

**AGENDA
SHORELINE PLANNING COMMISSION
SPECIAL MEETING**

Thursday, July 29, 2004
7:00 P.M.

Shoreline Conference Center
Board Room
18560 – 1st Ave NE

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| 1. CALL TO ORDER | <u>Estimated Time</u>
7:00 p.m. |
| 2. ROLL CALL | 7:02 p.m. |
| 3. APPROVAL OF AGENDA | 7:04 p.m. |
| 4. APPROVAL OF MINUTES | 7:06 p.m. |
| a. July 15, 2004 (<i>if available</i>) | |
| 5. GENERAL PUBLIC COMMENT | 7:10 p.m. |

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.

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| 6. STAFF REPORTS | 7:15 p.m. |
| A. Workshop Discussion on the 2004 Transportation Master Plan | |
| 7. REPORTS OF COMMITTEES AND COMMISSIONERS | 8:25 p.m. |
| 8. UNFINISHED BUSINESS | 8:28 p.m. |
| 9. NEW BUSINESS | 8:30 p.m. |
| 10. ANNOUNCEMENTS | 8:32 p.m. |
| 11. AGENDA FOR AUGUST 5, 2004 | 8:34 p.m. |
| A. Workshop Discussion on the 2004 Surface Water Master Plan | |
| 12. ADJOURNMENT | 8:35 p.m. |

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.

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Workshop Discussion of the Transportation Master Plan

DEPARTMENT: Public Works

PRESENTED BY: Jill Marilley, City Engineer

I. INTRODUCTION

The City of Shoreline initiated the update of its Comprehensive Plan concurrent with development of the City's long range "Master Plans" for Transportation, Surface Water, and Parks Recreation and Open Space in mid 2003. The Planning Commission is tasked with the review of these plans and will formulate a recommendation for approval of these plans for City Council to consider prior to their adoption.

The purpose of this workshop is to review the updated goals and policies of the Transportation Element of the Comprehensive Plan and the draft Transportation Master Plan (TMP). Each of these documents are the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted land use plan.

The TMP will provide guidance for public and private sector decisions on local and regional transportation investments, including short, mid and long-range transportation and related land-use activities. In this way, the city can assess the relative importance of the projects and schedule their planning, engineering, and construction as growth takes place and the need for the facilities and improvements is warranted. The TMP covers all forms of personal travel - walking, bicycling, bus and automobile.

The TMP establishes a preliminary prioritization of the projects to be included in future Capital Improvement Plans (CIP). It is intended to serve as a guideline, subject to change to reflect current conditions as projects are selected every year for the CIP.

The TMP reflects policy direction from the City Council, Planning Commission, public comments, technical analysis of existing conditions, and mandates from State and Federal regulations. The TMP focuses on satisfying travel demand by making efficient use of the existing infrastructure and by providing the facilities and services to encourage walking, cycling and transit as priority modes.

II. BACKGROUND

Existing Transportation System

The City of Shoreline inherited a substantial street grid system from King County. Traffic volumes on the City's streets reflect the hierarchy of street classifications. State highways carry the most vehicles, including Interstate 5 and SR 99 (Aurora) to SR 104 (NE 205th Street). Three additional heavily traveled state highways border Shoreline but are not in the City limits: SR 523 (NE 145th Street), and SR 522 (Bothell Way NE). Principal arterials in the City that carry significant traffic include: 15th Avenue NE, Meridian Avenue N, NW Richmond Beach Road, N 185th Street, N 175th Street, N 155th Street and Westminster Way N.

Regional traffic on these corridors has led to increased traffic volumes on City arterials. The City's Aurora Corridor Project will do much to address these issues on SR 99 by improving safety, managing spillover traffic and adding pedestrian facilities.

About one-third of Shoreline's arterial streets and fewer local streets have sidewalks. In addition, the sidewalk systems along the state highways are in disrepair, illumination is lacking, and the lanes are narrow and do not include provisions to improve transit operations. At the same time, bicyclists in Shoreline must generally ride in traffic due to the lack of sidewalks, wide shoulders or exclusive bike lanes. The City has been able to provide bike lanes on parts of N/NE 155th Street, N/NE 185th Street and 15th Avenue NE since incorporation.

Completion of the three-mile Interurban Trail in 2005 will provide significant pedestrian and bicycle access to nearby shopping, services and employment, plus access to transit centers at Aurora Village and the Shoreline Park and Ride. Owned by Seattle City Light and used as an electrical power transmission corridor, the 100-foot-wide former rail corridor runs from Seattle to Everett, roughly parallel to Aurora Avenue.

The City enjoys a generally high level of transit service, compared with other suburban cities in King County. King County Metro recently added additional east-west connections, although higher service levels and more routes may be needed. Shoreline does not control the county or regional transit systems, but planned regional investments in transit may increase ridership opportunities for Shoreline citizens, if properly designed.

Planning Process

The City of Shoreline is updating the Transportation Element of the Comprehensive Plan concurrent with development of its first 20-year Transportation Master Plan. The revised policies in the Transportation Element are consistent with and directed the formulation of the long-range Transportation Master Plan.

The City held two public meetings in September 2003 to introduce the project to the public. Subsequently the Planning Commission formed three sub-committee workgroups to review different aspects of the Comprehensive Plan and master plans.

The Planning Commission's "transportation work group" supplemented the public comments received at the open houses and identified additional areas of the city needing transportation improvements, as well as policy issues for consideration. In May of this year the updated Comprehensive Plan and draft Master Plans were released, a public open house held, and an invitation to make public comment was mailed to all listed addresses in the city.

Several public comments have been made on the draft plans since Fall, 2003. In the report provided to Planning Commission for the July 22, 2004 meeting each of the public comments received to date were provided. **Attachment B** of this report contains an updated summary table of comments with staff responses to each.

For the purposes of this report the comments have been further grouped and summarized as follows to aid the reader in quickly understanding issues raised in the comments and how to respond to them:

Citizen Comments	Staff Recommendation
Traffic calming, speed and cut-through traffic <ul style="list-style-type: none"> • lower speeds (generally and specifically) • additional enforcement • protect neighborhoods from spill-over traffic, • watch for cumulative impacts from discrete changes 	<ul style="list-style-type: none"> • Streamline Neighborhood Traffic Safety Program and add staff resources • Conduct corridor studies on Richmond Beach Road, N/NE 175th Street • Participate in Shoreline Community College master planning process
Safety <ul style="list-style-type: none"> • site specific concerns • street lighting 	<ul style="list-style-type: none"> • New traffic safety program to prioritize and address emerging needs • New City streetlight program
Operations <ul style="list-style-type: none"> • Site specific recommendations for signals and turn lanes. • Site specific and general location issues about traffic flow and volume • Opposition to new roadways, roundabouts • Concern about street classifications • Support and opposition to Aurora Corridor project 	<ul style="list-style-type: none"> • New safety management program will prioritize and fund signal and channelization projects. • Recommend participation in site redevelopments (private (e.g. Aurora Square) and public (Fircrest, Shoreline Community College), • Increase interagency planning efforts (especially WSDOT and Sound Transit), • Predesign studies for potential roundabout locations, • Planning studies of potential new roadways • Planning studies of potential redevelopment sites: Aurora Square, Fircrest
Pedestrians and Bicycles <ul style="list-style-type: none"> • improve safety at street crossings; • Provide and maintain more sidewalks. • Many site specific recommendations (no one area more than another) • More bike lanes • Bike lanes not cost effective • Don't disrupt on-street parking for bike lanes 	<ul style="list-style-type: none"> • Planning study of I-5 overcrossing in the vicinity of N/NE 165th • Planning study of I-5 undercrossing at Ballinger Way/N 205th
Transit <ul style="list-style-type: none"> • general and specific route recommendations 	<ul style="list-style-type: none"> • City transit plan, including strategic objectives for the mid and long term

III. DISCUSSION

The public comments that were made on the draft plans were utilized by staff and the consulting team to develop the “Recommended Plan” chapter of the master plan and the list of projects to be implemented as part of the plan (included in **Attachment A**). This chapter was not included in the previously released drafts so that the public could review all projects and have input into the recommendation. The following discussion provides the reader with a brief overview of the recommended chapter, the TMP as a whole, and the updated Transportation Element Policies from the Comprehensive Plan.

