Plant vegetation
112		Ridgecrest Park	Athletic Field Upgrade	Regrade and replant. Reuse irrigation, drainage.
113		Ridgecrest Park	Perimeter Walking Path with ADA access	New.
114		Ridgecrest Park	Park Amenities	Enclosure for sanican, drinking fountain
115	NP LOS	Ronald Bog Park	Master Plan in CIP	In Current CIP/ Recommend deleting this project and do upgrades only.
116		Ronald Bog Park	Sidewalk improvement on Meridian	Included in Transportation Plan
117		Ronald Bog Park	Stormwater Detention Facility	
118		Ronald Bog Park	Vegetation Enhancements	Remove invasives and replant
119		Ronald Bog Park	Trail Improvements and ADA accessibility	Access from parking lot to sod roof viewing shelter and picnic facilities
120		Ronald Bog Park	Park Entry Improvements	Park ID sign, landscaping, way finding signage to and through park
121		Ronald Bog Park	Parking Improvements	Pave parking lot with cub/gutter and ADA access
122		Ronald Bog Park	Interpretive Signage at Parking Lot	Interpret bog, SWM functions, and plants, birds etc
123		Ronald Bog Park	Picnic Facilities	ADD-- 2 tables 1 BBQ, 1 G-Can, path from parking to picnic facilities
124		Ronald Bog Park	Potential horitcultural emphasis	Arboretum, rhododendron garden, etc ???
125		Ronald Bog Park	Potential Public Art Walk	Path on north side of park??
126	NP LOS	Shoreline Park	Playground and Picnic Facilities	ADD-2 picnic tables, 2 BBQ, 2 G-cans, and replace playstructure
127	AF LOS	Shoreline Park	Athletic Field Renovation	New synthetic grass with underdrainage, goals, etc.
128	AF LOS	Shoreline Park	Athletic Field Lighting	Two soccer fields

## 20 Year Capital Facilities Projects

129	CP LOS	Shoreline Park	Tennis Court Lighting	Add lighting to extend capacity
130		Shoreline Park	Park/Conference Center Directional Signing	In partnership with S.District.
131		Shoreline Park	Upgrade S.District Utility Field with Lights	Soccer
<b>Project #</b>	<b>Standard</b>	<b>Park/Facility Name</b>	<b>Project</b>	<b>Description / Comment</b>
132	LOS	Shoreline Park	Master Plan Entire City/S.Dist Complex	Park, Spartan Gym, Pool, Conference Center, S Dist Admin & Maint and Stadium Add 250 seat theater
133		Shoreview Park	Picnic Facilities	ADD- 2 picnic tables, 2 Benches, 1 Drinking Fountain
134	AF LOS	Shoreview Park	Soccer Field Renovation	New synthetic grass with under drainage, goals, etc.
135		Shoreview Park	Park Entry Improvements	Park ID sign, landscaping, way finding signage to and through park
136		Shoreview Park	Trail Head and Trail Improvements w/ ADA	Formalize trail system with interpretive signing, trail heads, trail work and ADA access
137		Shoreview Park	Sidewalk Improvement along Innis Arden Way	Complete path along entire frontage to connect with future sidewalks
138		Shoreview Park	Landscaping Improvements	On bank area below tennis court and upper parking lot
139	Trails LOS	Shoreview Park	Master Plan Open Space	Master Plan Boeig Creek and Shoreview Park Open Space
140	NPLOS	Twin Ponds Park	Playground and Picnic Facilities	Replace Playground ADD- 4 Picnic Tables, 2 BBQ, 3 G-Cans, 3 Benches, 1 Drinking Fountain, Path
141		Twin Ponds Park	Park Entry Improvements	Park ID signs at 1st and Meridian, landscaping, way finding signage to and through park
142		Twin Ponds Park	Sidewalk Improvements on Meridian	Install sidewalk on Meridian along park frontage
143		Twin Ponds Park	Parking Improvements w/ ADA	Pave with curb/gutter
144	CPLOS	Twin Ponds Park	Trail/walking path improvements w/ADA	Circulation throughout site
145		Twin Ponds Park	Stormwater Detention Facility	Potential Surface Water project
146		Twin Ponds Park	Vegetation Enhancements	Remove invasives and replant
147	AF LOS	Twin Ponds Park	Athletic Field Renovation	New synthetic grass with underdrainage, goals, bleachers etc.
148	NP LOS	Twin Ponds Park	Park Amenities	Benches, drinking fountains, pond overlooks, site lighting, fencing
149		Twin Ponds Park	Interpretive Signage	Three signs: a) watershed b) water habitat for fish/birds c) native plants ecosystem
150	CP LOS	Twin Ponds Park	Master Plan	
151		Twin Ponds Park	Forest Management/Vegetation Plan	Vegetation management plan for entire site
152	CP LOS	Aldercrest Annex	Master Plan with S.Dist.	Co-develop site to satisfy Community Park LOS deficiency for outdoor and indoor facilities
153	AF LOS	School District Fields	Upgrade Existing Fields	Partner with School District to identify sites.
154	CP LOS	School District Paved Courts	Add regulation height B'BlI Standards	Add regulation b'ball standards at 2 middle schools and 4 elementary schools east & west
155	Trail LOS	Puget Sound Beaches	Public Access	Acquire public access through privately owned property/greenbelts/reserves and public properties
156	OS LOS	MacAleer Creek	MacAleer Creek Preservation	Conservation Easements, Purchase land, or let regulations protect this corridor 192 and 15th
157	SP FAC LOS	Indoor Pool	Replace at end of 20 year cycle	Replace Shoreline Pool at end of life expectancy
158	SP FAC LOS	Recreation Center	Add east side Recreation Center like RHRC	Site to be determined.

## 20 Year Capital Facilities Projects

159	Trail LOS	Puget Sound	Water Trails	Establish water trail signs, maps
-----	-----------	-------------	--------------	-----------------------------------



#### Public Comment & Recommendations for Resolution

Please see the comment summary matrix in Attachment B of this report. See comment numbers **59, 81, 93, and 99** of this summary.

#### **IV. NEXT STEPS**

The Planning Commission will be asked to review and make a recommendation on the updated Park, Recreation, and Open Space Element of the Comprehensive Plan and the Park, Recreation, and Open Space Master Plan. It is anticipated that the public hearing will begin on September 23<sup>rd</sup> if the workshops are completed as planned. City Council public hearings may begin November 22<sup>nd</sup> following release of the Planning Commission's recommendation.

#### **ATTACHMENTS**

**Attachment A:** Summary Goals and Policies

**Attachment B:** Updated Summary Table of Comments  
with Staff Responses as of August 5, 2004

This Page Intentionally Left Blank

## **Attachment A: Summary Goals and Policies**

## **Summary Goals and Policies**

### Proposed Goals & Policies Updates – Parks, Recreation and Cultural Services

**Table 2: Parks, Recreation and Cultural Services Policy Matrix**

<b>Ref. Number</b>	<b>Existing Goal/Policy</b>	<b>Staff/Consultant Comments and Suggestions</b>	<b>Proposed Goal and Policy</b>	<b>PRCS Board Comments</b>
GOAL 1	Enrich the quality of life for all Shoreline residents by ensuring that a broad range of high quality parks, recreation and cultural opportunities are readily available, by preserving open spaces and maintaining a quality parks and recreation system.	<i>No change.</i>	Enrich the quality of life for all Shoreline residents by ensuring that a broad range of high quality parks, recreation and cultural opportunities are readily available, by preserving open spaces and maintaining a quality parks and recreation system.	<i>Fine, as noted.</i>
Policy 1 (PR1)	Ensure that the Parks, Recreation and Cultural Services Department continually strives to meet the goals for both existing and planned population growth.	<i>Clarify reference to “goals”.</i> Monitor changes in both existing and planned population and evaluate how the Parks, Recreation and Cultural Services Department can adapt to the changing population and varying needs	Monitor changes in both existing and planned population and evaluate how the Parks, Recreation and Cultural Services Department can adapt to the changing population and varying needs.	<i>Fine, as noted.</i>
Policy 2 (PR2)	Preserve, protect and enhance areas (where practical) with critical or unique natural features – such as stream corridors, wildlife habitats, shorelines and wetlands – especially if endangered by development.	<i>Integrated PR17. Added focus on stewardship, and educating citizens to be good stewards.</i> Strive to preserve, protect and enhance areas with critical or unique natural features -- such as stream corridors, wildlife habitats, shorelines and wetlands -- especially if endangered by development, and educate the public on the importance of stewardship through a variety of mechanisms.	Strive to preserve, protect and enhance areas with critical or unique natural features -- such as stream corridors, wildlife habitats, shorelines and wetlands -- especially if endangered by development, and educate the public on the importance of stewardship through a variety of mechanisms.	Preserve, protect and enhance areas with critical or unique natural features -- such as stream corridors, wildlife habitats, shorelines and wetlands -- especially if endangered by development, and educate the public on the importance of stewardship through a variety of mechanisms.
Policy 3 (PR3)	Address, when practical, inadequacies of existing parks.	<i>Prefer not to include, too vague.</i>	<i>Remove.</i>	<i>Fine, as noted.</i>

Ref. Number	Existing Goal/Policy	Staff/Consultant Comments and Suggestions	Proposed Goal and Policy	PRCS Board Comments
Policy 4 (PR4)	Look for opportunities to preserve and protect current open space.	<i>Clarify what “looking for opportunities” means.</i> Strive to proactively seek opportunities to preserve and protect existing open space, and acquire open space properties.	Strive to proactively seek opportunities to preserve and protect existing open space, and acquire open space properties.	Proactively seek opportunities to preserve and protect existing open space, and acquire open space properties.
Policy 5 (PR5)	Place emphasis on maintain parks and recreational facilities in a safe, attractive manner utilizing the most cost efficient and effective management practices.	<i>Integrated Policy 21 (PR21) to some degree.</i>	<i>Remove.</i>	<i>Fine, as noted.</i>
NEW GOAL	NEW GOAL	<i>New goal/policy developed to address existing “partnerships.”</i> Monitor and evaluate maintenance of parks and recreational facilities with joint-use agreements, and develop measurable standards for enhancing maintenance efficiency and effectiveness.	Monitor and evaluate maintenance of parks and recreational facilities with joint-use agreements, and develop measurable standards for enhancing maintenance efficiency and effectiveness.	<i>Fine, as noted.</i>
Policy 6 (PR6)	Seek outside funding, when possible, as an alternative for acquisition or renovation of current park properties.	<i>Integrated into Policy 7.</i>	<i>Remove.</i>	<i>Fine, as noted.</i>
Policy 7 (PR7)	Investigate alternative methods, for the financing of facility development, maintenance and operating needs to reduce costs.	Investigate alternative methods, including seeking outside funding, for the financing of acquisition, facility development and renovation, maintenance and operating needs to reduce costs.	Investigate alternative methods, including seeking outside funding, for the financing of acquisition, facility development and renovation, maintenance and operating needs to reduce costs.	<i>Fine, as noted.</i>
Policy 8 (PR8)	Coordinate park planning and land acquisitions with those of other agencies providing similar services and with City plans for streets, utilities, and development in order to maximize the benefits from public lands for parks and programs.	<i>No change.</i>	Coordinate park planning and land acquisitions with those of other agencies providing similar services and with City plans for streets, utilities, and development in order to maximize the benefits from public lands for parks and programs.	<i>Fine, as noted.</i>
Policy 9	Ensure that water bodies in park	<i>Need to clarify water rights on water</i>	Ensure that water bodies owned by the	<i>Want to clarify that this also</i>

Ref. Number	Existing Goal/Policy	Staff/Consultant Comments and Suggestions	Proposed Goal and Policy	PRCS Board Comments
(PR9)	settings are protected from degradation of water quality and that water quality remains a priority.	<i>bodies in City limits.</i> Ensure that water bodies owned by the City in park settings are protected from degradation of water quality and that water quality remains a priority.	City in park settings are protected from degradation of water quality and that water quality remains a priority.	<i>includes protection of native habitat, fish, and other aquatic life. This policy addresses water quality. See new policy PRA, below proposed by staff in lieu of this policy statement.</i>
New Policy A (PRA)		<i>New Policy to address protection of aquatic habitat and species, see comment above.</i>  Utilize sound maintenance practices and design and development guidelines to ensure the careful stewardship of natural resources and habitat in the park system.	Utilize sound maintenance practices and design and development guidelines to ensure the careful stewardship of natural resources and habitat in the park system	<i>PRCS Board review needed</i>
Policy 10 (PR10)	Retain and develop underdeveloped public rights of way for public access and passive recreation where appropriate.	<i>No Change.</i>	Retain and develop underdeveloped public rights of way for public access and passive recreation where appropriate.	<i>Fine, as noted.</i>
Policy 11 (PR11)	As far as practical, distribute park facilities evenly throughout the City.	<i>This is a Level of Service policy question, how satisfy demand, variety of amenities needed, and the City may not be able to “evenly distribute” due to various constraints.</i> Develop and distribute multi-use neighborhood, community and regional park facilities throughout the City to satisfy varying levels of citizen needs.	Develop and distribute multi-use neighborhood, community and regional park facilities throughout the City to satisfy varying levels of citizen needs.	<i>Fine, as noted.</i>

Ref. Number	Existing Goal/Policy	Staff/Consultant Comments and Suggestions	Proposed Goal and Policy	PRCS Board Comments
Goal 2	Seek increased opportunities for Shoreline citizens to enjoy parks, recreation, and cultural resources through improving accessibility and usability of existing facilities and pursue opportunities and partnerships for new indoor and outdoor facilities for year round programming.	<i>No change.</i>	Seek increased opportunities for Shoreline citizens to enjoy parks, recreation, and cultural resources through improving accessibility and usability of existing facilities and pursue opportunities and partnerships for new indoor and outdoor facilities for year round programming.	<i>Fine, as noted.</i>
Policy 12 (PR12)	Develop a park system that provides a variety of recreation opportunities serving a wide range of interest and age groups.	<i>The previous goal made it appear that the entire system needed to be developed rather than enhanced and improved.</i> Enhance the park system so that it continues to provide a variety of recreation opportunities serving a wide range of interests and age groups.	Enhance the park system so that it continues to provide a variety of recreation opportunities serving a wide range of interests and age groups.	<i>Fine, as noted.</i>
Policy 13 (PR13)	Work to improve the accessibility of park and recreation facilities to all individuals and groups of all physical capabilities, skill levels, age, income, and activity interest and seek compliance with Americans with Disabilities Act standards.	<i>No change.</i>	Work to improve the accessibility of park and recreation facilities to all individuals and groups of all physical capabilities, skill levels, age, income, and activity interest and seek compliance with Americans with Disabilities Act standards.	<i>Fine, as noted.</i>
Policy 14 (PR14)	Maintain a high profile in the community to help ensure that parks and recreation programs reflect the needs and desires of the community.	<i>Clarify with measure of public awareness.</i> Establish mechanisms to help ensure that parks, recreation and cultural services facilities and programs have high awareness levels within the community.	Establish mechanisms to help ensure that parks, recreation and cultural services facilities and programs have high awareness levels within the community.	<i>Fine, as noted.</i>
Policy 15 (PR15)	Seek to balance indoor and outdoor recreation opportunities.	<i>This is related to future indoor pool and community center needs in the next several years.</i> Seek to improve and expand indoor and outdoor recreation opportunities to reflect the diverse and changing needs and	Seek to improve and expand indoor and outdoor recreation opportunities to reflect the diverse and changing needs and desires of the community.	<i>Fine, as noted.</i>