Policy and Program Highlights

The restructured policies in the Transportation Element reflect the community’s desire for “safe and friendly streets” in Shoreline and to protect neighborhoods from cut-through and spillover traffic and promote an overall “green streets” program. The policies affirm the City’s commitment to multi-modal transportation alternatives, including transit, pedestrian and bicycle facilities. The policies give priority to maintaining the existing infrastructure as well as to safety and pedestrian improvements. In particular, the policies call for several new City initiatives, including a safety management plan, a street lighting plan, and a transit plan.

In addition to updating transportation-related goals and policies to reflect current community values, the draft Transportation Element and Transportation Master Plans include (each discussed in detail following):

- a revised street classification map with descriptions of street classes,
- revised set of level of service standards,
- “safe and friendly streets” recommendations
- green streets program recommendations, and
- Other recommended long-range transportation improvements related to streets, pedestrian and bicycle systems, neighborhood traffic protection and actions to increase traffic safety.

Revised Street Classification Map

The TMP recommends several changes to the City’s street classification system to more accurately reflect current traffic usage. The category of “state route” has been eliminated, with all state routes now classified as “principal arterials.” The previous category of “residential streets” has been subdivided into “neighborhood collectors,” and “local streets” to identify those streets that channel traffic from local streets to collector arterials. Neighborhood collector streets may have speed limits up to 30 mph and would have sidewalks on both sides of the streets (if funding were available), whereas a local street speed limit should be 25 mph and may have a sidewalk, trail or other means of safe pedestrian access. Appendix 6.1 of the TMP lists each roadway for which a change is recommended.

Revised Level of Service Standards

Chapter 4 of the TMP recommends a new level of service methodology and standards to more accurately identify congestion problems in the City. The City's previous method is based on a ratio of traffic volume to capacity at the City's signalized intersections. The standard for much of the city was an average of many intersections. Traffic engineers have since learned to more realistically characterize transportation system performance from the perspective of delay experienced by drivers. This takes into consideration the effects of signal progression, the cycle length, the green ratio, the roadway grade, pedestrian crossings, availability of on-street parking and the lane width, as well as intersection capacity.

The recommended technique referred to as the "Highway Capacity Manual (HCM) 2000 method" will produce detailed information by which to effectively understand levels of traffic congestion in an urban street network. The advantage of the delay-based LOS standard is the ability to calculate level of service for each approach leg of an intersection (the V/C method cannot). The added level of detail makes it easier to more clearly identify traffic impacts from development and to focus mitigation and public investments where they will have the greatest benefit.

"Safe and Friendly Streets" Recommendations

The TMP identifies a list of recommended pedestrian, bicycle and roadway improvements that can be completed within identified city revenues and incorporating reasonable assumptions about federal and state grants (see **Attachment A**). The list assumes full funding of the projects identified in the current 2004-2009 Capital Improvement Plan. Additional recommendations were drawn from an extensive list of potential improvements that was developed absent any financial constraints. Chapter 5 of the TMP explains the initial project selection criteria for pedestrian, bicycle and roadway improvements. Attachment B summarizes how the revised recommendations respond to public comment received over the past nine months.

Evaluation Criteria The evaluation process combined quantitative project scoring and qualitative policy-linked reviews. Pedestrian criteria focused on school access and improvements along arterials, as well as linkages to transit and parks, and sidewalk connectivity. Bicycle criteria gave the most weight to improvements that connect to the Interurban Trail (currently under construction), schools and parks. Roadway criteria emphasized safety and reducing vehicle delay, as well as on protecting neighborhoods.

Program Recommendations. As mentioned above, the list of potential improvements greatly exceeded available local revenue and needed to be refined to fit within financial constraints. The financially constrained project list gives top priority to a number of programs that maintain and enhance the City's existing infrastructure. The list first maintains the existing system by restoring earlier cuts to the City's road surface maintenance program. It also gives high priority to safety and neighborhood protection by creating a new Safety Management Program and fully funding the Neighborhood Traffic Safety Program over the 20-year life of the TMP. Finally, the TMP recommends a number of planning studies to identify cost-effective improvements at a number of locations, including a future I-5 pedestrian/bicycle over-crossing in the vicinity of 165th

NE, the Richmond Beach Road corridor and the N/NE 175th corridor, and Ballinger Way under I-5. The TMP also recommends commissioning a transit plan to identify the City's strategic interests in local and regional transit investments.

Project Recommendations. The following considerations affected the selection of the projects (identified in **Attachment A**) to fit within the available revenue:

- Roadway and intersection: emphasis on meeting level of service standards and reducing vehicle delay; coordinate with recommended pedestrian projects
- Pedestrian: provide pedestrian facilities on heavily traveled arterials within school walk routes; improve sidewalk connectivity
- Bicycle: Balance right of way requirements with safety considerations, give priority to low cost improvements to enhance system connectivity; include bicycle considerations in corridor studies and "Green Street" design.

Green Streets Program

The concept of a system of green streets first came about during the "visioning process" by the Shoreline City Council shortly after incorporation. Green streets were also mentioned frequently during the public involvement portion of the initial Comprehensive Plan development. The updated Community Design Element of the Comprehensive Plan directs the City to develop a program to implement Green Street improvements that prioritizes connections to schools, parks, neighborhood centers and other key destinations. The transportation design standards overlay existing street design standards for designated "Green Street" arterials and neighborhood collectors. The Green Street standards provide guidelines for an enhanced streetscape, including street trees, landscaping, lighting, pathways, crosswalks, bicycle facilities, decorative paving, signs, seasonal displays, and public art. The TMP also recommends conducting a planning study with the storm and surface water utility to identify an initial Green Street corridor.