Ref. Number	Existing Goal/Policy	Staff/Consultant Comments and Suggestions	Proposed Goal and Policy	PRCS Board Comments
		desires of the community.		
New Policy B (PRB)		<i>(This can be applied to sports field, pool and community center needs)</i> Upgrade active recreation and sports facilities to maximize public use by utilizing designs that meet current industry standards.		<i>Want a policy that addresses upgrading active park amenities. See staff comments and suggestions. Need PRCS Board review.</i>
Policy 16 (PR16)	Seek to balance passive and active recreation opportunities.	<i>Clarify facilities and programs can achieve this. A “balance” may or may not be desirable.</i> Seek to offer an expansive mix of passive and active recreation opportunities through both facilities and program offerings.	Seek to offer an expansive mix of passive and active recreation opportunities through both facilities and program offerings.	<i>Fine, as noted.</i>
Policy 17 (PR17)	Provide, where appropriate, educational exhibits, displays and information to educate visitors about natural habitats and unique features.	<i>Incorporated into PR2</i>	<i>Remove.</i>	<i>Fine, as noted.</i>
GOAL 3	Seek partnerships and coordination with existing facility and program providers to strive for the efficient and equitable distribution of community and regional resources, and to maximize the usability of parks recreation resources to Shoreline residents.	<i>Clarify. Alliances is a broader term and can include partnerships. This adds “cultural” services to goal.</i> Seek alliances and coordination with facility and program providers to strive for the efficient and equitable distribution of community and regional resources, and to maximize the use of parks, recreation and cultural resources by Shoreline residents.	Seek alliances and coordination with facility and program providers to strive for the efficient and equitable distribution of community and regional resources, and to maximize the use of parks, recreation and cultural resources by Shoreline residents.	<i>Fine, as noted.</i>
Policy 18 (PR18)	Continue to develop and coordinate, with both public and private school districts, the use of school facilities for park and recreational purposes after school hours in order to maximize the public benefit from existing resources.	<i>No Change.</i>	Continue to develop and coordinate, with both public and private school districts, the use of school facilities for park and recreational purposes after school hours in order to maximize the public benefit from existing resources.	<i>Fine, as noted.</i>



Ref. Number	Existing Goal/Policy	Staff/Consultant Comments and Suggestions	Proposed Goal and Policy	PRCS Board Comments
Policy 19 (PR19)	Develop partnerships with other public and private agencies and organizations in order to provide new or more efficient programming opportunities.	<i>Clarify. Alliances is a broader term and can include partnerships. Integrates PR23.</i> Develop alliances with other public and private agencies and organizations in order to avoid duplication and reduce costs through joint planning and development of facilities and programs.	Develop alliances with other public and private agencies and organizations in order to avoid duplication and reduce costs through joint planning and development of facilities and programs.	<i>Fine, as noted.</i>
Policy 20 (PR20)	Actively involve special interest groups in the development and management of recreation services.	<i>Clarify and broaden community involvement options.</i> Actively involve stakeholders, users, and the community in the development and management of park, recreation, and cultural services.	Actively involve stakeholders, users, and the community in the development and management of park, recreation, and cultural services.	<i>Fine, as noted.</i>
Policy 21 (PR21)	Coordinate maintenance operations with other agencies such as the Shoreline School District, Shoreline Community College, private schools, churches and athletic field users.	<i>No change.</i>	Coordinate maintenance operations with other agencies such as the Shoreline School District, Shoreline Community College, private schools, churches and athletic field users.	<i>Fine, as noted.</i>
Policy 22 (PR22)	Become the primary coordinating agency for leisure services in the Shoreline area.	<i>Focusing on building alliances, communication, and coordination among providers as discussed in other goals/policies – Shoreline not necessarily “primary.”</i>	Seek to develop alliances and mechanisms for communication and coordination among leisure service providers in the Shoreline area.	<i>Fine, as noted.</i>
Policy 23 (PR23)	Coordinate with public and private resources to avoid duplication and reduce costs through joint planning and development efforts.	<i>Integrated into PR19</i>	<i>Remove.</i>	<i>Fine, as noted.</i>

Ref. Number	Existing Goal/Policy	Staff/Consultant Comments and Suggestions	Proposed Goal and Policy	PRCS Board Comments
GOAL 4	Seek to develop a diverse City-wide trail system that provides linkages between parks, greenways, open spaces, regional trail systems, residential neighborhoods, and community businesses	<i>We could consider eliminating the list of community elements if this is too wordy. Broaden focus of connections with reference to community elements.</i> Seek to develop a diverse Citywide trail system linking key community elements such as parks, greenways, open spaces, regional trail systems, transportation nodes, neighborhoods, churches, and community businesses.	Seek to develop a diverse Citywide trail system linking key community elements such as parks, greenways, open spaces, regional trail systems, transportation nodes, neighborhoods, churches, and community businesses.	<i>Fine, as noted. Do not eliminate list of community elements.</i>
Policy 24 (PR24)	Seek opportunities to develop pedestrian and bicycle connections in and around the City to connect neighborhoods with parks.	<i>A more specific version of Goal PR IV addressing connecting neighborhoods with parks. Is it necessary to call this out separately?</i> Identify opportunities to develop pedestrian and bicycle connections in and around the City to expand connectivity of community amenities with a specific focus on linking neighborhoods with parks.	Identify opportunities to develop pedestrian and bicycle connections in and around the City to expand connectivity of community amenities with a specific focus on linking neighborhoods with parks.	<i>Fine, as noted.</i>
Policy 25 (PR25)	Develop trail systems within parks such as Shoreview and Hamlin and in the Interurban right-of-way.	<i>Broaden this goal to focus on a system as opposed to specific trails. Integrates PR 26.</i> Develop trail systems within parks and in the Interurban right-of-way focusing on linking these systems with existing, planned and future local and regional trails through coordination with Planning and Public Works.	Develop trail systems within parks and in the Interurban right-of-way focusing on linking these systems with existing, planned and future local and regional trails through coordination with Planning and Public Works.	<i>Fine, as noted.</i>
Policy 26 (PR26)	Coordinate with Planning and Public Works to develop links to regional trail systems.	<i>Integrated into PR25</i>	<i>Remove.</i>	<i>Fine, as noted.</i>
Policy 27 (PR27)	Implement the City “green street program,” which would provide a network of pedestrian and bicycle trails that would create	<i>Transportation is including the “green street” discussion/policy in the transportation plan. Consider removing this.</i>	<i>Remove or refine further.</i>	<i>Change as noted. Support Transportation efforts to implement the “green street program.”</i>

Ref. Number	Existing Goal/Policy	Staff/Consultant Comments and Suggestions	Proposed Goal and Policy	PRCS Board Comments
	access between parks and other public facilities.	Support the Transportation Plan efforts to implement the City "green street program" which would provide a network of pedestrian and bicycle trails that would create access between parks and other public facilities.		See staff comments and suggestions.
GOAL 5	Encourage regular and effective public involvement in the park cultural planning process.	<i>Clarify.</i> Encourage consistent and effective public involvement in the short and long-range park, recreation and cultural services planning process.	Encourage consistent and effective public involvement in the short and long-range park, recreation and cultural services planning process.	<i>Fine, as noted.</i>
Policy 28 (PR28)	Encourage, record, and track citizen responses to specific programs, facilities, and policies.	<i>No change.</i>	Encourage, record, and track citizen responses to specific programs, facilities, and policies.	<i>Fine, as noted.</i>
Policy 29 (PR29)	Monitor park and recreation service preferences, needs, and trends through questionnaires, surveys and public hearings.	<i>Broaden language to allow variety of methods.</i> Monitor park, recreation and cultural service preferences, needs, trends and citizen satisfaction through various community outreach methods.	Monitor park, recreation and cultural service preferences, needs, trends and citizen satisfaction through various community outreach methods.	<i>Fine, as noted.</i>
Policy 30 (PR30)	PR30 in planning decisions which affect the public interest.	<i>Clarify. Difficult to interpret what "affect the public interest" as most decisions have that potential.</i> Provide public review opportunities in park, recreation and cultural services planning decisions.	Provide public review opportunities in park, recreation and cultural services planning decisions.	<i>Fine, as noted.</i>
Policy 31 (PR31)	Establish public relations and publicity efforts to inform citizens of the recreation opportunities available citywide and in local neighborhoods.	<i>Clarify. This is an ongoing effort.</i> Monitor, evaluate and adjust public relations and publicity efforts to inform citizens of the park, recreation and cultural opportunities available citywide and in neighborhoods.	Monitor, evaluate and adjust public relations and publicity efforts to inform citizens of the park, recreation and cultural opportunities available citywide and in neighborhoods.	<i>Fine, as noted.</i>

Ref. Number	Existing Goal/Policy	Staff/Consultant Comments and Suggestions	Proposed Goal and Policy	PRCS Board Comments
Policy 32 (PR32)	Encourage citizen involvement and participation in assuring the quality of park development and maintenance with programs such as adopt-a-park, volunteer programs and clean-up events.	<i>Broaden language. Volunteer preferences and opportunities change over time.</i> Encourage citizen involvement and participation in assuring the quality of park development and maintenance through various volunteer opportunities.	Encourage citizen involvement and participation in assuring the quality of park development and maintenance through various volunteer opportunities.	<i>Fine, as noted.</i>
Policy 33 (PR33)	Implement strategies to meet the recreation and cultural needs and preferences of the citizens of Shoreline based on user trends, surveys and public meetings.	<i>Integrated into PR29.</i>	<i>Remove.</i>	<i>Fine, as noted.</i>
GOAL 6	Seek to provide a broad, diverse, flexible and challenging program of recreation and cultural services to meet the leisure needs of diverse populations, age groups and interests.	<i>No change.</i>	Seek to provide a broad, diverse, flexible and challenging program of recreation and cultural services to meet the leisure needs of diverse populations, age groups and interests.	<i>Fine, as noted.</i>
Policy 34 (PR34)	Be a catalyst in the process of working with other organizations to satisfy the recreation needs of Shoreline residents. (This does not mean that the City needs to offer all of the services.)	<i>Clarify role of City. Integrated PR41.</i> Take a leadership role in building alliances fostering communication and coordination as the City and other organizations strive to satisfy the recreation and cultural needs of Shoreline residents while limiting duplication.  Take a leadership role in satisfying the recreation and cultural needs of Shoreline residents, while limiting duplication, by fostering communication and coordination between the City and other organizations.	Take a leadership role in building alliances fostering communication and coordination as the City and other organizations strive to satisfy the recreation and cultural needs of Shoreline residents while limiting duplication.	<i>Simplify wording; difficult to understand intent.</i>  See staff comments and suggestions.
Policy 35 (PR35)	Be innovative with new program and service offerings.	<i>Broaden this to address all programs and abilities and age groups. Integrated PR 37, PR39 and PR40.</i> Align existing and new program and service offerings with core mission while	Align existing and new program and service offerings with core mission while remaining flexible, filling service gaps, and adjusting to trends in order to serve a variety of ages, interests,	<i>Fine, as noted.</i>

Ref. Number	Existing Goal/Policy	Staff/Consultant Comments and Suggestions	Proposed Goal and Policy	PRCS Board Comments
		remaining flexible, filling service gaps, and adjusting to trends in order to serve a variety of ages, interests, abilities and the diversity of cultures represented in our City.	abilities and the diversity of cultures represented in our City.	
Policy 36 (PR36)	Adjust recreation classes on a regular basis changing in terms of cost and participation levels.	<i>Broaden. Integrated PR 37. Several measures are used, not just cost and participation.</i> Monitor, evaluate and adjust recreation and cultural offerings on a routine basis to correspond with needs assessment findings and respond to changes in citizen needs and desires.	Monitor, evaluate and adjust recreation and cultural offerings on a routine basis to correspond with needs assessment findings and respond to changes in citizen needs and desires.	<i>Fine, as noted.</i>
Policy 37 (PR37)	Offer children's and family programs during times that meet the growing needs of working parents.	<i>Addressed in broader PR36 – responding to changing needs would mean adjusting program offering times/dates to better accommodate schedules. Is there a need to call this out specifically?</i>	<i>Remove.</i>	<i>Fine, as noted.</i>
Policy 38 (PR38)	Provide a diversity of program options for middle and high school youth.	<i>Broaden this and note alliances as way to provide.</i> Provide a diversity of program options for middle and high school youth, and build alliances with other service providers to implement Council priorities related to youth services.	Provide a diversity of program options for middle and high school youth, and build alliances with other service providers to implement Council priorities related to youth services.	<i>Fine, as noted.</i>
Policy 39 (PR39)	Investigate opportunities to provide specialized recreation programs for City residents with developmental disabilities, recognizing that few (if any) other options exist for post-high school-age individuals.	<i>With revision, is it necessary to call this out specifically? Consider removing.</i> Monitor, evaluate and adjust offerings to address service gaps in specialized recreation programs for City residents with developmental disabilities.	Monitor, evaluate and adjust offerings to address service gaps in specialized recreation programs for City residents with developmental disabilities.	<i>Keep policy as suggested by staff and consultant.</i>
Policy 40 (PR40)	Assure the Shoreline Pool's program services are available to infant through senior adult-aged participants at times that meet the needs of all individuals.	<i>Integrated in PR 35. Is it necessary to call this out specifically?</i>	<i>Remove.</i>	<i>Fine, as noted.</i>

Ref. Number	Existing Goal/Policy	Staff/Consultant Comments and Suggestions	Proposed Goal and Policy	PRCS Board Comments
Policy 41 (PR41)	Coordinate with public and private resources to avoid duplication and reduce costs through joint planning of recreation and cultural services.	<i>Integrated in PR34.</i>	<i>Remove.</i>	<i>Fine, as noted.</i>
Policy 42 (PR42)	Support the provision of senior adult, arts, and cultural history programs organizations.	<i>Keep due to current service delivery method.</i> Support the provision of senior adult, arts, and cultural history programs through alliances and joint planning with service organizations.	Support the provision of senior adult, arts, and cultural history programs through alliances and joint planning with service organizations.	Remove “the provision of.” Support senior adult, arts, and cultural history programs through alliances and joint planning with service organizations.
Policy 43 (PR43)	Respect and celebrate through recreation programs that serve the diversity of cultures represented in our City.	<i>Clarify. Also addressed in PR34, PR 35 and PR 36.</i> Develop recreation and cultural offerings that reflect the diversity of cultures represented in our City.	Develop recreation and cultural offerings that reflect the diversity of cultures represented in our City.	<i>Fine, as noted.</i>
New Policy C (PRC)		<i>These are the Community Design Policies that address Public art. Do we want to support this? Reiterate it? Or is this enough?</i> CD34: Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.  CD36: Use the 1% for Public Art Program to generate money for public art.  CD37: Encourage private donations of art to the City.		<i>Add a new policy that supports %for the Public Art Program. See staff comments/suggestions.</i>