IV. NEXT STEPS

The Planning Commission will be asked to review and make a recommendation on the updated Transportation Element in the Comprehensive Plan and the Transportation Master Plan. It is anticipated that the public hearing will begin on September 16 if the workshops are completed as planned. City Council public hearings may begin November 22nd following release of the Planning Commission's recommendation

ATTACHMENTS

Attachment A: TMP Recommended Plan & Capital Project Lists

Attachment B: Updated Summary Table of Comments With
Staff Responses as of July 22, 2004

ATTACHMENT A

TMP Recommended Plan & Capital Project Lists

PROJECTS	Project Costs 2004 - 2009	City Revenue 2004 - 2009	Grants 2004 - 2009	Project Costs 2010 - 2024	Comments
PEDESTRIAN/NONMOTORIZED PROJECTS					
interurban Trail	\$1,740	\$631	\$1,109		
interurban trail ped crossing	\$3,484	\$517	\$2,967		
interurban trail north central segment	\$2,430	\$486	\$1,944		
curb ramps program	\$300	\$300	\$300		
pedestrian program	\$600	\$300	\$300	\$700	
NW 175th St: 6th Ave NW to Dayton Ave N (one side of street)				\$1,289	setback for future bike lanes; assume 20% grant funding
Dayton Ave N: Carlyle Hall Rd to N 175th				\$1,558	
N 172nd St: Dayton Ave N to Fremont Ave N				\$357	
3rd Ave NW: NW Richmond Beach Rd to NW 195th St (one side)				\$818	
N 175th: Midvale to Meridian: center turn lane, signal at Ashworth, sidewalks on both sides				\$2,829	coordinate with planning study;
NE 185th Street: 5th Ave NE to 10th Ave NE: Restriping, shared roadway, both sides				\$120	see roadway restriping placeholder
Richmond Beach Road restriping				\$0	coordinate with planning study
SYSTEM PRESERVATION PROJECTS					
annual road surface maintenance program	\$3,200	\$3,200		\$9,800	full funding restored
advanced transportation right of way acquisition	\$80	\$80		\$280	
annual sidewalk repair program	\$300	\$300		\$700	
richmond beach overcrossing 1670X	\$2,153	\$344	\$1,809		
SAFETY/OPERATIONS PROJECTS					
transportation improvements CIP project formulation	\$240	\$240		\$560	
N 185th and Aurora intersection - preliminary study	\$40	\$40			
neighborhood traffic safety program	\$966	\$966		\$2,254	
aurora 145 - 165	\$20,283	\$1,454	\$18,829		
aurora 165 - 205	\$59,790	\$10,554	\$49,236		
NCBD/15th Ave improvements	\$3,465	\$3,281	\$184		
North 160th Street@greenwood ave north pre design study	\$50	\$50			
dayton avenue north@175th street retaining wall	\$310	\$310			
5th avenue NE street drainage improvements	\$166	\$116	\$50		
TMP	\$109	\$109			
Safety Management Program (candidate projects may include)				\$1,000	assume \$200K grant funds
<i>street lighting standards and financing plan (50K)</i>					
<i>N175th St/Stone Ave N: install new signal and convert the Midvale signal to a pedestrian signal (\$225K)</i>					
<i>NE 185th St/10th Ave NE: install new signal (\$220K)</i>					
Meridian Ave N/N 175th Street: Construct WB right turn lane and add NB through lane				\$940	concurrency: coordinate with planning study
Meridian Ave N/N 185th St: Provide additional NB through lane (590K)				\$590	concurrency project; assume 50% grant funding
Meridian Ave N/N 155th St: Provide additional NB through lane (590K)				\$590	concurrency project; assume 50% grant funding
NE 175th St/15th Ave NE: Intersection analysis and improvements				\$1,290	concurrency; assume 50% grant funding
Richmond Beach Road restriping				\$90	coordinate with planning study
PLANNING STUDIES (candidate studies are listed below)				\$475	
<i>I-5 pedestrian and bicycle overcrossing (\$50K)</i>					
<i>Richmond Beach Road: Aurora to Puget Sound (\$100K)</i>					see funding placeholder
<i>175th Aurora to I-5 (\$125K)</i>					see funding placeholders
<i>Ballinger Way under I-5 ped bike connections (\$50K)</i>					
<i>Transit Plan (\$100K)</i>					
<i>Green Street initial corridor selection and predesign (\$50K)</i>					50% match with storm drainage
CIP REVENUE 2004-2009	\$99,706	\$23,278			
LOCAL REVENUE 2010 - 2024	\$23,842				
ASSUMED NEW GRANTS 2010 - 2024	\$2,503				
TOTAL REVENUE	\$126,051				
CIP PROJECTS 2004-2009	\$99,706				
NEW PROGRAMS	\$15,194				
PLANNING STUDIES	\$475				
NEW PROJECTS	\$10,471				
TOTAL PROJECTS	\$126,046				

Projects in regular text are in existing CIP; those in **bold** are new proposed projects.

Chapter 6.

Recommended Improvements: Safe and Friendly Streets

Transportation is a high priority for most Shoreline citizens, particularly as it relates to neighborhood quality of life. Citizens want streets to be attractive, welcoming and safe for pedestrians and bicyclists as well as automobile drivers.

This Chapter of the TMP sets forth a series of recommendations to support the transportation policies of the City's Comprehensive Plan. (These policies are included as sidebars in this document.) These recommendations call for increased funding for safety programs and also set forth an overlay of street design standards for "Greenstreets" as identified in the Community Design Element of the Comprehensive Plan. Lists of pedestrian, bicycle and roadway projects are included, reflecting the evaluation criteria described in Chapter 5. The lists are not financially constrained but they have been prioritized by mode – but not across mode, i.e. roadway projects have not been evaluated against pedestrian projects. The project lists in the TMP are intended to serve as a guide when selecting projects for grant applications and for funding within the City's 6-year Capital Investment Plan.

The City inherited a substantial street grid system from King County, however many of the streets lack sidewalks, curbs and gutters. Citizens consistently cite the lack of sidewalks as a pressing transportation issue. Safety remains the City's most important responsibility, and citizens support safety as their first priority. Citizens are also very concerned about preventing and managing neighborhood cut through traffic. The City does not control the county or regional transit systems, but planned regional investments in transit may increase ridership opportunities for Shoreline citizens, if properly designed.

Enhanced Safety Programs

Safety Management Program

Traffic safety is the City's top transportation priority. Unsafe driving practices put children and adults at risk while traveling in vehicles, bicycling or walking along the roadways. The vast

Goal T A: Provide safe and friendly streets for Shoreline citizens.

- To:** Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle, and automobile safety over vehicle capacity improvements at intersections.
- Tp:** Use engineering, enforcement, and educational tools to improve traffic safety on City roadways.
- Tq:** Monitor traffic accidents, citizen input/complaints, traffic violations, and traffic growth to identify and prioritize locations for safety improvements.
- T9:** Develop a detailed traffic and pedestrian safety plan for arterials, collector arterials and high potential hazard locations.
- Tc:** Consider reducing four-lane arterials to three where level of service standards can be maintained. Where four lane arterials are required to maintain levels of service, seek to improve safety by constructing a center turn lane with pedestrian refuges where feasible.
- Tr:** Consider installation of devices that increase safety of pedestrian crossings such as flags, in-pavement lights, pedestrian signals, and raised, colored and/or textured crosswalks.
- T10:** Designate Green Streets on select arterials and neighborhood collectors that connect schools, parks, neighborhood centers and other key destinations, for which the design guidelines in Table XX shall apply. Compile design standards for each Green Street type.
- Tu:** Develop a comprehensive detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts. Adopt a hierarchy of street light levels based on land uses, crime rate and urban design policies.
- T4:** Minimize curb cuts (driveways) on arterial streets by combining driveways through the development review process and in implementing capital projects.

majority of crashes are caused by driver error. Changing driver behavior, through education and enforcement, is an important element in addressing traffic safety issues. At the same time, the City's design and management of its roadway and sidewalk systems can reduce the number and severity of collisions.

Safety programs draw experts from multiple professions, including land use planning and development, civil and mechanical engineering, law and law enforcement, public policy, medicine and public health. The first director of the National Highway Traffic Safety Administration, William Haddon, M.D., created the matrix shown in **Table 6-1** illustrating how human factors, vehicle/equipment, road engineering and social/economic related behaviors could reduce risk to motorists, bicyclists and pedestrians. ¹

Table 6-1. Risk Reduction Using the Haddon Matrix

	Human Factors	Vehicle/Equipment (objectives)	Road Engineering (objectives)	Social/Economic (objectives)
Pre-Crash (how to avoid collisions)	Driver Training	Laser Beam Headlights (improve night vision)	Traffic Signals and Signs (eliminate traffic conflicts)	Sidewalks (promote safe walking)
Crash (reduce injury during impact)	Mandatory Child Safety Seat Use	Safety Restraints (reduce injury)	Guardrails (avoid collisions with fixed, off road objects)	Speed Limits (reduce severity of crash)
Post-Crash (increase chance of survival)	EMS	High Impact Gas Tanks (reduce chance of fire)	Cell phones and 911 (quick trauma treatment)	Lawsuits (mitigate financial and personal loss)

This table shows that a range of actions can help prevent collisions:

- Driver training
- Improved headlight technology
- Traffic signals and signs
- Provision and design of sidewalks

The table also lists an additional array of actions can help reduce the severity of injury and increase chances of survival from collisions.

Safety Recommendations: The City of Shoreline should continue to combine civil engineering, safety education and police enforcement tools to improve traffic safety on City roadways. The Transportation Master Plan recommends creating and funding a safety management program to provide additional resources to the transportation department. As one of the first steps for this program, the City should develop quantifiable performance-based goals and an evaluation process to prioritize emerging safety needs.

The City's public works department is in the process of creating a traffic accident database but has been hampered by the lack of data from the State of Washington and a lack of dedicated resources. Once the database is established, the department should work in cooperation with the police department to identify high accident locations, prioritize emerging needs and fund improvements from the safety management funds.

The City should also keep current on how socio-economic trends affect safety needs. For example, most existing schools were designed when the majority of children walked, bicycled, or rode school buses. Today, parents dropping off and picking up children in cars can overwhelm available facilities and overflow into adjacent streets, creating safety concerns.

-- continued on next page

¹ ¹ Planning for Traffic Safety in 2004 and Beyond. Prepared by Paul J. Ossenbruggen, Ph.D., The Far View Distance Learning Program, College of Engineering and Physical Sciences, University of New Hampshire, March 2004.

Safety Recommendations (continued): The City should developing a safety management program:

- Continue to work with the Shoreline School District to review safe walk routes and reduce hazards at high volume child drop-off sites
- Partner with automobile dealerships and/or WSDOT to provide safety education, which may include
 - child car seat installation
 - seat belt effectiveness
- Encourage the use of alternative transportation for trips to community facilities
- Provide bicycle safety programs through youth organizations (e.g. Scouts, YMCA)

Street Lighting

Effective pedestrian lighting is one urban element that will help people feel safe and comfortable to get out of their cars and walk in their neighborhoods, to transit stops, to stores, etc. In addition, good lighting design can minimize light pollution, enhance the urban environment, deter undesirable activities, increase safety, and minimize glare, power consumption, cost, visual impacts (day and night), and unwanted light spill-over onto private property. Restricting lighting of some public spaces is also important in creating places for uses where light pollution would be intrusive.

Lighting that is well designed and properly maintained will improve the appearance of public spaces, encourage people to interact, and contribute to a positive sense of safety and security. However, lighting by itself does not make a public place safer, and poor lighting is not the main contributing factor in nighttime crime in public spaces. The lack of people socializing and using the public space contributes to an environment that may actually encourage crime, regardless of the level of lighting. In places where lighting may provide a false sense of confidence or safety, a “no lighting” policy may be appropriate to completely discourage the use of an area after dark. If there is no natural surveillance or interaction of people, there is no level of lighting that will prevent crime.

In addition to lighting pedestrian areas, street lighting should provide uniform lighting along the full width of the public travel way. In places where pedestrian activity is important and encouraged, street lighting should properly illuminate sidewalks, street-crossing areas, and provide uniform lighting on the City roads. Street lighting projects should combine with other urban design elements to create a holistic pedestrian environment.

Street Lighting Recommendations: The City of Shoreline should adopt and fund a street lighting plan that includes the following considerations:

- streetlight pole height standards;
- criteria for lamp fixture choice;
- lamp technology;
- color rendering and light spectrum criteria;
- light level standards; and
- nighttime safety criteria.

Due to evolving lighting technologies and lamp fixtures, the City should review this streetlight lighting plan on a regular basis.

Curb Ramps Program & Pedestrian Program

The City's curb ramp program includes the design and construction of curb ramps and bus pads. The ramps and bus pads are constructed to meet the standards of the Americans with Disabilities Act. The program can also fund wheelchair detection loops and audible pedestrian signals. Project locations are determined from an inventory compiled and maintained by the public works department, with a goal of installing 20 curb ramps per year. The City also has created a pedestrian improvement program to evaluate pedestrian safety needs and seek grant funding to implement improvements.

Curb Ramps & Pedestrian Program Recommendations: The City should continue funding these programs, with additional emphasis emerging needs for pedestrian safety projects. The curb ramp program can be phased out over time as project objectives are met.

Neighborhood Traffic Safety Program

Over the past two decades, a significant number of programs, tools, and physical devices have been developed throughout the country to reduce the negative impacts of cut-through traffic. Many of these have been implemented in the Puget Sound area. Solutions to the impacts range from education and enforcement to capital construction projects. The capital solutions include: traffic circles, speed humps, narrowing, chicanes, textured pavement, closures, partial closures, traffic diverters, and more. Generally speaking, the more frequent a "traffic calming" device is used, the better the results in slowing or discouraging traffic. Also, different devices are successful in different situations.

Most of the traffic growth anticipated over the next twenty years will originate or be destined outside of the City of Shoreline. Shoreline will seek ways to ensure continued mobility through and within its boundaries, but will not do so at the expense of its neighborhoods. The City has instituted a successful Neighborhood Traffic Safety Program (NTSP) whereby citizens can work with their neighbors and the City to reduce traffic impacts on their neighborhood streets.

Goal T V: Protect neighborhoods from adverse automobile impacts.

- T42: Work with neighborhood residents to reduce speeds and cut-through traffic on non-arterial streets with enforcement, traffic calming, signing, or other techniques. Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.*
- Th: Streamline the Neighborhood Traffic Safety Program process and improve opportunities for public input.*
- Ti: Monitor traffic growth on collector arterials and neighborhood collectors and take measures to keep volumes within reasonable limits.*

Neighborhood Traffic Safety Program Recommendations: The City should dedicate a full time professional staff person to the NTSP, while streamlining the program to make it more responsive. At the same time, the City should continue working to manage traffic impacts from the state highway system on city arterials.

Green Streets

The Community Design Element calls the City to develop a program to implement Green Street improvements that prioritizes connections to schools, parks, neighborhood centers and other key destinations. The public works department is charged with developing Green Street transportation standards to overlay existing street design standards. The Green Street standards will provide guidelines for an enhanced streetscape, including street trees, landscaping, lighting, pathways, crosswalks, bicycle facilities, decorative paving, signs, seasonal displays, and public art. The Green Street standards proposed in **Table 6-2** vary consistent with the underlying street classification.

Recommendation: Adopt the recommended transportation Green Street standards in **Table 6-2** for arterials and neighborhood collectors. Conduct a planning study with the storm and surface water utility to identify an initial Green Street corridor.