**Attachment B:**  
**Updated Summary Table of Comments with Staff**  
**Responses as of August 5, 2004**

This Page Intentionally Left Blank



#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
1	9/24/03 Open House	9/24/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
2	9/24/03 Open House	9/24/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
3	9/24/03 Open House	9/24/2003	West	Russell	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
4	9/24/03 Open House	9/24/2003	Miller	Virginia	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
5	9/24/03 Open House	9/24/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
6	9/24/03 Open House	9/24/2003	Wright	Kathy	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
7	9/24/03 Open House	9/24/2003	West	Russel	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
8	9/24/03 Open House	9/24/2003	Malroy	S.	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
9	9/24/03 Open House	9/24/2003	Guthrie	Barbara	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
10	9/24/03 Open House	9/24/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
11	9/24/03 Open House	9/24/2003	McCanta	Marjorie	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
12	9/24/03 Open House	9/24/2003	Malroy	Stephen R.	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
13	9/24/03 Open House	9/24/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
14	9/24/03 Open House	9/24/2003	Brooks	Robert	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
15	9/24/03 Open House	9/24/2003	Ryan	Patrick	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
16	9/24/03 Open House	9/24/2003	West	Russel	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
17	9/24/03 Open House	9/24/2003	Schleh	Dave	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
18	9/24/03 Open House	9/24/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
19	9/24/03 Open House	9/24/2003	Mock	Geraldine	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
20	9/24/03 Open House	9/24/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
21	9/24/03 Open House	9/24/2003	Mathews	Glinda	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
22	9/24/03 Open House	9/24/2003	Leaden	Robin	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
23	9/24/03 Open House	9/24/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
24	9/24/03 Open House	9/24/2003	Bostrom	Betty	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
25	9/24/03 Open House	9/24/2003	Elster	Clark	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
26	9/24/03 Open House	9/24/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
27	9/24/03 Open House	9/24/2003	Hardy	Rene J.	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
28	9/24/03 Open House	9/24/2003	Walker	Bonnie	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
29	9/25/03 Open House	9/25/2003	Klinker	Cheryl	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
30	9/25/03 Open House	9/25/2003	Doering	Greg	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
31	9/25/03 Open House	9/25/2003	Newmar Henson	Bridgid Persephone	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
32	9/25/03 Open House	9/25/2003	Murray	Pat	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
33	9/25/03 Open House	9/25/2003	Scheir	Eric	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
34	9/25/03 Open House	9/25/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
35	9/25/03 Open House	9/25/2003	Brooks	Steve	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
36	9/25/03 Open House	9/25/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
37	9/25/03 Open House	9/25/2003	Rush	Aimee	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
38	9/25/03 Open House	9/25/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
39	9/25/03 Open House	9/25/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
40	9/25/03 Open House	9/25/2003	Wagner	Todd	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
41	9/25/03 Open House	9/25/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
42	9/25/03 Open House	9/25/2003	Anonymous		In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
43	e-mail	9/26/2003	Barrett	Tiia-Mai	Aurora / transportation	Transportation Master Plan	Comments about the design of Aurora, aesthetics and allowed land uses are addressed by the Aurora Plan, the Community Design Element, and zoning, as well as the overall Comprehensive Plan Vision.	Transportation	
44	wrkgrp comment form	10/2/2003	Klinker	Cheryl	surface water / environment	Comp Plan Surface Water Master Plan	Comment directs one's attention to the letter from the Thornton Creek Watershed Oversight Council (next item, #45).	Environmental / Surface Water	
45	letter	10/3/2003			surface water / environment	Comp Plan Surface Water Master Plan	The Thornton Creek Watershed Oversight Council's suggestions regarding stormwater, non-point pollution, habitat, regulations and enforcement, implementation, and monitoring were considered by the Planning Commission environment/stormwater workgroup and used to develop the environment policies of the Comprehensive Plan and the Surface Water Management Plan.	Environmental / Surface Water	
46	e-mail	16-Oct	Tencate	Miriam	Flooding playground	Surface Water Master Plan	If the flooding is caused by "public water" (runoff from the City's right-of-way) then the City will work with the School District on fixing the issue. If the problem originated on School District property, the District will have to solve the problem. The City will offer advice if the district is connecting to the City's storm drainage system.	Environmental / Surface Water	
47	e-mail	10/16/2003	Way	Janet	Public input at workshops	All	Time at workshop meetings was limited, and only a portion of the Planning Commission was present at each meeting. Public was invited to make written comments during, after, and before meetings and this information was shared with both staff and Planning Commission members.	N/A	None needed
48	9/25/03 Open House	9/25/2003	Chang	Don	In open house summary	All	Public comments at open house were used to develop the plans.	N/A	None needed
49	e-mail	10/17/2003	Nelson	Christine	SCC/Innis Arden/ transportation	Transportation Master Plan	The City will review the SCC Master Plan and consider appropriate mitigation.	Transportation	
50	Planning Commission Comment Form (Surface Water and Env Workgroup Mtg Oct 2)	10/16/2003	Biery	Boni	Tree retention	Development Code	A development code amendment would better address her concerns and she has been working with City staff. As a result of her inquiry we have implemented tracking tree loss in the permit tracking system.	Land Use	
51	e-mail	10/16/2003	Way	Janet	DUPLICATE OF COMMENT NO. 47	All	DUPLICATE OF COMMENT NO. 47	N/A	None needed
52	letter	10/31/2003	Barta	Robert	pedestrian and traffic safety, and road repair	Transportation Master Plan	The resurfacing request will be evaluated as part of the annual resurfacing program. The pedestrian improvements will be evaluated in the overall priority	Transportation	
53	Phone	11/20/2003	Gruzenski	G.M.	Transit service and routes throughout city	Comp Plan	Caller spoke with various staff and no further response is necessary. Transit service is not controlled by the City. Comprehensive Plan has policies to support transit.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
54	e-mail	11/22/2003	Wilson	Tina	surface water	Surface Water Master Plan	The SWMP includes a plan to study and implement a flood prevention project in that area (Priority 1, project identification F-12 in Table F-2).	Environmental / Surface Water	
55	e-mail	12/5/2003	Crawford	Patty	Public input at workshops	All	Time at workshop meetings was limited, and only a portion of the Planning Commission was present at each meeting. Public was invited to make written comments during, after, and before meetings and this information was shared with both staff and Planning Commission members.	N/A	None needed
56	e-mail	12/5/2003	Loch	Corbitt	Gateways	Comp Plan	The City Council has allocated funding through 2005 for gateways. Through this process we can encourage the Council to expand this funding into future years	Land Use	
56	e-mail	12/5/2003	Loch	Corbitt	Promote redevelopment on Aurora & Signage	Comp Plan	The City will continue to encourage property owners to redevelop along Aurora. Sign standards for "free standing signs" is currently 20' for commercial zones along Aurora. An amendment to the Development Code would be needed to change this (not in the scope of this current update project).	Land Use	
56	e-mail	12/5/2003	Loch	Corbitt	Short Platting	Development Code	The development code allows options for redevelopment of property and staff attempts to work with developers, within the provisions of the code, to encourage compatible infill development	Land Use	
56	e-mail	12/5/2003	Loch	Corbitt	Sidewalks in general and pedestrian safety	Transportation Master Plan	The transportation master plan focus is on safe and friendly streets and building pedestrian infrastructure.	Transportation	
56	e-mail	12/5/2003	Loch	Corbitt	Sidewalks at 195th & 196th	Transportation Master Plan	1) Sidewalks will be a recommended priority of the draft. 2) To be studied as part of Richmond Beach Road Corridor Study.	Transportation	
57	e-mail	1/8/2004	Botham	Virginia	Inadequate Infrastructure	All	The purpose of adopting the three master plans is to ensure that there is adequate infrastructure for future growth.	Land Use	
57	e-mail	1/8/2004	Botham	Virginia	Reasonable use definition	Development Code	This will require further amendment to the Development Code (which may occur following the adoption of the updated Comp Plan and Master Plans).	Land Use	
58	letter	1/9/2004	Brown	Bettelinn Krizek	Changes to environmental element	Comp Plan	Changes to the Environmental Element are proposed only when facts change or are necessary to reflect best available science.	Environmental / Surface Water	
58	letter	1/9/2004	Brown	Bettelinn Krizek	Changes to critical areas buffers	Development Code	Critical area buffer distances are in the development code and were not an item of discussion at the Planning Commission workgroup meetings.	Environmental / Surface Water	
59	e-mail	2/20/2004	Miller	N	Opposed to the city's efforts to acquire and/or develop anymore beach access property in vicinity of Richmond Beach Drive	PRCS Master Plan	In a 2003 community survey 85% of residents identified "providing access to Puget Sound" an important function of the department. (61% rated this topic "very important" and 24% rated this topic "somewhat important"). For that reason staff continues to pursue and explore opportunities.	Land Use	
60	e-mail	2/21/2004	Crawford	Patty	Environmental protection v. enhancement	Comp Plan	Environmental protection is a mandate of the Growth Management Act (GMA). At our option, the City may choose to implement policies that enhance critical areas.	Environmental / Surface Water	
61	letter	3/3/2004	Brown	Bettelinn Krizek	Environmental protection v. enhancement	Comp Plan	Environmental protection is a mandate of the Growth Management Act (GMA). At our option, the City may choose to implement policies that enhance critical areas.	Environmental / Surface Water	
62	e-mail	3/15/2004	Bruner-Buxton	Barbara	reducing speed and increasing shoulders on Ashworth Ave.	Transportation Master Plan	Traffic speeds may be addressed by the Neighborhood Traffic Safety Program.	Transportation	
63	e-mail	3/17/2004	Helme	Steve	reducing speed on Ashworth	Transportation Master Plan	Traffic speeds may be addressed by the Neighborhood Traffic Safety Program.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
64	e-mail	3/22/2004	Kerrigan	Sue	reducing speed on Ashworth signal at 185th	Transportation Master Plan	Traffic speeds may be addressed by the Neighborhood Traffic Safety Program.. Suggested signal is not expected to meet warrants.	Transportation	
65	Planning Commission	5/6/2004	Way	Janet	Use of term artificial water course.	Surface Water Master Plan	The term "artificial" in "artificial water course" will be removed.	Environmental / Surface Water	
65	Planning Commission	5/6/2004	Way	Janet	Acknowledge the presence of salmonids in Thornton Creek	Surface Water Master Plan	A Washington Department of Fish and Wildlife's Area Habitat Biologist did identify an adult steelhead in Thornton Creek upstream of Twin Ponds and NE 155th on February 4, 2004. The final version of the SWMP will incorporate this an other recent information about fish.	Environmental / Surface Water	
66	e-mail	5/12/2004	Willette	Jerry	Missing reference to Fircrest as a large employer in the City	Comp Plan	Suggest adding to Comprehensive Plan on p. 16 of the Background information in paragraph 2	Land Use	
66	e-mail	5/12/2004	Willette	Jerry	Encourage historic preservation at Fircrest	Comp Plan	Staff feels that existing Goal CD IV "Encourage historic preservation to provide context and perspective to the community" adequately covers this issue.	Land Use	
67	open house	5/13/2004	Cook	Caradee	Support of improvements on Aurora, including sidewalks	All	No response necessary	N/A	None needed
67	open house	5/13/2004	Cook	Caradee	Build city hall before interest rates increase.	All	Planning Commission should consider comment when reviewing the capital project funding.	Land Use	All general capital projects should be discussed by the whole Commission
67	open house	5/13/2004	Cook	Caradee	Housing - encourage single family attached and cottage housing policies and policies that support low income housing.	Comprehensive Plan	There are several policies in the Comprehensive Plan that support these housing types.  See the Housing Element Goals & Policies: H1 ( <b>item 189</b> ) - variety of residential design H II through H20 ( <b>item 201 to 210</b> ) - affordable housing LU 27 ( <b>item 211</b> ) - cottage housing	Land Use	
67	open house	5/13/2004	Cook	Caradee	Bike lane on Meridian Ave N	Transportation Master Plan	Bicycle lanes to be addressed wherever allowed.	Transportation	
67	open house	5/13/2004	Cook	Caradee	Traffic calming in neighborhoods related to the Aurora project	Transportation Master Plan	This is being addressed as part of the Aurora construction project.	Transportation	
67	open house	5/13/2004	Cook	Caradee	Consider walking route from Ballinger Shopping area along 205th to the west side of the city (under the freeway).	Transportation Master Plan	To be addressed as part of pedestrian / bicycle study in area.	Transportation	
68	open house verbal transcript	5/13/2004	Poysky	Marilyn & Frank	NE 195th St Collector arterial	Transportation Master Plan	City to review agreement with Ballinger Terrace (Commons) that may require preservation of greenbelt. It is probable that priorities will not support this project for construction. A multi-purpose path for bikes or pedestrians may still be considered.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
69	open house comment form & verbal transcript	5/13/2004	Anderson	David R.	Environmentally sensitive design and need for "pervious" pavement	Comp Plan	<p>Consider adding policy in Community Design - Site and Building Design section of Comprehensive Plan to encourage the use of pervious materials specifically for streets and sidewalks.</p> <p>OR</p> <p>Rely on current Policy EN42 (<b>matrix item 173</b>): "Promote development design which minimizes runoff rate and volume by limiting the size of the building footprint and total site coverage, maximizing the protection of permeable soils and native vegetation, and encouraging us of permeable pavements and surfaces."</p>	Land Use	
69	open house comment form & verbal transcript	5/13/2004	Anderson	David R.	Use of native vegetation in city projects and the use of pesticides/fertilizers	Comp Plan	<p>The current CD 20 (<b>matrix item 567</b>) policy reads "Encourage the use of appropriate landscape design in commercial and residential areas."</p> <p>Consider adding policy to the Community Design Element for City project to use native, drought tolerant plantings and "natural" pesticides and fertilizers.</p>	Land Use	
69	open house comment form & verbal transcript	5/13/2004	Anderson	David R.	Street tree placement	Development Code	Street design standards and how street trees are planted are regulated in the Development Code 20.50.480. Amendments to the Development Code are not being considered with this project, but may be considered at a later date.	Land Use	
69	open house comment form & verbal transcript	5/13/2004	Anderson	David R.	Street tree grates & ADA accessibility.	Development Code	All City projects are designed and constructed to comply with ADA standards.	Land Use	
69	open house comment form & verbal transcript	5/13/2004	Anderson	David R.	15th NE (North City) street design	Transportation Master Plan	Corridor performance with the new configuration is being tracked.	Transportation	
69	open house comment form & verbal transcript	5/13/2004	Anderson	David R.	Alley & Tax breaks in North City	Transportation Master Plan	<p>Quote from transcript " parking spaces replaced by planting things" On-street parking spaces are being increased as a result of the North City Project design. Currently there are 15; 7-10 additional spaces are anticipated.</p> <p>Quote from transcript "shift in tax base" No annexations have occurred as a result of the North City Subarea Plan. Public easements for sidewalks and underground utilities have been donated by the landowner or have been purchased by the City. The total new area for public easement equals approximately 1,200 square feet.</p> <p>Improvements resulting from the North City Project are expected to improve property values and investments, generating increased tax revenues by commercial property.</p> <p>Concerns raised over the use of "alleys." The North City project is not building alleys. At this time property will be dedicated as part of any proposed redevelopment as it occurs. Alleyway development is not included in the six-year CIP. If and when it is, public process will be part of Council adoption.</p>	Transportation	
70	open house	5/19/2004	Mann	Dan	Extension of Stone Avenue to 175th	Transportation Master Plan	Stone Ave. N will not be extended.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Transportation Master Plan - Comment 1 (p. 2-6) Please fix map formatting	Transportation Master Plan	Maps will be corrected as appropriate.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
71-A	Letter	6/2/2004	Botham	Ginger	Transportation Master Plan - Comment 2 (p. 3-4) Traffic data collection	Transportation Master Plan	Information will be added as available.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Transportation Master Plan - Comment 3 (p. 6-1) At every location a roundabout is proposed carefully evaluate pedestrian, cycle, and senior safety first.	Transportation Master Plan	Pedestrian safety will continue to be given priority during planning for roundabouts.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Transportation Master Plan - Comment 4 (p. 6-12, figure 6-3) Coordination of Master Plan Improvements with what Shoreline Community College is proposing for the Greenwood-Innis Arden Way. Don't propose something in the master plan that the community does not support and is contrary to the outreach work the College has done in this area.	Transportation Master Plan	The City acknowledges that Shoreline Community College has done some analysis of this intersection. Once the College submits the master plan and associated documents for City review their recommendations could be incorporated where appropriate. Further public process and City Council approval will be required prior to implementing any traffic solution in this area.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Transportation Master Plan - Comment 5 (p. 6-11, figure 6-2) Please investigate the use of a roundabout on 183rd at Stone and Wallingford.	Transportation Master Plan	The Neighborhood Traffic Safety Program could evaluate the use of roundabouts in these locations.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Transportation Master Plan - Comment 6 (p. 6-16) 165th west of Aurora does not have a sidewalk. Please add 165th from Aurora to Dayton to Table 6 5 / First and Second Priority Pedestrian Projects.	Transportation Master Plan	Figure 2.5 of the Transportation Master Plan does not show existing sidewalk at this location.  This location does not meet "ranking priority" criteria to add sidewalk to the prioritization list in 6-5.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 7 P. 4 Vision Statement reads "Aurora at N 175th Street to N 185th Street would serve as a civic hub." Properties should not be converted from tax generating uses to tax-exempt ones.	Comp Plan	The vision statement has not changed during this update process. This vision statement is the same as the original in the 1998 plan, and staff recommends that it remain.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 8 Vision map - use of color and mislabeled legend	Comp Plan	The vision map was reproduced from the current Comprehensive Plan and it has not been changed in this update process. The map is in color, however when all documents were produced they were done in black and white to keep printing costs lower. Staff will check that the map is in color on the CD version of the plans.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 9 Vision map - Illustration of neighborhood centers and date of information	Comp Plan	The vision map was created early after the City was incorporated. During this update process we did not want to change the vision of the original plan, and therefore the map was not modified.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 10 P. 7 Concerns regarding the Planned Action Environmental Impact Statement. Concern that others want to use this process.	Comp Plan	Information presented on this page pertains only to the North City project, and does not allow stream lined permit process for Shoreline Community College or any other projects not studied in the North City Planned Action EIS. This information does not need to change.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 11 P. 8 The "Buildable Lands Inventory" should be included in the Comprehensive Plan.	Comp Plan	The Buildable Lands inventory is produced by King County and includes information for all jurisdictions within it and is therefore not appropriate to include in the City's Comp Plan. The document is available by contacting King County or by downloading at <a href="http://www.metrokc.gov/budget/buildland/bldInd02.htm">www.metrokc.gov/budget/buildland/bldInd02.htm</a>	Land Use	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 12 P.13 - CP2 - wants clarification about what the policy means.	Comp Plan	This citizen participation policy was carried over directly from the 1998 Comp Plan, and has not been edited in this update process. Staff proposes no change.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 13 P. 16 - Fircrest should be identified in the list of Shoreline employers.	Comp Plan	Staff suggests adding Fircrest to the list of employers on p. 16	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 14 <b>(Matrix Item 5)</b> LU 5 Incentives for growth, support of impact fees on developers not the reduction of them.	Comp Plan	The existing policy suggests many different methods to provide incentives for land uses, not just reduction in impact fees.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 15 <b>(Matrix Item 9)</b> LUa - New policy for neighborhood planning should be clear that it is an optional process.	Comp Plan	Staff recommends revising the policy to read: <u>Encourage the development</u> of neighborhood plans to carry out and refine the vision of the Comprehensive Plan at the neighborhood level.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 16 <b>(Matrix Item 28)</b> LU24 - Use of the term base density	Comp Plan	Staff is researching the use of terms at this time (see also Botham Log Number 71-A, Comp Plan Comment 23, and 71-B, Comp Plan Comments 59 and 60) and will come back to Planning Commission at a later time with a recommendation.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 17 <b>(Matrix Item 55)</b> LU47 Correct reference to the proper location of the park south of 165th not 160th.	Comp Plan	LU47 <b>(item 55)</b> Policy could be corrected to refer to Darnell Park south of N 165th to read: Include parks in the Aurora Corridor at Echo Lake and at N 165th Street (Darnell Park).  Or the policy could be corrected eliminate the reference to specific locations: Include parks and open space in the Aurora Corridor plan.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 18 <b>(Matrix Items 58, 68, 71, 73)</b> Policies LU50, LU60, LU64, & LU66. Do not encourage land condemnation	Comp Plan	These policies have been in place since the original Comprehensive Plan in 1998. No changes were proposed in this update. Staff feels that the polices support working with land owners in redevelopment and not the condemnation of property.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 19 <b>(Matrix Item 78)</b> LU71 - Special study area designation applies to the entire city and allows zoning chaos.	Comp Plan	The Special Study Area designation applies only to specific areas in the city (the land use map clearly shows them). Rezones are not permitted on parcels with this designation.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 20 <b>(Matrix Item 341)</b> T76 Use of residential parking zones. Supports the use of these parking zones.	Comp Plan	No response necessary	N/A	None needed
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 21 <b>(Matrix Item 103, 121, 123)</b> EN1, EN15, EN17 City does not follow code when approving permits	Comp Plan	Permits were reviewed and found that they were consistent with the code at the time of review.	Land Use	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 22 ( <b>Matrix Item 106 &amp; 117</b> ) EN3 & ENb Requests that reference to solar power & solar lights be added to these policies.	Comp Plan	Staff suggests leaving ENb ( <b>Matrix Item 117</b> ) as is, as it does not have specifics and it is preferable to make the item more broad.  To address comments, and still keep the policies broad, Policy EN3 ( <b>Matrix Item 106</b> ) could be revised to read: Conduct all City operations in a manner that minimizes adverse environmental impacts. The City should reduce its consumption and waste of energy and materials, minimize its use of toxic and polluting substances, reuse and recycle, and dispose of all waste in a safe and responsible manner. The City should give preference to recycled products, <u>and alternative energy sources</u> , within budget constraints.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan -Comment 23 ( <b>Matrix Item 193</b> ) H5 - Statements about minimum density	Comp Plan	Staff is researching the use of terms at this time (see also Botham Log Number 71-A, Comp Plan Comment 16, and 71-B, Comp Plan Comments 59 and 60) and will come back to Planning Commission at a later time with a recommendation.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 24 ( <b>Matrix Items 195, 196, 197</b> ) H7 & H9 Streamlined permit procedures & cost evaluation of regulations.	Comp Plan	Policies have been slightly edited in during this update, but have been in place since 1998. The polices are in place to ensure that housing goals are met, ensure that permit review procedures meet GMA targets, and allow for public review.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 25 ( <b>Matrix Item 205</b> ) H15 - "Explore the feasibility of creating a City housing trust fund for low income housing." Efforts should be put into regional groups not creating our own.	Comp Plan	Recommend that the policy could be revised to read:  H15 - Encourage City participation in regional forums or programs for low income housing.  However, existing policy H13 (matrix item 202) ecourages the regional approach and the edit to policy H15 may not be necessary.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 26 (p. 49) T3 - Adopting LOS E is not acceptable.	Comp Plan - Transportation	Setting the LOS standard any higher than this (LOS E) would eliminate potential for development and the City would be unable to afford the improvements.  A mitigation fee program is not recommended as part of this plan, as it is not expected to generate sufficient revenue to provide fully funded improvements.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 27 ( <b>Matrix Item 275</b> ) T28 - Pedestrian crossings. Except for where the Interurban Trail crosses Aurora, please try to install at-grade crossings so they can be used safely by all pedestrians (concerned about over and undercrossings)  Crossing streets during rush hour traffic.	Comp Plan - Transportation	This Comprehensive Plan policy is one of the fundamental guidelines of the Transportation Master Plan and will be implemented in this document.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 28 (p. 51) ( <b>Matrix Item 293</b> ) New policy "Th" - streamline the neighborhood traffic safety program.  Existing program takes hundreds of volunteer hours and lots of hoop jumping.	Comp Plan - Transportation	The Neighborhood Traffic Safety Program is continually improving.	Transportation	



#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 29 (p.51) ( <b>Matrix Item 309</b> ) New policy "Tm" Work with developers/property owners along the Aurora Avenue North corridor...  Concerns raised that the City is not working with owners but rather through coercion.	Comp Plan - Transportation (p. 51)	Opinion noted.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 30 P.61 Add additional text to the list of what is required by the GMA in a capital facilities plan.	Comp Plan	The information presented on p. 61 of the plan is a direct quote from the RCW and should not be amended to include additional text.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 31 ( <b>Matrix Item 443</b> ) CF6 - facilitating development potential of commercial zoned sites. Priority should be on maintenance and serving existing citizens and businesses.	Comp Plan	Staff suggests leaving policy as is to encourage commercial development in appropriate areas.  However policy CF11 ( <b>Item 455</b> ) could be revised to address her concerns as follows: Give highest funding priority to capital facility improvements that protect the public health and safety, <u>and existing development</u> .	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 32 (p.64) ( <b>Matrix Item 278, 476</b> ) T32 & CF26 Concerns that the two policies ask for more tax dollars to pay for infrastructure.	Comp Plan - Transportation (p. 64)	Policy T32 was recommended by the Workgroup to be deleted (see <b>Matrix Item 278</b> ) and should not have been shown in the draft document.  Staff feels that the revised CF26 (see <b>Matrix Item 476</b> ) allows citizen input prior to implementing capital facility improvements, and therefore no change to the policy is necessary to respond to comments. Noted	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 33 ( <b>Matrix Item 507</b> ) EDIII - Create and leverage opportunities for economic development. Concerns raised that the market should drive development not the government.	Comp Plan	This goal has existed since the 1998 plan and should remain as is.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 34 ( <b>Matrix Item 497</b> ) Request that the policy EDe should be revised to read: Encourage and support existing retail activity within the City.	Comp Plan	The policy was intended to apply to both existing and new development. Staff recommends leaving the policy as is or as follows: Support existing and future retail activity within the City.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 35 ( <b>Matrix Item 518</b> ) ED19 - Partnerships for economic well being. This promotes a special "club" of agencies and could be seen as arbitrary	Comp Plan	This goal has existed since the 1998 plan and should remain as is.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 36 ( <b>Matrix Item 534</b> ) ED33 - City sharing information with developers. City should allow the market to drive development	Comp Plan	This goal has existed since the 1998 plan and should remain as is.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 37 Supporting analysis information p. 86-87 Please correct spelling error "The City is predominantly..."  Design of storm systems	Comp Plan	Spelling error will be corrected.  The storm water standards are not created in the Comprehensive Plan, but rather part of the Engineering Guide.	Land Use	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 38 Supporting analysis information p. 88. Reference to Thornton creek is missing.	Comp Plan	So noted, the information will be added to the paragraph as follows:  "...the City's stream inventory indicate the presence of Chinook salmon in McAleer Creek, Thornton Creek, and in the lower reach of Boeing Creek."	Environmental / Surface Water	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 39 Supporting analysis information p. 89 City does not follow Washington State Department of Fish and Wildlife (WDFW) Guidelines	Comp Plan	WDFW has reviewed City regulations and has met all standards.	Environmental / Surface Water	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 40 (p.116 Figure TR 4) The map shows no peak transit service coverage on Aurora South of 175th.  Please confirm if this is an error	Comp Plan - Transportation	Map will be checked and corrected.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 41 (p. 118 Figure TR-5) There is no sidewalk on 165th west of Aurora and it is not on the 'to be constructed' list because staff believe a sidewalk already exists there. Please add this high priority sidewalk to the top of the to be constructed list.	Comp Plan - Transportation	Figure 2.5 of the Transportation Master Plan does not show existing sidewalk at this location.  This location does not meet "ranking priority" criteria to add sidewalk to the prioritization list in 6-5.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 42 (p. 120 Table TR -5) Please note that our so-called most deadly accident locations are not on Aurora but on 5th NE and 175th, 3rd NW and Richmond Beach Rd, 15th NE and 175th and 15th NE and 155th.  Request that we reevaluate the City Council's strong opposition to more left turn lanes along the Aurora Corridor.	Comp Plan - Transportation	This issue is being discussed at City Council as part of the Aurora Plan. Details of the Aurora Plan are not part of the Transportation Master Plan or Transportation Element.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 43 (p. 129) LOS standards may be lowered instead of fixing concurrency problems. Redefining what is acceptable does not fix the problem.	Comp Plan - Transportation	The recommended change in methodology is to provide a clearer picture of where failure of an intersection or corridor is occurring so that a specific and clear solution can be determined. This is a better use of public funds and give a more achievable solution.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 44 (p. 132 and p. 144 Figure TR-16) Omission of information on intersection LOS for 160th & 165th. This omission needs to be corrected immediately.	Comp Plan - Transportation	LOS calculations were not performed for these intersection as they are included in the overall Aurora Ave N intersection plan. The City is involved in the Shoreline Community College Master Plan and will be incorporating that information as it is finalized. It is not available at this time for inclusion in the analysis.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 45 (p. 134) Sloppy traffic planning at the Top Foods site has created gridlock east-west on 175th east of Aurora.	Comp Plan - Transportation	Stone Ave. N will not be extended.  Staff is aware of traffic issues at the intersection at Midvale and 175th and seeking to move signal to alleviate congestion without negatively affecting the neighborhoods.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 46 (p. 141) "Traffic forecasting developed for 2022 with the Shoreline model assume... "  Does the projected employment increase include the loss of 760 Fircrest workers and possible loss of Frank Lumber employees?	Comp Plan - Transportation	The model assumed the existing households and employees and the growth factors listed. These numbers are an average projection and do not specifically address any one employer.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 47 (p. 148) "The City should encourage the private businesses and developers along Aurora Ave N to develop private access through alleys and rear access roads without placing curb cuts on the state facilities."  Our City needs to negotiate and mediate, not threaten and condemn	Comp Plan - Transportation	The city will negotiate and mediate with property owners.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 48 (p. 148 Table TR-14) Proposed general description of classified streets.  Request that Shoreline impose the lower limit for every class of street.	Comp Plan - Transportation	Speed limits on this table are ranges and are evaluated on the specific street. Traffic speeds may be addressed by the Neighborhood Traffic Safety Program.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 49 (p. 151 Table TR-15 Recommended Roadway Improvements)  Roundabout is listed as a staff recommended roadway improvement for Greenwood Ave/ 160th/ Innis Arden Way.  Shoreline Community College held community open houses for their master plan and the responses indicate that there is no community support for this solution.	Comp Plan - Transportation	The City acknowledges that Shoreline Community College has done some analysis of this intersection. Once the College submits the master plan and associated documents for City review their recommendations could be incorporated where appropriate. Further public process and City Council approval will be required prior to implementing any traffic solution in this area.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 50 (p. 156 Table TR-16 First and Second Priority Pedestrian Projects)  Please add sidewalk to this priority list for 165th west of Aurora to Greenwood (appears on p 208 on lowest level priority list).	Comp Plan - Transportation	This location does not meet "ranking priority" criteria to add sidewalk to the prioritization list.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 51 (p. 162) Business Access Road (alley) along Highway 99.  It is both disruptive and expensive to build business access roads or alleyways on developed properties. This approach is unreasonable.	Comp Plan - Transportation	Any alternate business access would be done as part of incremental redevelopment over 20-50 years.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 52 (p. 164) Table TR-18 20-Year Transportation Revenue Forecast  The forecast is that almost half of the money needed for transportation will arrive as grants. This is unrealistic.	Comp Plan - Transportation	An established list of needed projects will enable the City to compete well in grant applications. The plan enables us to partner with other jurisdictions, such as the school district, and leverage dollars so as to not drain the City's General Fund. Without the grants the projects will not happen.	Transportation	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 53 (p. 172) Correct the reference from Richmond Reserve to Richmond Beach Reserve	Comp Plan - Parks	The Richmond Reserve is a very small parcel located north of Richmond Beach Saltwater Park located west of 22nd Avenue NW. Any name change would need to be taken before the Park Board for consideration.	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 54 Not Supportive of City Hall	Comp Plan - General Capital	Planning Commission should consider comment when reviewing the capital project funding.	Land Use	All general capital projects should be discussed by the whole Commission
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 55 Supports road impact fees	Comp Plan	No response necessary	N/A	None needed
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 56 Data addition request	Comp Plan	Staff currently researching	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 57 Data addition request	Comp Plan	Staff currently researching	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 58 Definitions	Comp Plan	Staff currently researching	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 59 Definitions	Comp Plan	Staff currently researching	Land Use	
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 60 Definitions	Comp Plan	Staff currently researching	Land Use	
71-B	Letter	6/2/2004	Botham	Ginger	SWM Master Plan - Comment 61 Regulating the impact of new development on the City's storm drainage system	Surface Water Master Plan	The City plans on regulating new development such that it meets regulatory requirements, enhances the City's system (when feasible), and does not exacerbate existing problems through drainage reviews and increased code enforcement. One of the Council's most important recent initiatives is to increase code enforcement.	Environmental / Surface Water	
71-B	Letter	6/2/2004	Botham	Ginger	SWM Master Plan - Comment 62 Recommended several changes to the City's actions toward compliance with the Endangered Species Act (ESA) 4(d) rule.	Surface Water Master Plan	The City is covered under the umbrella of King County for the 4(d) rule. The County is currently updating its 1998 Surface Water Design Manual (adopted by the City) to comply with ESA and other regulatory changes. Once the County has adopted the new version of this manual, Shoreline will as well. City Staff will be trained in the new requirements to be able to follow through on code enforcement issues.	Environmental / Surface Water	
71-B	Letter	6/2/2004	Botham	Ginger	SWM Master Plan - Comment 63 Asked for justification for the City's proposal for assuming ownership of private surface water facilities	Surface Water Master Plan	The proposal was for the City to assume responsibility for the proper operation and maintenance (O&M) of these facilities to help maintain their ability to detain flows and enhance water quality. There is no proposal is obtain ownership of these facilities. This strategy of the City taking on the O&M is one of many subject to future discussion including, for example, enchanted code enforcement at these facilities	Environmental / Surface Water	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
71-B	Letter	6/2/2004	Botham	Ginger	SWM Master Plan - Comment 64 The listing of drainage components on page 29 and 30 should also include "Retention Ponds and underground storage-infiltration slow release."	Surface Water Master Plan	Those that include infiltration from underground detention/retention facilities will be included under the current hearing for "Detention ponds an underground storage facilities."	Environmental / Surface Water	
71-B	Letter	6/2/2004	Botham	Ginger	SWM Master Plan - Comment 65 Large flood control projects be designed for the 100-year storm event.	Surface Water Master Plan	We concur with this recommendation on large flood control projects. Those projects that are initialed to address minor, occasional flooding may not always be designed for the 100-year event due to physical or financial constraints.	Environmental / Surface Water	
71-B	Letter	6/2/2004	Botham	Ginger	SWM Master Plan - Comment 66 Reducing street width for drainage projects.	Surface Water Master Plan	The reduced street width could result from the placement of traffic calming ideas such as landscaped chicanes or traffic circles that can provide flow control and water quality enhancement by reducing imperious area and biofiltration. Reductions in street width for flooding or water quality concerns with not override traffic safety concerns.	Environmental / Surface Water	
71-B	Letter	6/2/2004	Botham	Ginger	SWM Master Plan - Comment 67 Shading the O&M portion of Figure 9-3 in the SW Master Plan to provide grater clarity.	Surface Water Master Plan	The final version of this Figure will be shaded or colored to distinguish it from the chart's background.	Environmental / Surface Water	
71-B	Letter	6/2/2004	Botham	Ginger	SWM Master Plan - Comment 67 SWM fee revenues	Surface Water Master Plan	An increase in the surface water management fee of \$1 per year for everyone in the City, will result in additional revenue of \$24,000 per year.	Environmental / Surface Water	
71-B	Letter	6/2/2004	Botham	Ginger	SWM Master Plan - Comment 68 Page 1 of Appendix A reference to Peverly (not Peverton) Pond should be corrected	Surface Water Master Plan	So noted, the information will be corrected	Environmental / Surface Water	
71-B	Letter	6/2/2004	Botham	Ginger	General Comments - Comment 69 The revised policies have not been presented in legislative format.	Comp Plan	The Proposed Goals and Policies matrices tracked all the changes in legislative format so the reader could follow all amendments (this was not a summary document but rather, contained all of the goals and policies, revised or otherwise). A document without legislative format was also provided to show the reader how the final document would "look" once adopted by Council.	Land Use	
71-B	Letter	6/2/2004	Botham	Ginger	General Comments - Comment 70 Explanation of the format of her comments	Comp Plan	No response necessary	N/A	None needed
71-B	Letter	6/2/2004	Botham	Ginger	General Comments - 71 Capital expenditures should be spent in the following order: Infrastructure maintenance Infrastructure improvements Parks  New infill should pay mitigation to pay for infrastructure necessitated by the infill.  New bonds, taxes, and LID's should be a last resort and approved by voters only.	All Master Plans	Planning Commission should consider comment when reviewing the capital project funding.	Land Use  Transportation  Environmental / Surface Water	All general capital projects should be discussed by the whole Commission
72	e-mail	6/3/2004	Glass, et al.	Becky	Extension of Stone Avenue to 175th	Transportation Master Plan	Stone Ave. N will not be extended.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
73	letter	6/3/2004	Hughes	Randy (and Leslie Addis)	8th Ave NW, project priorities, and speed limits	Transportation Master Plan	Project priority could be adjusted if there is significant input. Speed limits may be addressed by the NTSP.	Transportation	
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 108</b> - incentives	Comp Plan	This policy has more to do with building location and densities than the construction type. Policy should remain as is.	Land Use	
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 117</b> - green building	Comp Plan	Suggest revising the policy to read (new text in underline): ENb: Encourage the use of "green" building methods and materials (such as LEED, BuiltGreen, etc.) to: * Reduce stormwater impacts to protect local watersheds and salmon * Conserve energy and water * Prevent air and water pollution and conserve natural resources * Improve indoor air quality * Enhance building durability	Land Use	
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 120</b> - Steep slopes	Comp Plan	The specific language that has been deleted regarding steep slopes is located in the Development Code. The Comprehensive Plan should set the broad policy standards only and leave the regulations and standards in the Development Code. Policy should remain as is.	Environmental / Surface Water	
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 143</b> - Wetland protection	Comp Plan	The preservation concepts that were in this policy are moved to EN 47 ( <b>Item 142</b> ). Staff feels that this has not devalued this policy	Environmental / Surface Water	
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 170</b> - Green streets	Comp Plan	No response necessary.	N/A	None needed
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 195</b> - Permit streamlining and the addition of green building information to policy.	Comp Plan	This item pertains to all permits not just "green building" standards. Staff recommends policy remains as is.	Land Use	
74	Comment form	6/3/2004	Deutsch	Mark	Encourage density	Comp Plan	The current land use plan is adequate to accompany the City's growth targets.	Land Use	
74	Comment form	6/3/2004	Deutsch	Mark	Why the use of the term "critical areas" instead of "sensitive areas."	Comp Plan	The City's Development Code defines the term "Critical Areas." Changes in the Comprehensive Plan were to make the two documents consistent and this terminology is consistent with the Growth Management Act.	Environmental / Surface Water	
74	Comment form	6/3/2004	Deutsch	Mark	Incentives to encourage commercial construction that utilizes LEED or other sustainable building approaches	Comp Plan	New proposed Policy ENb ( <b>matrix item 117</b> ) addresses this issue (with his suggested amendment, see above).	Environmental / Surface Water	
74	Comment form	6/3/2004	Deutsch	Mark	Support walkable community design	Comp Plan	Policy CD40 ( <b>matrix item 588</b> ) addresses this issue.	Land Use	
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 384</b> - Preserve natural features. Echo Lake park	PRCS Master Plan	Efforts were made to minimize negative impact on Echo Lake with Interurban Trail construction.	Land Use	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
75	Questionnaires	6/3/2004	West		MP Questionnaires	All Master Plans	Planning Commission should consider comment when reviewing the capital project funding.	Transportation  Environmental / Surface Water	
76	letter	6/4/2004	Wilson	Bill	LU designation change request and rezone	Comp Plan	The City is not initiating changes to the land use designations during this year's update process.	Land Use	
77	e-mail	6/5/2004	Mixdorf	Jeff	N 195th 2-lane collector arterial	Transportation Master Plan	City to review agreement with Ballinger Terrace (Commons) that may require preservation of greenbelt. It is probable that priorities will not support this project for construction. A multi-purpose path for bikes or pedestrians may still be considered.	Transportation	
78	e-mail	6/7/2004	Degginger	Craig	Surface Water, 167th and Wallingford Drainage	Surface Water Master Plan	City staff also encourages adoption of plan that includes a proposed solution for the flooding that plagues the area.	Environmental / Surface Water	
79	e-mail	6/7/2004	Mount	John	Extension of Stone Avenue to 175th	Transportation Master Plan	Stone Ave. N will not be extended.	Transportation	
80	e-mail	6/8/2004	Bosch	Michael	Extension of Stone Avenue	Transportation Master Plan	Stone Ave. N will not be extended.	Transportation	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 18 Requesting text additions Fifth bullet should add ..... "and quality of our life and surroundings" Add a 9th bullet - "A sense of history that was here before incorporation"	PRCS Master Plan	Staff agrees and suggests adding "and quality of our life and surroundings" And a 9th bullet - "Preserving the history of the community"	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 26 Clarification on "Water Trail"	PRCS Master Plan	A "water trail" is a route along a body of water that has identified points of interest or places to stop. A water trail along Puget Sound could identify parks/ areas that would provide places to rest, camp, etc.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 41 City recreation does not currently have a high profile/name recognition in the community	PRCS Master Plan	A 2003 survey showed that many people did not know that programs they participated in were organized by the City. Additional marketing and new/ improved signage at facilities will help inform and educate.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 48 (6) Hamlin Park- To what purpose would Shoreline want to purchase undeveloped wooded land and expand Hamlin Park? What is the location of the land in question and who owns it?	PRCS Master Plan	56% of people surveyed in 2003 expressed interest in the City pursuing the acquisition of a parcel of property adjacent to and north of Hamlin Park. There is little undeveloped property remaining in Shoreline limiting the city's ability to expand or develop new facilities in the future. The property is currently owned by Seattle Public Utilities.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 75 What is a forest management plan?	PRCS Master Plan	A Forest Management Plan would consist of: an inventory of all trees on site; an hazard analysis of each tree; an evaluation of the site to determine the type of plant material that should be in place; a plan to remove, thin, or prune existing trees; and a landscape plan showing preferred tree species and locations those trees. This plan can enhance wildlife opportunities, eliminate the use of pesticide, identify invasive species, and reduce fire hazard.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 84 10 year Maintenance Replacement Needs, fourth bullet: "Remove construction debris strewn across property". I would not agree with removing the old tractor embedded in the trunks of trees that have grown through it at the south end of the Paramount Open Space.	PRCS Master Plan	Staff agrees that the old tractor should remain in its current location. The comment is in regards to old pipe and other materials.	Land Use	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 128 Don't understand middle of second paragraph starting. "The purpose of the following ....	PRCS Master Plan	Sentence is unclear and not necessary, delete second sentence in second paragraph on page 128.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 128 Paragraph four - Why is the Fircrest Pool not included here?		The Fircrest Pool is an older style aquatic facility similar to the existing Shoreline Pool. There is some current public use of the Fircrest Pool that helps meet the current need. However only one large, well designed city managed pool is needed in Shoreline	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. xxxii Appendix D: Focus Groups and PRCS Board Focus Group A, fifth bullet Fircrest would be a great place to develop a cultural center/ theatre for all ages.	PRCS Master Plan	This section is a summary of comments from PRCS Board and Focus Group discussions and is intended to report topics discussed at those meetings. However, Fircrest is a site that has several references in the plan as a future expansion site.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. xxxix Funding Priorities - Trails - second bullet - I disagree that recreation programs being a part of open space.	PRCS Master Plan	Funding Priorities - Trails - These comments were received from citizens at a public meeting and this section is intended to reflect the written comments received at that meeting.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. liii Fircrest Pool. Public use of the Fircrest Gymnasium has not been mentioned but it could increased by an outreach program.	PRCS Master Plan	This section is intended to list other recreation providers in the community. Adding the Fircrest Gymnasium to this section is a good idea. This section will be changed to "Fircrest Pool and Gymnasium" with details on the gymnasium added.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan General Observation 1 There should be acknowledgement of the importance to residents of feeling a historical sense of place. The History of Shoreline did not begin with incorporation.	PRCS Master Plan	Staff agrees that maintaining a historical perspective on community facilities is important. For that reason in the facility inventory a section on "Historical Information" is listed for each facility. In some cases this information is incomplete and city staff are working with the Shoreline Historical Museum to increase our historical knowledge of parks.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan General Observation 2 Before decisions are made to implement "improvements" in park natural areas, it should be a goal of the city to outreach and to work with those groups which have been restoring these natural areas.	PRCS Master Plan	Improvements listed in this plan are just suggestions. Conditions and/or needs may change over time so before improvements would be implemented staff would contact user groups and neighbors. Larger projects would include community meetings seeking input all interested residents.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan General Observation 3 What is a forest management plan? Which parks are not functioning well? And what are deficiencies?	PRCS Master Plan	As explained above on Page #75 response a Forest Management Plan (FMP) evaluates the current health of the forest in the park. Several parks have been planted as a monoculture reducing forest viability and vitality, and limiting opportunities for wildlife. A FMP can also reduce or eliminate the need for pesticide use and reduce fire hazard. Parks most in need of a FMP at this time include Hamlin Park, North City Park, Boeing Creek, and Paramount Open Space.	Land Use	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan General Observation 4 The term "artificial water course" should not be used.	PRCS Master Plan	The plan will be reviewed and any references to "artificial water course" will be eliminated.	Land Use	
82	letter	6/9/2004	Kral	Martin and Karen	Extending Stone Ave, etc.	Transportation Master Plan	Stone Ave. N will not be extended.	Transportation	