Table 6-2. Design Guidelines for Transportation Green Streets

	Arterial Green Street	Neighborhood Collector Green Street
Vehicle Travel Lanes	2, 3 or 5	2
Vehicle Speed	Moderate	Slow
Turn/Median	Mix of medians and turn lanes that provide pedestrian refuge	None
On-Street Parking	Allowed	Usually
Landscaping	Street trees, landscaped medians and buffers between roadway and sidewalk	Street trees and buffers between roadway and sidewalk or mixed use path
Public Art	Included	Not included
Transit Amenities	High quality service supported with amenities at major stops and station areas	Buses/transit stops not generally allowed
Pedestrian Amenities	Maximum sidewalk width with buffering, special lighting and special crossing amenities tied to major transit stops	Sidewalk of moderate width or mixed use path, with buffering, lighting and special crossing amenities
Bikeways	Striped or shared	Shared roadway or mixed use path
Drainage	Consider street edge alternatives that reduce storm water runoff from streets.	Consider street edge alternatives that reduce storm water runoff from streets.
<i>Note: Application of greenstreet design elements and guidelines shall depend upon the unique characteristics of the design project, available right of way, and the character and intensity of planned land use.</i>		

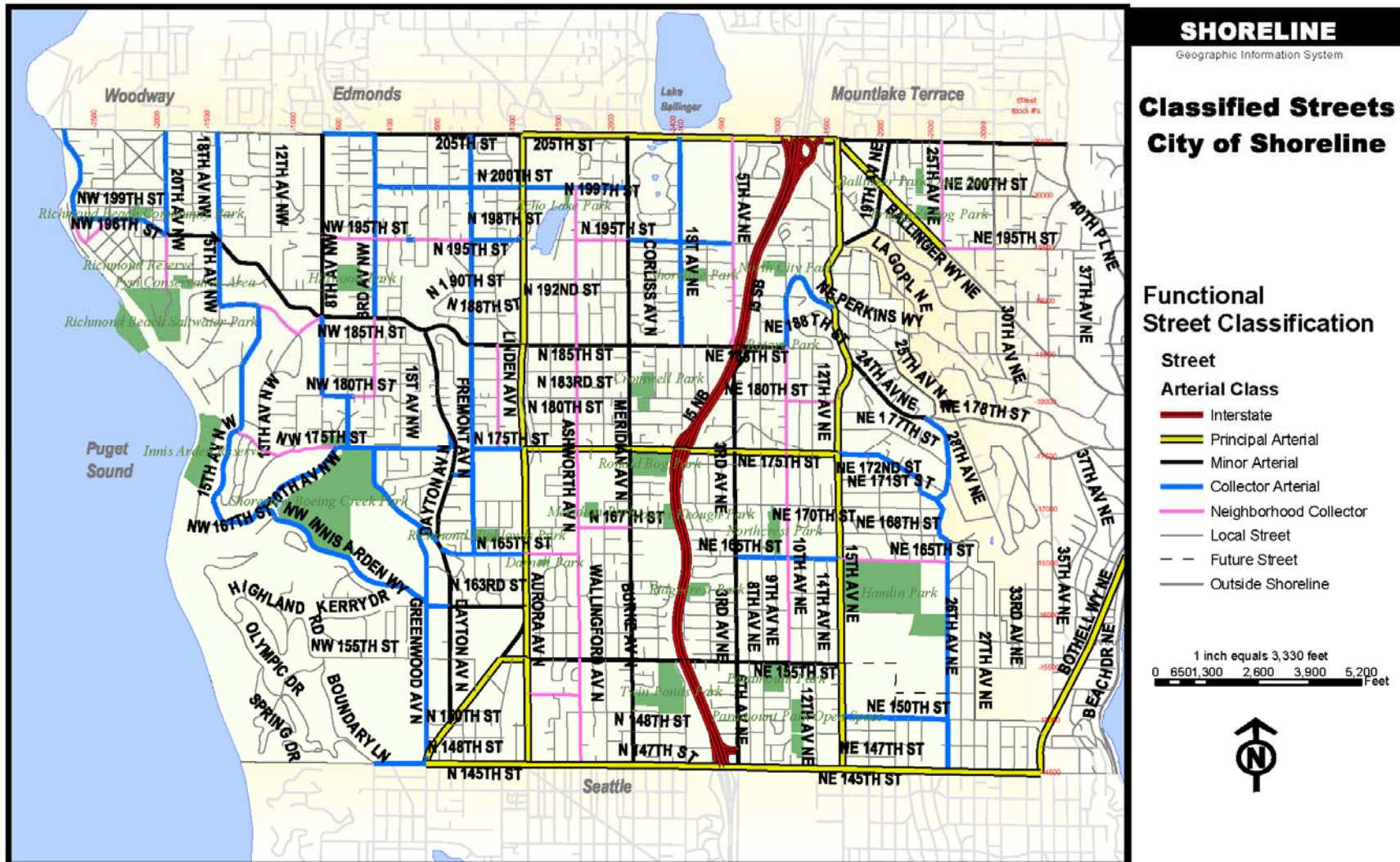
Street Classification Recommendations

The TMP recommends modifications to Shoreline's Functional Street Classification in the Transportation Element of the 1998 Comprehensive Plan. **Appendix 6-1** provides detailed information about the recommended street classifications. **Table 6-3** provides a general description of the classification system, and **Figure 6-1** shows the recommended new street classification map.

Table 6-3: General Description of Classified Streets

	Arterial		Local Street		
	Principal Arterial	Minor Arterial	Collector Arterial	Neighborhood Collector	Local Street
Function	- To connect cities and urban centers with minimum delay - To channel traffic to Interstate system - To accommodate long and through trips	- To connect activity centers within the City - To channel traffic to Principal Arterials/Interstate - Accommodate some long trips	- To serve community centers and businesses - To channel traffic from Neighborhood Access streets to Minor or Principal Arterials - Accommodate medium length trips	- To serve residential areas - To channel traffic from local streets to Collector Arterials - Accommodate short trips such as shopping trips	- To provide local accesses - To serve residential areas
Land Access	- Limited local access – refer to the “Access Management Plan”	- Limited local access to abutting properties	- Local access with some control	- Local access with minimum restrictions	- Local access with minimum restrictions
Speed Limits	- 30 – 45 mph	- 30 – 40 mph	- 30- 35 mph	- 25 –30 mph	- 25 mph
Daily Volumes (vpd)	- More than 15,000 vpd	- 8,000 – 25,000 vpd	- 3,000 – 9,000 vpd	- less than 4,000 vpd	- Less than 4,000 vpd
Number of Lanes	- Three or more lanes	- Three or more lanes	- Two or more lanes	- One or Two lanes	- One or Two lanes
Lane striping	- Travel lanes delineated with stripes	- Travel lanes delineated with stripes	- Travel lanes delineated with stripes	- No travel lane striping	- No travel lane striping
Median	- Landscaped medians or two-way center left turn lanes	- Landscaped medians or two-way center left turn lanes	- Landscaped medians allowed	- Medians are not needed unless provided as traffic calming devices	- Medians may be provided as traffic calming devices
Transit	- Buses/transit stops allowed	- Buses/transit stops allowed	- Buses/transit stops allowed	- Buses/transit stops not generally allowed except for short segments	- Buses/transit stops not allowed
Bicycle Facilities	- Bike lanes or shared lanes desired	- Bike lanes or shared lanes desired	- Bike lanes or shared lanes desired	- Shared lanes can be provided	- Bike facilities not specifically provided; may include signed bike routes
Pedestrian Facilities*	- Sidewalks on both sides - Landscaped/amenity strips	- Sidewalks on both sides - Landscaped/amenity strips	- Sidewalks on both sides - Landscaped/amenity strips	- Sidewalks on both sides - Landscaped/amenity strips	- Safe pedestrian access through the use of sidewalks, trails, or other means.

Figure 6-1: Recommended Street Classifications



Roadway Improvement Projects

Construction of the City of Shoreline's Aurora Corridor Project will address a number of congestion and safety issues within the City. Most of the city's remaining roadways function relatively well and do not experience high accident rates. Several will require additional turn lanes and/or through lanes at key intersections to prevent excessive congestion. Additional recommended roadway improvements were identified while evaluating the City's existing conditions and future traffic volumes.

Table 6-4 lists the recommended roadway improvements, and **Figures 6-2** and **6-3** illustrate the locations on a map. Several of these improvements should be funded through the new Safety Management Program. All recommended roadway and intersection improvements are also listed in **Appendix 6-4**.

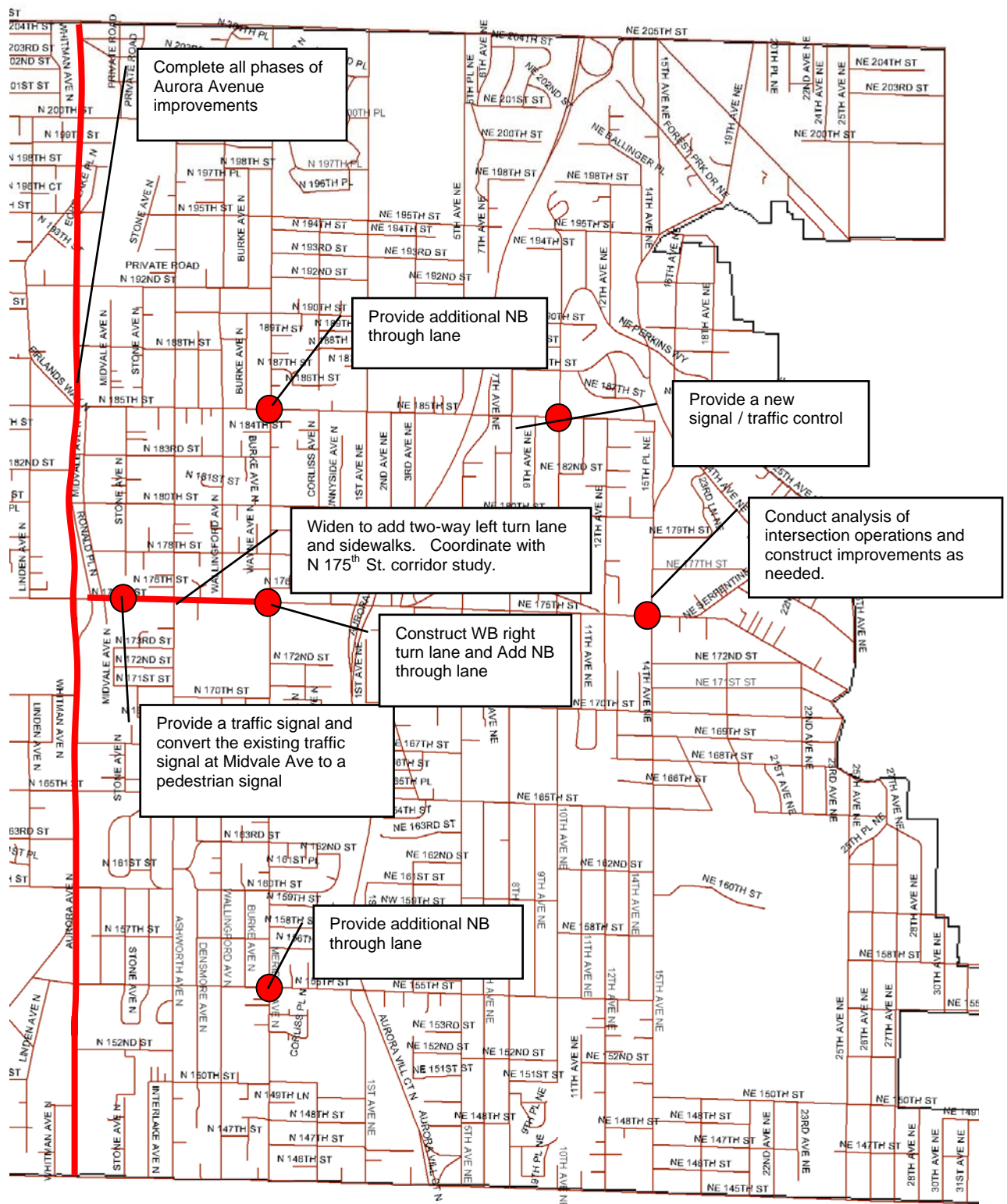
Goal T I: Develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people carrying capacity of the surface transportation system.

- T1: Implement the transportation master plan that integrates green streets, bicycle routes, curb ramps, major sidewalk routes, street classification, bus routes and transit access, street lighting and roadside storm drainage improvements.*
- T2: Coordinate transportation infrastructure design and placement to serve multiple public functions when possible, i.e. integrate storm water management, parks development and transportation facility design.*
- T6: Implement a coordinated signal system that is efficient and which is flexible depending on the demand or time of day, and responsive to all types of users.*
- T3: Adopt LOS E at the signalized intersections on the arterials within the City as the level of service standards for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance (Aurora Avenue N and Ballinger Way NE). The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2000 or its updated versions.*
- T11i: Assure that vehicular and non-motorized transportation systems are appropriately sized and designed to serve the surrounding land uses and to minimize the negative impacts of growth.*
- Ta: Design transportation improvements to support the city's land use goals and fit the character of the areas through which they pass.*
- T5: Utilize the Arterial Classification Map as a guide in balancing street function with land uses. Minimize through traffic on local streets.*

Table 6-4. Recommended Roadway Improvements

Recommended Roadway Improvements (in addition to the 2004-2009 CIP)				
Location	Improvement	Function	Comment	Cost
Planning Studies	Recommended studies include I-5 pedestrian overcrossing, Richmond Beach Road, N. 175 th , Ballinger Way/I-5 Undercrossing, Transit Plan and Green Street Corridor Selection	All	New program	\$425,000
North 185th Street and Meridian Avenue N	Additional northbound through lane	LOS	Grant candidate (50%)	\$590,000
North 175th Street and Meridian Avenue N	Westbound right turn lane and add a northbound through lane	LOS	Coordinate with N 175 th planning study	\$940,000
N 155th Street and Meridian Avenue N	Additional northbound through lane	LOS	Grant candidate (50%)	\$590,000
NE 175th Street and 15th Avenue NE	Intersection analysis and improvements	LOS	Grant candidate (50%)	\$1,290,000
N 175th Street	Midvale to Meridian: center turn lane, signal at Ashworth, sidewalks on both sides	Neighborhood Access and Safety	Coordinate with N 175 th planning study. Includes pedestrian project. Grant candidate (50%)	\$2,829,000
N 175th Street and Stone Avenue N	Install signal at Stone Avenue N and convert the existing signal at N 175th Street and Midvale Avenue N to a pedestrian actuated signal as a part of the Interurban Trail crossing.	Neighborhood Access and Safety	Coordinate with N Fund through Safety Management Program 175 th planning study.	\$225,000
NW Richmond Road/NW 195th Street: NW 195th Place to Dayton Avenue North	Re-stripe from four to three traffic lanes and bicycle lanes	Safety	Coordinate with Richmond Beach planning study	\$90,000
NE 185th Street and 10th Avenue NE	New Signal	Reduce Delay	Fund through Safety Management Program	\$220,000
Road Surface Maintenance Program	Preserve and maintain city roadways	Maintenance	Fully fund program	\$9,800,000
Advanced Transportation Right of Way Acquisition	Preserve right of way for planned projects	All		\$280,000
Transportation Improvements CIP Project Formulation			Continue program	\$560,000
Neighborhood Traffic Safety Program			Continue program	\$2,254,000
Safety Management Program	Document, prioritize and fund emerging safety needs. Developing street lighting standards and financing plan.	Safety	New program	\$900,000

**Figure 6-2. Roadway Improvements Recommended for Funding
(Eastern Section of the City)**



Complete all phases of Aurora Avenue improvements

Richmond Beach Corridor Study. Consider re-striping to three traffic lanes and bike lanes.