#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
83	letter	6/9/2004	Maxwell	Jeffrey and Ethel	Arterial Connector on 195th	Transportation Master Plan	City to review agreement with Ballinger Terrace (Commons) that may require preservation of greenbelt. It is probable that priorities will not support this project for construction. A multi-purpose path for bikes or pedestrians may still be considered.	Transportation	
84	letter	6/9/2004	Godfrey	Isabella	Arterial Connector on 195th	Transportation Master Plan	City to review agreement with Ballinger Terrace (Commons) that may require preservation of greenbelt. It is probable that priorities will not support this project for construction. A multi-purpose path for bikes or pedestrians may still be considered.	Transportation	
85	letter	6/9/2004	Sowler	Craig and Donna	Extension of Stone Ave	Transportation Master Plan	Stone Ave. N will not be extended.	Transportation	
86	letter	6/9/2004	Ahmedulle	M. Ahmad	Extension of Stone Ave	Transportation Master Plan	Stone Ave. N will not be extended.	Transportation	
87	e-mail	6/10/2004	Anderson	Scott and Karen	Extension of 195th	Transportation Master Plan	City to review agreement with Ballinger Terrace (Commons) that may require preservation of greenbelt. It is probable that priorities will not support this project for construction. A multi-purpose path for bikes or pedestrians may still be considered.	Transportation	
88	Comment form	6/10/2004	Hardy	Naomi	Item 330 - change to appendix 6-1  Street classification - speed limit	Comp Plan - Transportation	Reference not clear. Assume reference to classification summary speeds are a guideline not mandate.	Transportation	
88	Comment form	6/10/2004	Hardy	Naomi	Comp Plan <b>Matrix Item 294</b> Ti Revise policy to also include monitoring on minor arterials.	Comp Plan - Transportation	Staff recommends not changing this statement as this monitoring is already addressed in arterial monitoring (comments seeks to add the word minor arterial)	Transportation	
88	Comment form	6/10/2004	Hardy	Naomi	TR-19 (p. 153 of draft plan) Remove the roundabout at St. Luke's	Comp Plan - Transportation	Noted. This area is scoped for safety improvements as budget allows during the Dayton Wall Improvements. A specific intersection design has not been determined	Transportation	
88	Comment form	6/10/2004	Hardy	Naomi	Requesting a new policy for parking as follows: Ensure the current existence of adequate parking in driveways before allowing any change in the right-of-way which can compromise safety. This includes any effect on the proper function of the driveways as they connect to the roadway.	Comp Plan - Transportation	The comment could be incorporated into the Community Design Element in the "Site and Building Design" section (page 75) by adding a new policy such as: CDa: When making improvements to the public right-of-way, ensure that site access and adequate parking remains on affected properties.	Transportation	
88	Comment form	6/10/2004	Hardy	Naomi	Comp Plan <b>Matrix Item 303</b> TI Work with Shoreline Community College to make available to its students reduced bus fare tickets.  Work with Shoreline School District to reduce students driving to school.... Parking on streets is a problem	Comp Plan - Transportation	Existing goals and policies address this issue, including:  Goal T II: Improve mobility options for all Shoreline citizens by supporting increased transit coverage and service that connect local and regional destinations.  Goal TV: Protect neighborhoods from adverse automobile impacts.  Furthermore, as a state requirement, the city works with large employers (such as Shoreline Community College) in a program called "Commute Trip Reduction." The City will continue to work with local educational institutions and other major employers.	Transportation	
88	Comment form	6/10/2004	Hardy	Naomi	Comp Plan <b>Matrix Item 293</b> Th Replace the Neighborhood Traffic Safety Program with a plan to make all streets in Shoreline "Safe and Friendly Streets" for all Shoreline residents regardless of where they live.	Comp Plan - Transportation	The Neighborhood Traffic Safety Program will continue to evolve to reach goals quicker. There are no plans to replace this program at this time.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
88	Comment form	6/10/2004	Hardy	Naomi	TR-15 (p. 151 of draft TMP plan) Restriping Richmond Beach Road to three lanes.	Comp Plan - Transportation	The City of Shoreline does not have any plans at the current time to restripe Richmond Beach Road to any new lane configuration. As part of the current draft Transportation Master Plan Richmond Beach Road has been identified for possible funding of a corridor study. This study would look at potential solutions to speeding and safety concerns throughout the corridor from Aurora Avenue N to past 26th Ave NW. One of the many solutions that would be addressed in the study, if approved, could be the restriping of Richmond Bach Road. Other solutions will be evaluated and any action would only be after a public process and City Council action.	Transportation	
88	Comment form	6/10/2004	Hardy	Naomi	Additional transportation project for consideration: Explore options for additional freeway access at 185th because of the high volume back-up on 175th. There is already back-up on 175th from City Hall to the freeway during off-peak hours on June 10, 2004	Transportation Master Plan	Noted. The City continues to work with the Washington State Department of Transportation on the potential of this option.	Transportation	
89	letter	6/10/2004	Lee	Brian	Tree Replacement Developers should have to replace mature trees with larger specimens	Development Code	The Development Code regulates the size of replacement trees. A proposal for a development code amendment would be needed to change this.	Land Use	
89	letter	6/10/2004	Lee	Brian	Zoning and building codes. Lot coverage and setbacks	Development Code	The Development Code regulates the placement of structures on parcels. A proposal for a development code amendment would be needed to change this.	Land Use	
89	letter	6/10/2004	Lee	Brian	Cottage housing	Development Code	The development code has been amended to improve the standards for Cottage Housing. If further refinements are desired an application for development code amendment would need to be made.	Land Use	
89	letter	6/10/2004	Lee	Brian	Stone Ave. N extension	Transportation Master Plan	Stone Ave. N will not be extended.	Transportation	
90	Comment form	6/10/2004	Johnsen	Egill	Bicycle projects - scrap them and follow Seattle's lead. On-street parking is more important	Transportation Master Plan	Bike lanes and all alternative forms of transportation will continue to be a priority in this plan.	Transportation	
90	Comment form	6/10/2004	Johnsen	Egill	Transportation Master Plan (p. 2-13) Bicycle Systems	Transportation Master Plan	Noted. Non-motorized transportation is a priority of this plan.	Transportation	
90	Comment form	6/10/2004	Johnsen	Egill	Transportation Master Plan (p. 5-1) Bicycle Project Evaluation	Transportation Master Plan	Noted. Our bike system is planned as part of a regional system.	Transportation	
90	Comment form	6/10/2004	Johnsen	Egill	Transportation Master Plan (p. 5-2) Bicycle Project Evaluation	Transportation Master Plan	No response needed.	Transportation	
90	Comment form	6/10/2004	Johnsen	Egill	Transportation Master Plan (p. 5-3) Bicycle Project Evaluation	Transportation Master Plan	Noted. For the parking restrictions, the City works arterial safety in with Capital Improvement Projects.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
90	Comment form	6/10/2004	Johnsen	Egill	Transportation Master Plan (p. 6-1) Street classification from N 167th Ashworth to Meridian	Transportation Master Plan	Noted.	Transportation	
91	e-mail	6/10/2004	Hagen	Walt	Document has been rewritten without the ability to track changes and the document was reformatted.	Comp Plan	The Proposed Goals and Policies matrices tracked all the changes in legislative format so the reader could follow all amendments. A document without legislative format was also provided to show the reader how the final document would "look" once adopted by Council.	Land Use	
92	e-mail	6/10/2004	Langton	Tamara	Stone Ave extension	Transportation Master Plan	Stone Ave. N will not be extended.	Transportation	
93	e-mail	6/10/2004	Wright	Kathy	Parks and Rec Interested in development of an Off Leash area in Shoreline.	PRCS Master Plan	On page #48 the survey results regarding off leash areas are presented. There has been interest from citizens regarding off leash areas and the plan will be amended with a bullet added to Special Facilities (page 121) stating "Work with the Park Board and Shore Dog to develop criteria and evaluate opportunities for development of an off leash area."	Land Use	
94	e-mail	6/10/2004	Daher	George	Arterial Connector on 195th	Transportation Master Plan	City to review agreement with Ballinger Terrace (Commons) that may require preservation of greenbelt. It is probable that priorities will not support this project for construction. A multi-purpose path for bikes or pedestrians may still be considered.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-2, 1) Object to raised medians except as required by traffic signal channelization. Not required by WSDOT Design Manual or RCW or WAC	Transportation Master Plan	This is regarding the Aurora Corridor Project. Design decisions have been approved by City Council and are not intended to be addressed as part of this plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-2, 2) Object to seven-foot sidewalks plus four foot amenity zone plus one foot of curb/gutter for a total of 12 feet. Eight foot for both sidewalk and amenity area is more that needed.	Transportation Master Plan	This is regarding the Aurora Corridor Project. Design decisions have been approved by City Council and are not intended to be addressed as part of this plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-2, 3) Object to traffic signal at N 165th St as not warranted by pedestrian traffic, side street traffic or accident records. Additionally the signal will increase the West leg traffic through a residential area and increase college traffic to avoid N. 160th St. signal and sidewalks.	Transportation Master Plan	This is regarding the Aurora Corridor Project. Design decisions have been approved by City Council and are not intended to be addressed as part of this plan. The planned signal at N 165th Street is determined to meet warrants and has been approved by the WSDOT.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 1) Add leg of collector arterial between Dayton Ave. N to N. 175th St.	Transportation Master Plan	This map is intended to show existing classifications. As we understand this comment, the map is correct.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 2) Add collector arterial between 6th Ave. NW to 10th Ave. NW	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 3) Delete collector arterial on 3rd Ave. NW from NW 200th to NW 205th. (Add 3 NW label) 10th Ave. NW	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 4) Add interurban trail designation N 145th to N 205th	Transportation Master Plan	The Interurban Trail has not completed construction and is not specifically designated on these maps.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 5) Correct frontage road of 5th Ave. NE, north of 185th St(similar to south of N 185th St)	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 6) Correct wording so as to be read with drawing held as North "up" or North to the "right"; some streets have upside down wording ( See Meridian Ave. versus 10th Ave NW)	Transportation Master Plan	The time required to make these changes is not cost-effective at this time. Map will remain as is.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 7) Add collector arterial on N 172nd St. between Dayton Ave. N and Fremont Ave. N	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 8) Add collector arterial on Fremont Ave. N between N 175th and N 1645th St.	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 9) Add US99 designation to Aurora Ave.	Transportation Master Plan	US 99 designation is not a street classification. Map will remain as is.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 10) Add SR 522 designation to Bothell Way.	Transportation Master Plan	SR 522 designation is not a street classification. Map will remain as is.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 11) Add SR104 designation to Ballinger Way and N 205th St.	Transportation Master Plan	SR 104 designation is not a street classification. Map will remain as is.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 12) Add I-5 designation to I-5 freeway.	Transportation Master Plan	I-5 designation is not a street classification. Map will remain as is.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 13) Add 1st Ave NE as collector arterial from N 155th to N 145th St.	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 14) Add Carlyle Hall Road designation.	Transportation Master Plan	Designation is shown on map.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 15) See page 3-3 for SR designations.	Transportation Master Plan	Comment not understood.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-5 Traffic volumes map. 1) Delete PAA not of annexing Point Wells in Snohomish county	Transportation Master Plan	All references to Point Wells are required as per the Comprehensive Plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-5 Traffic volumes map. 2) List all traffic counts in tabular fashion that have been taken since 2000 with year and weekday traffic volume, including 2003 and 2004 counts.	Transportation Master Plan	This is meant to provide general information, not specific details for analysis. All traffic counts are listed on the City website.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-5 Traffic volumes map. 3) Add WSDOT traffic counts on I-5, i.e., 185,000+ at N 185th St. etc. all state highways	Transportation Master Plan	Traffic volumes on I-5 can be added to the plan.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-6 Transit Agencies, The routes of busses across the county line do not require a transfer. Need explanation of routes by numbers on a map. Also how is Community College served! (by busses) Sound Transit does not serve Shoreline and no indication of anything in the future. The term currently is inappropriate and further discussion should show some reasoning. Also runs on the Puget Sound or West side of the City.	Transportation Master Plan	About transit users who need to cross the county line. We believe the statement in the report is correct. Sound transit provides limited service in Shoreline. As noted in the report, two express bus routes stop at the North Jackson park and ride lot, north of 145th Street, which is located in the City of Shoreline.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-6 Facilities. Some Snohomish bus routes cross the county line and continue into Seattle, not included.	Transportation Master Plan	Any community Transit buses cannot pick-up passengers in King County. We did not include CT buses travel through Shoreline because they do not provide any services for Shoreline.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-7 Park N Ride Facilities. 15th Ave. NW not 15th Ave N	Transportation Master Plan	15th Ave. NW vs. 15th Ave. N - we cannot find the reference to this comment.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-11 Delete Point Well PAA	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-12 Delete Point Well PAA	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-13 Bicycle pathway as a separate each side sidewalks is provided and I-5 on N 175th St. Also, N 145th St has sidewalks on each side, in some areas.	Transportation Master Plan	noted	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-13 Interurban discussed but not described as to end points, use by pedestrians and cycles, the first two sections completed by July 2004 (within the named streets) and will provide 3.25 miles of pedestrian movement through intensive retail areas, when completed.	Transportation Master Plan	Acknowledge that Interurban Trail is for pedestrians and bicycles.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page2-14 No Interurban trail shown, map reduces far beyond normal vision (should be two pages) and not oriented correctly (see previous note page 2-4) Delete Point Wells PAA	Transportation Master Plan	The Interurban Trail has not completed construction and is not specifically designated on these maps. Color versions of the map are available upon request. All references to Point Wells potential annexation area is required as per the Comprehensive Plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-15 Delete Point Wells PAA. Add sections of interurban as the best bike system built at Echo Lake vicinity. Add bike routes where sharing the road, etc. (type 1,2,3,4). Correct maps as per page 2-4 comment. Delete any street names by Snohomish County.	Transportation Master Plan	All references to Point Wells are required as per the Comprehensive Plan. At the time the map was prepared, the Interurban Trail had not completed construction. We won't be changing the map at this point. Facilities where bikes share the road will not be added as they are not true bicycle facilities. Street names in Snohomish County will not be deleted.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-16 Accident Analysis. There is not enough 2003 data to be included and is misleading even with the footnote. This is not a six-year summary and should be corrected. Two years of data are lost by WSP and cannot be included.	Transportation Master Plan	We have provided as much information as we have available. We will attempt to add a clarifying footnote to the page.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-16 The 'relatively low' accident rate along Aurora Ave is most likely correct. If one looks at 2000,2001 and 2002 full year records by WSDOT, the accident rate is even lower. The allegation of a six-year summary is erroneous. The NE 175th St. at 5th Ave NE intersection should be looked at again since sight distance; turn lanes and other changes have been completed and not include prior years. Table 2-5 is misleading with 1998-2003 when those years are not available records. ( however it is interesting that Aurora Ave. has the lowest accident rate in the table.)	Transportation Master Plan	The accident data shown is not reported in the same fashion as WSDOT might report it and therefore provides a different picture of intersection analysis versus corridor analysis. We will not be reviewing the intersection of NE 175th Street and 5th Ave NE. We believe the information provided is clear, gives the best information available and the footnote provides additional clarity.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-17. Table 2-6 is not 1996-2003, six years, and should be corrected.	Transportation Master Plan	The Figure/Table Title indicating 1998-2003 is correct. As noted in the footnote, some data from August 2003 to December 2003 are not complete.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-18. Delete Point Wells PAA. Revise map per page 2-4 comments plus enlarge and revise title form 1998-2003. Add Interurban Trail.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan. At the time the map was prepared, the Interurban Trail had not completed construction. We won't be changing the map at this point.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-19. Same comments as per page 2-18.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-20. Same comments as per page 2-18.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-21. Same comments as per page 2-18.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-22 Correct the years and the data used. Traffic circles are erroneously included as calming without documentation from authoritative sources as to Shoreline traffic.	Transportation Master Plan	The map will be corrected. Traffic circles are a recognized traffic calming device in the professional arena for analysis for specific applicability.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-23. Same comments as per page 2-18.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 3-3. I-5 excess traffic flow is said to be accommodated by Shoreline's arterial streets without an indication of which streets and quantity. Additionally, access to I-5 will be reduced by Shoreline residents. Nothing is included as to how this will occur and what direction the City should take to mitigate this problem, WSDOT cannot work on the city streets so the comments of 'work together' is meaningless.	Transportation Master Plan	The relationship between I-5 and the City's arterials is complex. It would be impossible to quantify the amount of traffic spillover form I-5 in this study. To address this issue, more extensive resources are required and we continually work with WSDOT on traffic issues.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
95	letter	6/10/2004	Cottingham	Kenneth	Figure 3-2 Reduced excessively. Left out of chart are the following: Westminster Way, Greenwood to Dayton Westminster Way, Dayton to N 155th St., Carlyle Hall Road, Greenwood to 3rd Ave. NW, N 175th St., Dayton Ave to 6th Ave NW, Dayton Ave, N 165th St. to Richmond Beach Rd, Aurora Ave, N 195th St. to N 205th St., 205th St., 3rd Ave NW to 15th Ave NE, many others missing as well.	Transportation Master Plan	We selected the location where we felt that they are important to show.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 3-5, Ballinger Way NE (SR104) at Meridian Ave. N this intersection suffered from traffic delay to East-West traffic and falls jointly with Edmonds and Shoreline. Nothing in the draft report includes this intersection which operates at times at level of Service F and is a major bottleneck to traffic between Aurora Ave N and I-5, and has not been addressed.	Transportation Master Plan	The section of SR 104 (205th) in the vicinity of Meridian Ave N is outside the City of Shoreline. Page 3-5 indicates that SR104 Ballinger Way is within the City but 205th is outside the City. No facility recommendation is made for the streets located outside the City.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-3, NE 205th St. is partially in the City of Shoreline, same as NE 145th St.	Transportation Master Plan	NE 205th is correct. The City of Shoreline only owns a portion of the intersection of N 145th Street and Aurora Ave N and nothing else.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-4, Delete annexation area zones as this is the Point Wells area in Snohomish County.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-5, N 205th St. in the PM Pak at Meridian Ave. N is operating close to or at "F" level of service.	Transportation Master Plan	We believe our information is correct.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-6, Signal installation at N 175th St. and Ashworth Ave N is not feasible nor warranted. The sight distance along N 175th is inadequate, the need for the North-South traffic is negligible due to the present "C" curb along the centerline of N 175th & R/W not available for E/W turn lanes. Sidewalks are under construction now along N 175th and no accident problem exists. This project should be deleted from the plan since only right turns at the intersection, it works very well. Signal installation at N 175th St and Stone Way is equally not required since the extension of Stone Way southerly to intersect N 175th St. is highly unlikely, not required not warranted by traffic volumes, accidents, or access to residential areas provides not useful service to the community.	Transportation Master Plan	The report identified significant traffic and pedestrian safety issues on 175th from Aurora to I-5. We are recommending that the City conduct a corridor study along N 175th Street to evaluate the recommendations in the report.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-6, These two intersections of Stone Way Ave. N and Ashworth Ave N if connected to N 175th St. will provide increased traffic thru residential streets creating the opposite of 'traffic calming'. Nothing in the community dictates increased capacity on these two streets is needed nor wanted, but would provide outside thru traffic a route to avoid Aurora, I-5 and Meridian Ave., all at the expense of the residents on each street. If the level of service needs improving on nearby intersections, then concentrate the engineering on those intersections and bring them up to LOS C/D and not provide other parallel routes thru the community at the expense of the residential community. Delete both paragraphs at the bottom of page 4-6 and the top paragraph on page 4-7.	Transportation Master Plan	We are recommending that the City conduct a corridor study to evaluate the recommendations in the report. We agree that appropriate routes (not in residential areas) should be addressed to encourage drivers to stay on higher classification routes when not using Aurora. Paragraphs will not be deleted.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-8& 4-9 Level of Service - Transit. No mention of the service level effect if the bus stops in the lane of traffic or the bus stops in a separate lane of traffic. Route # 358 has both the in lane stop and the separate lane stop. However, the following motorist must stop behind the bus for in-lane stops, yet LOS for #358 is A, the highest. Is not the delay of vehicles for in0-lane stops a loss of capacity? Delay?	Transportation Master Plan	Transit level of service is designed to provide information about the quality of transit service . It is not related to how transit operation causes delays to vehicle movements.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-9. The 'orange ring' and the 'tan ring' are both printed gray, thereby taking away analysis of the subject. Could delete color and use two grades of half tone and still print gray.	Transportation Master Plan	Color maps are available upon request. We will see what can be done to make black and white reproduction clearer.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 5-1. No mention of interurban trail which will (and is) the most major 'bike-ped facility in Shoreline. Also, not included in Appendixes 5-1, 5-2.	Transportation Master Plan	This chapter shows evaluation criteria. Table 5-2 includes "connects to the Interurban Trail" with the highest point (100).	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 5-2. The 'Bond Advisory Committee" as listed was not included in a discussion up to this point in the draft Transportation Master plan. Some listing should show all the projects, were they adopted by the city, and a source for further analysis for those who care to assess the citizen committee results. Since Shoreline is sandwiched between other cities with North/South pedestrian and bicycle routes, what are these and how does Shoreline interconnect, or do they, since nothing is included to identify in the draft as to pedestrian and bicycle facilities.	Transportation Master Plan	This is available in separate information and is offered here as a summary.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-3 Street Lighting. Add: Use of Illuminating Engineering (IES) for lighting intensity and uniformity should be used as a guideline for illuminating all public areas, including parks, trail, roadways and walkways. (include this in the analysis above the recommendations.)	Transportation Master Plan	These are design guideline comments and are not appropriate for inclusion in the master plan. Comments have been forwarded to the City Engineer.	Transportation	