Map labels include: NW 205TH ST, NW 204TH ST, NW 203RD ST, NW 202ND ST, NW 201ST ST, NW 199TH ST, NW 198TH ST, NW 197TH ST, NW 196TH ST, NW 195TH ST, NW 194TH ST, NW 193RD ST, NW 192ND ST, NW 191ST ST, NW 190TH ST, NW 189TH ST, NW 188TH ST, NW 187TH ST, NW 186TH ST, NW 185TH ST, NW 184TH ST, NW 183RD ST, NW 182ND ST, NW 181ST ST, NW 180TH ST, NW 179TH ST, NW 178TH ST, NW 177TH ST, NW 176TH ST, NW 175TH ST, NW 174TH ST, NW 173RD ST, NW 172ND ST, NW 171ST ST, NW 170TH ST, NW 169TH ST, NW 168TH ST, NW 167TH ST, NW 166TH ST, NW 165TH ST, NW 164TH ST, NW 163RD ST, NW 162ND ST, NW 161ST ST, NW 160TH ST, NW 159TH ST, NW 158TH ST, NW 157TH ST, NW 156TH ST, NW 155TH ST, NW 154TH ST, NW 153RD ST, NW 152ND ST, NW 151ST ST, NW 150TH ST, NW 149TH ST, NW 148TH ST, NW 147TH ST, NW 146TH ST, NW 145TH ST, NW 144TH ST, NW 143RD ST, NW 142ND ST, NW 141ST ST, NW 140TH ST, NW 139TH ST, NW 138TH ST, NW 137TH ST, NW 136TH ST, NW 135TH ST, NW 134TH ST, NW 133RD ST, NW 132ND ST, NW 131ST ST, NW 130TH ST, NW 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Transit Improvements

From the 2000 census data, 10.2% of Shoreline residents used transit as their primary mode to work while 12.8% carpooled and 2.1% either walked or biked to work. By 2020, it has been estimated that over 2,300 new housing units will be constructed and over 2,200 jobs will be created. Accommodating this anticipated growth while minimizing the impact of additional traffic is a high priority for the city of Shoreline. The transit strategy being adopted in this plan aims to:

- Proactively increase existing transit use by providing full-service, accessible transit, comprising high-frequency peak period service and extended off-peak service, weekdays and weekends and improved facilities.
- Tailor service levels and route structures to reflect the different needs of areas within the City by providing a mix of flexible and fixed routes, community bus routes, inter-community and commuter transit service.

Currently, transit service availability where provided in the city of Shoreline is considered fair to very good. However, the coverage of the service does not meet the needs of all residents. The recent addition of Metro Route 348 has improved east-west connections making connections with Richmond Beach to major destination points of Shoreline Center, the library and Hamlin

Park. Metro Transit's most recent review of their bus routes indicates that most bus routes are generally well utilized. However, route 330 and 346 had lower than average ridership.

Changes in demand and recent changes in service as well as citywide goals necessitate a reevaluation of the current transit service. Any improvements needed in service coverage will need coordination with the various transit authorities that serve Shoreline. Each agency has its own service standards that need to be met before changes can be made to Shoreline's transit services.

Goal T II: Improve mobility options for all Shoreline citizens by supporting increased transit coverage and service that connects local and regional destinations.

T13: Develop a detailed transit plan in coordination with transit providers to identify level of service targets, facilities and implementation measures to increase Shoreline residents' transit ridership. Review potential public transit service to schools.

T18: Work with transit service providers to provide safe, lighted, and weather protected passenger waiting areas at stops with high ridership, transfer points, Park and Ride, and park and pool lots.

T19: Work with all transit providers to support "seamless" service into Shoreline across the county lines and through to major destinations.

T20: Work with Sound Transit to study the development of a low impact commuter rail stop in the Richmond Beach/Point Wells area. The Richmond Beach residents shall be involved in the decision making process as far as location, design, and access to the service.

Transit Recommendations:

- Increase bus service efficiency along underserved, non-serviced corridors or overextended bus routes.
 - Improve the quality of all day cross-town service in the southern portion of the city: NE 155th Street corridor.
 - Reconfigure, increase, and/or add dedicated bus service to serve the Braircrest and eastern portions of North City.
- Improve accessibility to bus stops and transit facilities that enhance surrounding neighborhoods.
 - Add sidewalks and bicycle lanes
 - See Pedestrian Recommendations
 - See Bike Recommendations
 - See Curb Ramp & Pedestrian Improvement Program
 - Add shelters at locations that meet the criterion of a minimum of 25 boardings in King County.
 - West side of Aurora Avenue N at the far side of N 200th Street;
 - North side of the Shoreline Community College entrance at the main campus entrance;
 - East side of the Shoreline Park & Ride roadway at the near side of N 192nd Street;
 - West side of Aurora Avenue N at the far mid block at N 175th Street;
 - West side of Aurora Avenue N at the far mid block at N 155th Street;
 - West side of Aurora Avenue N at the far side of N 152nd Street;
 - East side of Aurora Avenue N at the near side of N 185th Street;
 - West side of Aurora Avenue N at the far side of N 170th Street;
 - West side of N 5th Avenue at the near side of NE 163rd Street;
 - East side of Aurora Avenue N at the far side of N 155th Street;
 - West side of 15th Avenue NE at NE 177th Street;
 - South side of N 175th Street at Densmore Avenue N;
 - East side of Aurora Avenue at the far side of N 160th Street
 - Identify and improve lighting and visibility of bus stops.
 - Reference accident and crime statistics for incidents at or near transit stop locations.
 - Provide safe pedestrian crossings through the installation of curb “bulb outs” and pedestrian tablets.
 - See Curb Ramp & Pedestrian Improvement Program
- Consider the impact for proposed high-capacity transit corridors.
 - Identify preferred high-capacity corridors
 - Extensions of the Seattle Monorail Project’s Green Line;
 - Sound Transit’s Phase Two expansion;
 - Bus rapid transit opportunities, e.g. Metro Transit route 358 along Aurora Avenue N.
 - Consider impacts to existing transit service and conditions.
 - Rezone land use in impacted areas nearby proposed transit route that is supportive to transit;
 - Improve pedestrian accessibility and facilities along proposed corridors;
 - Identify potential inter-modal transfer locations;
 - Coordination of Park and Ride locations and possible expansion.