#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-4, Add and monitor by-pass traffic from more congested roadway facilities and provide for remedies to reduce neighborhood by-pass traffic from the major roadways. Preserve neighborhoods from intrusion of by-pass traffic. Include ways of discouraging cut-thru traffic.	Transportation Master Plan	A new policy is recommended to address traffic in the neighborhood. "Monitor traffic growth on collector arterials and neighborhood collectors and take measures to keep volumes within reasonable limits."	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-5, Class 3 highways are discussed but Class 4 highways are not discussed. Wording has been deleted or left out that affect SR99 Aurora, a class 4 highway in access management. Also left out is the basic WAC 468-52-040 that addresses all classes of highways in the state in including classes 3 and 4 in Shoreline.	Transportation Master Plan	The state facilities that require access management within Shoreline is Aurora Avenue, which is a class 3 facility.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-8 Use comments to correct map form 2-18. Add interurban, street names and corrections. Delete Point Well PAA.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan. Interurban construction is not complete and will not be added, street names are adequate for the presentation intended and map will not be changed.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	6-10, Add pedestrian actuated signal at N 170th & 15th Ave NE. Two fatalities have occurred at this intersection. This will provide the ideal signal timing and distance for five block (1/5 mile) spacing between signals, provide needed pedestrian crossing protection, and control traffic flow consistent with the neighborhood network. Delete signal and left turn lanes on n 175th St at Ashworth Ave N in order to keep residential community in tact and prevent by pass traffic. Does not provide needed service north and south and inhibits capacity and lower LOS on N 175th St. Leave center curb on N 175th St. across Ashworth Ave N.	Transportation Master Plan	As noted above, a corridor study for N 175th Street between Aurora Ave to I-5 is recommended. The signal at Ashworth swill be addressed as part of the corridor study.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-10 (continued) Delete signal and extension of Stone Ave. N. Presently Stone Ave N does not intersect N 175th St. and it should remain in this status. Therefore, a traffic signal is not needed and if constructed would intrude into the residential neighborhood, provide no useful service other than by-pass traffic, lower the LOS of N 175th St. and is unwarranted by the standard of the warrants of the Manual on Uniform Traffic Control Devices (MUTCD).	Transportation Master Plan	The Stone Ave N extension is being removed from the plan. The intended signal is not a new one but rather a relocated one from the Meridian Avenue N location. All issues will be part of the recommended N 175th Street corridor study.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-11, Map Figure 6-2 (Add street names throughout) Delete traffic signal and turn lanes at N 175th St. and Ashworth Ave N. Delete traffic signal at N 175th & Stone Ave N & extension. Leave as is traffic signal at N 175th & Midvale Ave N. Delete widening of N 175th St. , Meridian Ave. N to Midvale Ave N. Delete Point Wells PAA. Add turning lane to southbound Aurora Ave. N @ N 145th St. ( will be two turning lanes). Delete all reference to a new traffic signal at N 165th St. @ Aurora Ave. N., not warranted.	Transportation Master Plan	Street name designations are adequate, map will not be changed. The recommended corridor study will address the needs for those facilities on N 175th Street.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-12, Figure 6-3 Recommended Roadway Improvements. Revise wording at Dayton Ave. N by deleting right angle and inserting acceptable angles at its intersection with N 165th St and Carlyle Hall Rd. Delete roundabout at N 160th St. & Greenwood Ave. N - not acceptable in heavy peak demands. Delete roundabout at N 175th St. & Dayton Ave N - not acceptable in heavy peak demands. Restricted right of way and light volumes with little or no operational problems. Add 3rd Ave. NW @ Richmond Beach Rd. - a change in signal phasing to provide westbound thru plus turn arrow, followed by north and south, all in three phases. No change in geometry or right of way.	Transportation Master Plan	Wording will be revised at Dayton/Carlyle Hall Road location. Roundabout at N 160th will remain as our recommendation and will be reviewed when it becomes a design issue. The roundabout at 175th and Dayton will be revised to indicate some improvement to be determined. The location at 3rd Avenue NW will be included in the recommended Richmond Beach Rd corridor study. Changes indicated in comment will also be utilized in a potential interim improvement at this location.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-13, Reference is made of a bridge reconstruction over SR104 at Aurora Ave. N in the last paragraph. This project has not been previously identified and is not shown on the facing page 6-12 as a recommended roadway improvement. No justification has been provided, nor the LOS level that occurs because the southbound BAS lane does not cross SR104. Reference should be deleted until Aurora Ave widening is completed and only after need is shown and LOS analysis completed.	Transportation Master Plan	To complete the BAT lanes throughout Aurora Avenue, the bridge over SR104 needs to be widened. We will work with the WSDOT & the City of Edmonds in this proposal.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	6-14, Pedestrian crossing and "bulb outs." The extension of curbs into the driving area allows for shorter pedestrian crossing distance. However, it places the pedestrian within one step of vehicle travel and therefore decreases the safety of the pedestrian in crossing. Although a popular tool among street designers, it is not in the best interest of the public or pedestrian. Additionally, the bulb out is only acceptable in very low volume intersection and where parking is allowed on each side. Should be deleted from this page and other diagrams.	Transportation Master Plan	This will not be deleted. While the comment is acknowledged, these types of improvements continue to support the policies recommended in this plan and are supported by professional review, study and report.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-16 & 6-17, Table 6-5. Add 'both sides' to 8th NW, Richmond beach Rd to N 180th St. ( same as connections to NW 180th St. & NW 175th St.) Add Carlyle Hall Road from 3rd Ave NW to Dayton Ave N. - both sides. Add N. 180th St., 8th Ave NW to 10th Ave NW - both sides. Delete 3rd Ave NW, NW 200th St to NW 205th St. (Hold until steeper than normal grade is solved.)	Transportation Master Plan	Due to lack of City funding for capital projects, this table will be modified. The recommended pedestrian improvement projects will be reduced and therefore is not practical to making changes to the map.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-18, Figure 6-4. Revise per page 6-16 and 6-17. Add Interurban Trail. Provide black and white map, legible in size. What is the star for at I-5 & N. 160th St.?	Transportation Master Plan	Again, not practical to make changes at this time. Interurban Trail is still considered under construction. Color maps are available upon request and changes will be sought to make it more clearly presented in black and white.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-21, Interurban Trail. This vital project has two completed sections open to travel by bikes and pedestrians. Additional narration needs to be added as to how this trail will connect and traverse through commercial areas; how this trail will alleviate pedestrian traffic and bicycle traffic from Aurora Ave. N. for the 3.25 miles through Shoreline; how this trail will connect and go through Seattle, Edmonds, Lynwood & Everett a distance of over thirty-five miles. Cross town connector - A bridge over the I-5 freeway @ either N. 167th St. has never been publicly presented and should be deleted. With an existing underpass on N. 155th St., no freeway ramps and light volume of traffic, it would be hard to reconcile another crossing of I-5. The wording of 'additional connections are desirable for the residents between N. 175th St and N. 155th St', (a one-mile distance) should be deleted. Bicyclists can use the roadway or the sidewalks of N. 175th St., an existing arterial of adequate design. Discussions of a new auto bridge is an east/west crossing of I-5	Transportation Master Plan	Acknowledged that Interurban Trail is important bike /pedestrian facility for the City. Cross town connector: A need for an additional east-west crossing over or under I-5 between 155th and 175th for bicycles and pedestrians has been identified. However, due to high cost, this concept will not be included in the recommendation.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-22, Table 6-6. The N. 160th St, Dayton to Aurora does presently connect to the Interurban Trail/Design and should be deleted from the draft. N. 155th St, Midvale to Aurora does presently connect to the Interurban Trail/Design and should be deleted from the draft.	Transportation Master Plan	These two areas are not designated bicycle facilities and they are referenced to determine if one can be incorporated on these roadways. No changes will be made.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-23. Needs correction according to size, legibility and half-tone. Needs correction to place Carlyle Hall Road as a bicycle facility, which is how it is now used. Delete Point Wells PAA. Add grade separations of I-5. Add Interurban Trail completed, under construction.	Transportation Master Plan	Clarity of the map will be addressed for easier reading. Carlyle Hall Road is not a bicycle facility and is only a shared road alternate for bicyclists. All references to Point Wells potential annexation area is required as per the Comprehensive Plan. I-5 and Interurban designations will not be made per previous comments.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 2 in Appendix 1-1, Guiding Principles, Interstate 5. Capacity improvements should include, but were omitted, how the N. 175th St. interchange is reaching capacity. Any study of this nature much include the grade separation of N. 185th St. This design study would show the improvement to ear - west traffic, the lowering of traffic on Meridian Ave N. and a proper connection to Richmond Beach Rd. Nothing was included in the draft report and would be properly a part of this section.	Transportation Master Plan	It is beyond the scope of the Shoreline Transportation Plan to identify specific facility capacity expansion projects on I-5. A major I-5 corridor study is needed to develop a plan that will expand the I-5 capacity through Shoreline.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Page 3 of Appendix 1-1, Border Streets, SR 523 aka N. 145th St. and SR 104 aka N. 205th St. These two streets, major arterials, are partially owned by City of Shoreline and the narrative should be changed to so indicate. All improvements must be done in conjunction with the adjacent communities and not left to those communities as now written in the draft.	Transportation Master Plan	Staff believes that the statement on Page 3 is accurate.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
95	letter	6/10/2004	Cottingham	Kenneth	Page 4 of Appendix 1-1, Ashworth Ave N. Delete reclassify to collector function. Delete signalization & channelization @ N. 175th St. Delete roundabouts at 8th Ave NW & Richmond Beach Rd (a new one not named before on Fig 6-3) Delete roundabouts at Greenwood Ave NE & Innis Arden Drive & N. 160th St. Delete roundabouts at Dayton Ave N @ NW 175th St. (which was supposed to be on this page)	Transportation Master Plan	As stated above, the corridor study for N 175th from Aurora Ave to I-5 is recommended to evaluate the issues raised by the public more in detail.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Appendix 5.1 and 5.2. Revise as per above comments.	Transportation Master Plan	Comment not understood	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Appendix 5.3. Half-tone used obliterates data.	Transportation Master Plan	Clear copies are available at City Hall.	Transportation	
95	letter	6/10/2004	Cottingham	Kenneth	Appendix 6.1. Revise as per above comments.	Transportation Master Plan	Comment not understood.	Transportation	
96	letter	6/10/2004	Way	Janet	SEA Street Concept	Comp Plan	Policies CDb and CDc support development of a Green Street program that is coordinated with enhanced storm drainage, which could borrow from the SEA street example.	Land Use	
96	letter	6/10/2004	Way	Janet	"Green" building practices	Comp Plan	Green building practices are encouraged by policy ENb	Land Use	
96	letter	6/10/2004	Way	Janet	Policies limiting use of toxics should be included in SWM and Parks Master Plans	Comp Plan	Consider adding policy to encourage the use of "natural" pesticides and fertilizers for City projects.	Environmental / Surface Water	
96	letter	6/10/2004	Way	Janet	Habitat designation	Comp Plan Surface Water Master Plan	Neither the Comprehensive Plan nor the Surface Water Master Plan seek to designate specific habitat areas and neither are comprehensive habitat inventory documents. The documentation of Thornton Creek as designated salmon habitat would occur at a project-level review or at the time of some future report.	Environmental / Surface Water	
96	letter	6/10/2004	Way	Janet	Use of term artificial water course.	Surface Water Master Plan	The term "artificial" in "artificial water course" will be removed.	Environmental / Surface Water	
96	letter	6/10/2004	Way	Janet	City should adopt of the most recent State Stormwater Manual and increasing stormwater infiltration.	Surface Water Master Plan	The City has not adopted the most recent State Stormwater Manual because the regulations are under litigation. The City has adopted by reference King County's Surface Water Design manual, which encourages the infiltration of surface water.	Environmental / Surface Water	
97	letter	6/10/2004	Paulsen	Virginia	Housing (p. 96-101)	Comp Plan	STAFF STILL REVIEWING MATERIALS AND PREPARING RESPONSE	Land Use	
97	letter	6/10/2004	Paulsen	Virginia	Utilities ( p. 166-169)	Comp Plan	STAFF STILL REVIEWING MATERIALS AND PREPARING RESPONSE	Land Use	
97	letter	6/10/2004	Paulsen	Virginia	Capital Facilities (p. 175-211)	Comp Plan	STAFF STILL REVIEWING MATERIALS AND PREPARING RESPONSE	Land Use	
97	letter	6/10/2004	Paulsen	Virginia	Economic Development Analysis (p. 212-218)	Comp Plan	STAFF STILL REVIEWING MATERIALS AND PREPARING RESPONSE	Land Use	
97	letter	6/10/2004	Paulsen	Virginia	Parks, Recreation and Open Spaces (p. 170-174) Information presented does not discuss parks plans or programs	Comp Plan - Parks	The Parks and Open Space Master Plan will address the reader's concerns.	Land Use	
97	letter	6/10/2004	Paulsen	Virginia	Transportation (p. 102-165) Aurora corridor plan & Transit	Comp Plan - Transportation	A: Aurora: due to its size and complexity, it is addressed in separate plans and regularly updated to Council. B. Transit Service issues will be addressed by the City as part of this plan.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 34</b> LU30 How will this be achieved? The protection of existing stands of trees and vegetation - it seems like the city would have to do an inventory and work on protection before these stands are all removed.	Comp Plan	The parks and open space plan will have policies to create open spaces in throughout the city.	Land Use	
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 103</b> ENI- The city should make use of neighborhood groups to achieve this goal - a readily available forum for public education and outreach	Comp Plan	Staff agrees that when implementing this goal the city should utilize it's neighborhood groups. Staff feels that the goal should not identify how it is implemented to give options in the future as it gets implemented. Staff recommends that policy remains as is.	Environmental / Surface Water	
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 114</b> EN10 - Restrict the creation of new lots in critical areas or critical area buffers Policy should be reworded thus: Prohibit the creation of new lots in critical areas.	Comp Plan	Under law the city cannot eliminate all use of a property it would be deemed a "taking." Policy as recommended allows regulation and use of the property.	Environmental / Surface Water	
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 118</b> EN11 add, to the end of the sentence, "by restricting disturbance and development." Without this clarifier, it sounds like the city will protect people from natural disasters... which is probably beyond the capability of the city.	Comp Plan	Staff agrees the policy requires clarification. Policy should be reworded to read: Goal EN II: Protect people, property and the environment from geologic hazards, including steep slope areas, landslide hazard areas, seismic hazard areas, and erosion hazard areas by regulating disturbance and development.	Environmental / Surface Water	
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 130</b> EN111 This goal has to do with vegetation retention/protection. Keep phrase "protection of native vegetation" and delete "critical areas." Shoreline needs to address tree retention!!	Comp Plan	The goal is to preserve habitat. Habitat exists in both native vegetation and in critical areas (such as in streams). Staff recommends adding native vegetation back to the goal in addition to the critical areas term. Staff recommends that the policy be amended to read: ENIII: Sustain habitat of sufficient diversity and abundance to maintain existing indigenous fish and wildlife populations. Recognize the City's designation as an urban area by balancing the right of private property owners to develop and alter land with the protection of native vegetation and critical areas.	Environmental / Surface Water	
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 132</b> EN22 As the staff comments, we need to retain mature trees (whether native or not) and irregardless if they are located in an environmentally critical area or not	Comp Plan	No response necessary	Environmental / Surface Water	
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 154</b> EN59 This policy should remain unchanged. Omit workgroup comment.	Comp Plan	Staff concurs that the policy should remain as is.	Environmental / Surface Water	
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 571</b> CD24 Delete phrase "that contribute to the aesthetic character of the community" This is too subjective. We need to retain mature vegetation and significant trees wherever possible, period.	Comp Plan	Staff agrees that the policy could be simplified. Planning Commission could revise policy to read: "Where clearing and construction is unnecessary, preserve significant trees and mature vegetation."	Land Use	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
99	letter	6/10/2004	Guthrie	Barbara	Parks and Rec Long term recommendations for Echo Lake Park should include: picnic shelter, barbecues, fishing pier, and boat launch for carry-in boats.	PRCS Master Plan	Staff recommends adding to long term recommendations for Echo Lake Park; picnic shelter, barbecues, fishing pier, and boat launch for carry-in boats.	Land Use	
100	letter	6/10/2004	Guthrie	Barbara	Ashworth transportation changes	Transportation Master Plan	Stone Ave. N will not be extended. Comprehensive Plan encourages development of a Green Streets program.	Transportation	
101	letter	6/10/2004	Catero	Merilee	Concerns raised about the deletion of environmental policies EN42 & EN43	Comp Plan	EN42 and EN43 have not been deleted in the Draft.	Environmental / Surface Water	
101	letter	6/10/2004	Catero	Merilee	As to the City's PROS Plan we appreciate and share the high priority placed on improvements to natural areas..... We agree that the trail system and pond overlooks at Twin Ponds Park should be improved.... We agree with the approach to improvements at Ronald Bog Park .....	PRCS Master Plan	Comments agree with plan and support planned improvements, no additional response necessary.	Land Use	
101	letter	6/10/2004	Catero	Merilee	Boeing Creek v. Thornton Creek	Surface Water Master Plan	One of the objectives of drainage improvements in the Ronald Bog vicinity will be to improve the quality of water flowing down into Twin Ponds. Habitat improvement near Twin Ponds will also be included as a consideration during the design and planning of the Ronald Bog improvements. In addition, Table 7-3 of the draft SWMP describes funding miscellaneous projects to enhance stream habitat. Twin Ponds would be considered a candidate for a portion of that funding.	Environmental / Surface Water	
101	letter	6/10/2004	Catero	Merilee	Use of term artificial water course.	Surface Water Master Plan	The term "artificial" in "artificial water course" will be removed.	Environmental / Surface Water	
102	letter	6/13/2004	Loch	Corbitt	Transportation Master Plan	Transportation Master Plan	Comments were noted and the segment was evaluated in the prioritization system. It will be part of the overall prioritization system.	Transportation	
103	Comment form	6/7/2004	Anonymous		General Capital project ranking sheets	All	Planning Commission should consider comment when reviewing the capital project funding.	Land Use Transportation Environmental / Surface Water	All general capital projects should be discussed by the whole Commission
104	Comment form	6/7/2004	Anonymous		Transportation project ranking sheets.	Transportation Master Plan	Planning Commission should consider comment when reviewing the capital projects.	Transportation	
105	Comment form	6/7/2004	Anonymous		Surface Water project ranking sheets.	Surface Water Master Plan	Ranking the factors for Prioritizing Surface Water Capital Improvement Projects (CIP) and Preference for CIPs will be used by City Staff. Planning Commission should consider comment when reviewing the capital project funding.	Environmental / Surface Water	
106	Comment form	6/7/2004	Anonymous		Parks and Rec Copies of two survey forms were completed and submitted	PRCS Master Plan	No response necessary.	Land Use	
107	Letter	6/17/2004	Barbon	Erma	Stone Ave extension	Transportation Master Plan	Stone Ave. N will not be extended.	Transportation	
108	e-mail	7/3/2004	Nelson	Judy	15th NE (North City) street design	Transportation Master Plan	Corridor performance with the new configuration is being tracked.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
109	letter	7/29/2004	Fimia	Councilmember Maggie	General comments: achieving measurable goals and policies	Transportation Master Plan	While this is an item that can be included in Mater Plans, we have not pursued this due to budget and time constraints. As programs and projects are developed from this report, it is expected this will be performed.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	General comments: assure meaningful public input and plan should be citizen driven	Transportation Master Plan	It is our belief that the plan is citizen driven in that their requests and comments are incorporated where realistic and supported by the Planning Commission. New ideas and projects are also incorporated.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	General comments: balance projects across the city.	Transportation Master Plan	The prioritization system attempts to do this. It isn't always realistic to do this since some areas require more attention than others based on other prioritization criteria.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	Availability of original public comment letters	All plans	The original letters were provided to the Planning Commission with the July 22, 2004 staff report packet. The packet also indicated that copies could be obtained by contacting Andrea Spencer at 206.546.1418. Staff is also trying to copies of the letters on the project website.	Land Use	
109	letter	7/29/2004	Fimia	Councilmember Maggie	Maps need to be larger. They can be double and folded.	Transportation Master Plan	Due to the large number and costs of the draft copies this was not done. Larger and colored copies were made available to those who requested them. The final version has not yet been determined and this suggestion will be considered for final production. All maps are being worked on for readability.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 2-6 Out of the 288 bus stops how many actually have good, safe access? Handicap accessible needs to be defined.	Transportation Master Plan	We have not performed this analysis as part of the Master Plan. All design utilizes the recommendations of the ADA.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 2-6 / 6-14. Bus shelters 1. There are 13 listed on page 6-14, will the ones in phase 2 and 3 of the Aurora project continue to be put on hold? We should be installing shelters all along Aurora even if they have to be temporary ones. 2. When was the last bus stop patron count done by metro? The city can partner with the business and neighborhoods to provide a higher level of comfort and cleanliness for the bus stops without shelters and daily clean-up	Transportation Master Plan	1. There are no plans to pursue installation of shelters in advance of Aurora Phase 2 construction. Shelter construction is not a minor installation and requires sidewalk and right of way issues to be addressed. 2. We do not have this information. Staff agrees and this could be addressed in the Operations budget. 3. We do not have ridership values as they pertain to whether but this would seem logical.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 2-6, 3-2, and 4-7 - Local and Regional Transit 1. Net amount of hours of service to Shoreline. What is the actual and planned amount of service hour increase from 1997-2010?  2. What is the impact to Shoreline riders when the buses are put back on surface streets in downtown Seattle next year?  3. What is the ridership for the years 1997-2004?  4. LOS & BAT lanes. Is there a benefit/cost analysis of this investment? Do we anticipate a higher service level?	Transportation Master Plan	1. Staff does not have this information. Most of these questions will be better addressed as the city continues to make transit development a priority to coordinate with METRO. 2. We have not studied this impact. 3. Staff does not have this information. 4. We are finding the answer to this at this time.	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 2-16 Accident Analysis  1. Accident data and aurora and business access. What happens to the rate when egress is limited to right turns only?	Transportation Master Plan	We have not performed this analysis as part of this plan. The data given was for information only.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 3-3, 3-5, 4-5,6 I-5 Projections 1. LOS on Aurora, traffic shifting from I-5 to Aurora. The Aurora project was supposed to help increase capacity and congestion, why will there still be LOS at F? We need to do more than "work together with DOT"	Transportation Master Plan	The traffic shifts have not been analyzed as a result of the Aurora project. However, Aurora's improvement are for some capacity, and then transit and pedestrian safety. Aurora is designated as a Highway of Statewide Significance and is therefore exempt from local jurisdiction concurrence. We will continue to recommend working with WSDOT to do exactly what is requested in the suggestions of this comment.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 4-8 Community oriented transit 1. Why has cost/benefit suddenly entered as a factor?  2. Why not be consistent and use cost/benefit for all projects?	Transportation Master Plan	Cost/Benefit is not a factor in this discussion. We are unclear about the comment for this page.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 5-1 Project Evaluation Benefit/cost analysis is missing	Transportation Master Plan	The evaluation criteria attempts to address this. However, there is no true cost/benefit analysis due to budget and time constraints of this report.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 6-1 Language of the plan says "the City inherited a substantial street grid system..." We have inherited a substantial street system - "grid" was not in the vocabulary of the original planners.	Transportation Master Plan	The line will remain as stated as this is meant to be a descriptive term.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 6-1 Tc Numbers of lanes and left turns. It does not look like level of service is going to improve on our arterials. I would eliminate Tc.	Transportation Master Plan	The Goal specifically states "where level of service standards can be maintained" which addresses any potential concerns for improvement or lack thereof. It is recommended the goal remains.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 6-2 Safety Recommendations "Develop performance-based goals and evaluation process." I strongly concur with this recommendation and would like to see it as a separate GOAL.	Transportation Master Plan	When goals are developed in future documents that will be addressed.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 6-5 Pedestrian Amenities. Eliminate "maximum" we can't afford "maximum"	Transportation Master Plan	Maximum is intended to address what the right of way will allow and not define a particular width.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 6-6 Aurora business access via alleys. 1. Have we talked to the adjacent neighborhoods about this? There needs to be strong qualifiers in this if it stays. Alleys and other access in addition to access on Aurora could be helpful - but if we are limiting access from Aurora with the idea that customers and residents can be diverted to an adjacent street - that places a tremendous amount of increased traffic on that street.	Transportation Master Plan	1. No, this is still a plan. This is not intended to utilize existing neighborhood streets but rather develop a system within the business properties to facilitate better movement of local business traffic without impacting adjacent streets.	Transportation	



#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 6-9 Goal TI  1. Does the public understand that we are taking Aurora Ave. and Ballinger Way off the table for needing to be kept at LOS E or better?  2. The only way to significantly "maximize the people carrying capacity of the surface transportation system is to increase carpools and transit use." What is the plan?	Transportation Master Plan	1. We do not know what individuals do or do not understand. The report attempts to present this as clearly as a full document like this can. 2. This would fall into the coordination with METRO and working with them to develop more effective programs.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 6-10 NE 175th and 15th NE 1. Is this additional northbound through lane and separate a westbound left turn lane... in the existing 15th AVE design?	Transportation Master Plan	Yes, this is included in the existing plan.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 6-10 Fircrest Redevelopment 1. Do the traffic projects assume build out at Fircrest? 2. If they do not, they need to, if they do, what are the assumptions?	Transportation Master Plan	1. No. 2. There is no plan presented as of yet for the Fircrest properties. At this time of proposed development it is expected a specific, larger study will e required to address those impacts. We cannot predict what will happen to create a meaningful document.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	p. 7-2 Financial Forecast  1. The 20 year revenue forecast is \$87,420,000 yet our 6 year CIP just passed is \$130,000,000. Most of the projects in the TMP are not included in the 2005-2010 CIP. Where do we expect to make up the shortfall, both in the 6-year CIP and also for all the pedestrian, road, neighborhood traffic calming, etc, projects listed in the TMP?	Transportation Master Plan	1. The adopted 6-year CIP has a total cost of \$130 million for all project areas including transportation, utilities and others. Of that amount, \$98 million is for transportation. The total cost of \$98 million, \$77 million is assumed to be funded by grants, \$39 million of which has been secured. For the 20-year Master Plan, a total of about \$40 million is assumed to be funded by grants.	Transportation	
109	letter	7/29/2004	Fimia	Councilmember Maggie	Appendix 1-1 p. 5 "The city may wish to establish a policy to set aside fixed percent of the total transportation expenditure on specific programs."  I concur. We also need to be sure that they are, over time, equitably distributed around Shoreline. This will require greater discipline in our Master Plan for prioritizing projects based on benefit and also reducing scope to the size really needed and to one that is affordable.	Transportation Master Plan	The prioritization plan attempts to address the equitable distribution based on the factors indicated.	Transportation	
110	PC Comment Form	7/29/2004	Kral	Martin	Need to review and analyze traffic proposals for area between Aurora and Meridian in the N 175th ST Corridor	Transportation Master Plan	The only proposal for this area in the Draft Master Plan is to perform a corridor study. Specifics will be developed, when the project is funded and reviewed with the public and Council.	Transportation	
110	PC Comment Form	7/29/2004	Kral	Martin	1. Traffic light on 175th & Stone N. Proposed If there will be no cut-through to stone, what is the purpose of the \$225k signal project?	Transportation Master Plan	Potentially this would manage traffic in the area more efficiently than the light at Midvale Ave N. This will be addressed in the proposed corridor study.	Transportation	
110	PC Comment Form	7/29/2004	Kral	Martin	2. Traffic light on 175th & Ashworth N Proposed. A. May not be a safe location (mid-hill!!) B. Ashworth could bear more traffic if infrastructure improvements (sidewalks, speed bumps, signage, speed control) is offered.	Transportation Master Plan	We agree the goemetrics of the road will need to be addressed. This will be addressed in the proposed corridor study.	Transportation	
110	PC Comment Form	7/29/2004	Kral	Martin	3. Sidewalk along N. 175th (North Side) a. This should be a safety priority! City must pay CC.	Transportation Master Plan	We agree. The method to get the space to construct it is difficult and will be addressed in the proposed corridor study. (We do not understand the reference "CC".)	Transportation	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation	Assigned PC Workgroup	PC Workgroup Recommendation
110	PC Comment Form	7/29/2004	Kral	Martin	4. Central Shoreline Subarea Plan. Findings need to be integrated into comp plan, especially for role of Midvale as relief route.	Comp Plan	Because of the work necessary to adopt the revised Comp Plan & three master plans, Staff suggests that work to integrate this plan with the Comp Plan could occur in subsequent updates to the Comp Plan.	Land Use	
110	PC Comment Form	7/29/2004	Kral	Martin	5. Vacation of Midvale at N 183rd How will traffic be re-routed?	No plan	The developer will be providing a means to move traffic through the redeveloped "Gateway Plaza" site.	Land Use	
111	PC Comment Form	7/29/2004	Mann	Dan	Stone avenue between 175th & 185th deserves protection from Aurora by-pass, families need to be protected.	Transportation Master Plan	Overall "protection" for any neighborhood has not been addressed as part of this plan. Some other considerations: Stone Ave N is not being recommended for connection to N 175th St. Other methods to improve the street safety may be found by the citizens in the NTSP program. The Aurora Ave N project will address neighborhood protection issues during construction.	Transportation	
111	PC Comment Form	7/29/2004	Mann	Dan	185th needs onramps / off-ramps to I-5	Transportation Master Plan	This was a plan from a number of years ago during King County's lead. Staff continues to raise this issue with WSDOT planners. It has not received much agreement when reviewed with all regional priorities.	Transportation	
111	PC Comment Form	7/29/2004	Mann	Dan	Need to finish and approve the Central Area Subarea Plan with the help of the Meridian Park neighborhood. The Gateway Plaza project should not be built until this plan is done and approved.	Comp Plan	Because of the work necessary to adopt the revised Comp Plan & three master plans, Staff suggests that work to integrate this plan with the Comp Plan could occur in subsequent updates to the Comp Plan.  The Gateway Plaza applicant has a complete application and is entitled to review and approval under regulations that are currently in place.	Land Use	
112	PC Comment Form	7/29/2004	Poysky	Frank & Marilyn	Thank you for considering public comment and responding through the summary table	Transportation Master Plan	No reponse necessary.	Transportation	
112	PC Comment Form	7/29/2004	Poysky	Frank & Marilyn	195th Collector Arterial - thank you for changing the recommendation. Green space is valued.	Transportation Master Plan	No reponse necessary.	Transportation	
112	PC Comment Form	7/29/2004	Poysky	Frank & Marilyn	Money would be better spent to create roundabouts on N 194, N 193, and N 192 at Corliss AVE N to stop the cut-through traffic.	Transportation Master Plan	Thank you for the suggestion. At this time the plan does not recommend these improvements. The NTSP may be helpful to these citizens to install traffic circles on a faster time schedule than the Master Plan would provide.	Transportation	
113	Letter	7/30/2004	Johnsen	Egill	Arterial Traffic Safety Program - Bicycle Lanes.  Restriping roads to 3 lanes with bicycle lanes. This is a poor design.  Property owner lost the right to park on the street.  Bicyclists should use the streets - scrap the bike lanes.	Transportation Master Plan	We understand your concerns and frustrations about the change in lane striping along N 155th Street. Traffic studies taken within King County have shown that the 3-lane roadway functions similar to a 4-lane roadway in issues related to capacity and travel time. Several arterial roads in King County similar to 15th Ave NE have since been changed from 4 lanes to 3 lanes with high success in improving safety without increasing congestion. I realize this may be counter-intuitive but the safety on N 155th has benefited from this change. We also recognize it has changed life for the people who live on this road. We are not aware of the public process that was followed in changing this road but today we ensure that all who live along the road are notified clearly. This Draft Master Plan does not seek to change this road back to a 4 lane section.	Transportation	