Pedestrian Improvements

Shoreline's citizens continue to emphasize the importance of sidewalks for safety, enhanced mobility, convenience, and recreation. Pedestrian advocate Dan Burdin summarizes the value of pedestrian mobility in building communities:

"Every trip begins and ends with walking. Walking remains the cheapest form of transport for all people, and the construction of a walkable community provides the most affordable transportation system any community can plan, design, construct and maintain. Walkable communities ... lead to more social interaction, physical fitness and diminished crime and other social problems."

- **Walkable Communities Inc.**, 320 S. Main St, High Springs, FL

The City of Shoreline has great potential to be a "walkable community," with many activities and resources within walking distance of neighborhoods. The City's roadway grid system provides multiple east west and north south connections, and the City offers a number of public spaces, including parks, shopping centers and community centers. The challenge for Shoreline is knowing where to start: where to best spend limited resources to best serve the community.

Candidate Project Improvements

Candidate projects were identified from several sources. The City's 1998 Comprehensive Plan identified many of the City's arterials as potential "urban standards" projects; that is, they needed to be upgraded from rural-type roads to a higher standard that would include curbs, gutters and sidewalks. These projects were located on most of the City's main roadways. In 2003, the City's Bond Advisory Committee also identified roadways within a given radius of schools as candidates for sidewalks, and the City worked with the Shoreline School District to update service area walk route maps.² In addition, the City's Parks Department has a "walking map," developed with the assistance of high school students, which provided valuable information about potential destinations in walking distance of neighborhoods.

These candidate projects were considered in relation to existing and proposed framework for the pedestrian system, which include

- the location of existing sidewalks,
- existing bus routes,
- the Interurban Trail, and

² Recommendations identified by the Bond Advisory Committee when considering a potential ballot measure for capital improvements.

Goal T III: Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

Td: Provide adequate, predictable, and dedicated funding to construct pedestrian projects.

T25: Place high priority on sidewalk projects that abut or provide connections to schools, parks, transit, shopping, or large places of employment.

T31: Reinforce neighborhood character and abutting land uses when developing and designing the pedestrian system.

T26: Provide sidewalks on arterial streets and neighborhood collectors.

Ts: Develop flexible sidewalk standards to fit a range of locations, needs and costs.

T27: Partner with the School District to determine and construct high priority safe school walking routes. Support school crossing guard programs and other educational programs.

Te: Coordinate sidewalk design and construction with adjacent jurisdictions where sidewalks cross the City boundaries.

T28: Provide pedestrian signalization at signalized intersections, and install midblock crossings if safety warrants can be met. Consider over- and under-crossings where feasible and convenient for users. Use audio and visual pedestrian aids where useful.

T29: Implement the City's curb ramp program to install wheelchair ramps at all curbed intersections.

T33: Develop an off-street trail system that serves a recreational and transportation function. Preserve rights-of-way for future non-motorized trail connections, and utilize utility easements for trails when feasible.

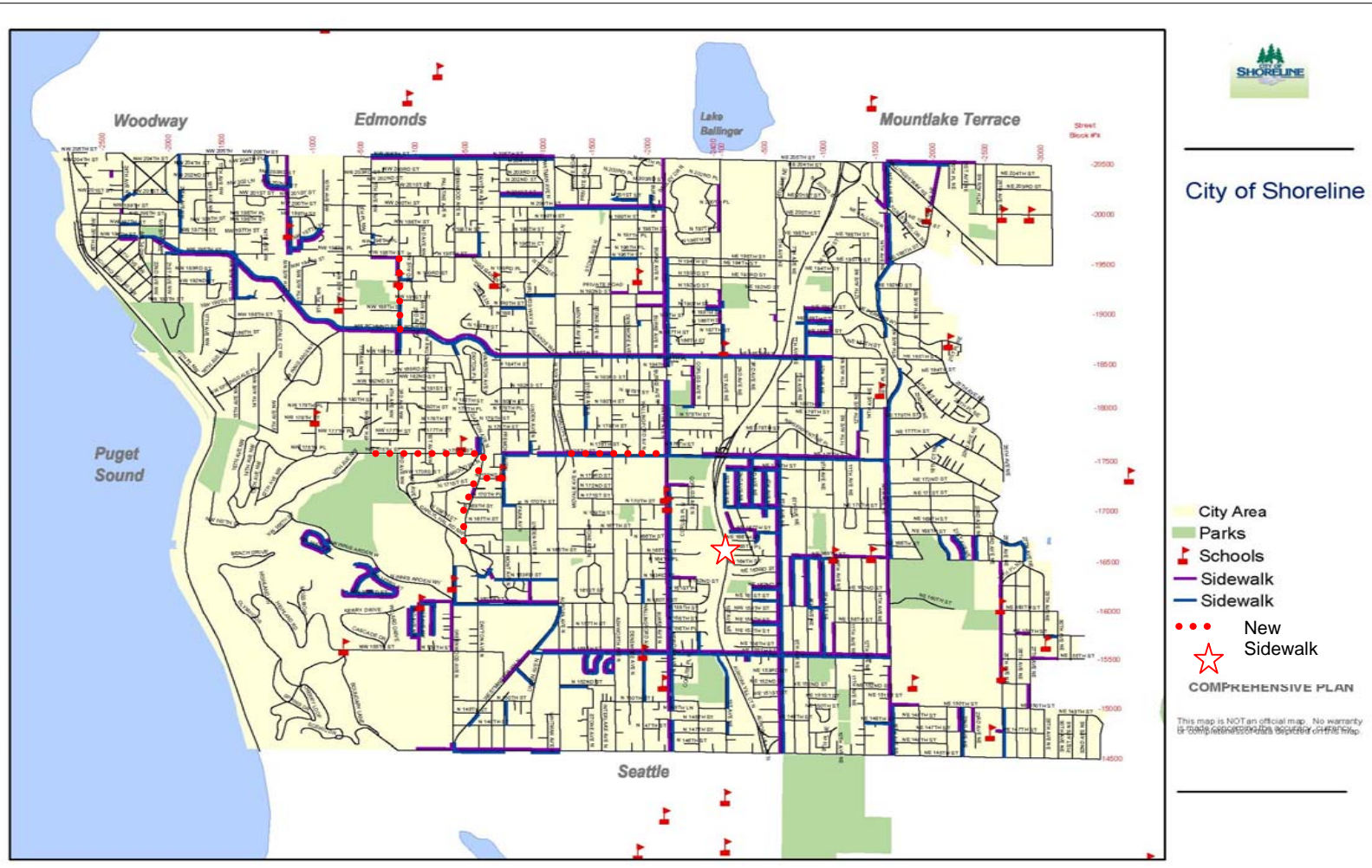
- a proposed continuous pedestrian/bicycle “Shoreline Loop” within the city limits that will connect neighborhoods with schools, local businesses, community institutions and other parts of the city.

Each of these potential projects was evaluated within a prioritization matrix to establish the highest priority needs (see chapter 5). The top priority projects connect to the existing and proposed sidewalk framework, provide school and/or park access along arterials, link over three major destinations and connect to transit service. Those recommended for funding are described below in **Table 6-5**. For a description of all potential pedestrian projects, please see **Appendix 6-2. Figure 6-4**, the pedestrian system proposed project map, identifies projects recommended for funding in relation to the existing sidewalk system.

Table 6-5. Pedestrian Projects Recommended for Funding

Pedestrian Projects Recommended for Funding (in addition to the 2004-2009 CIP)			
Location	Side of the Street	Comment	Cost
NW 175th St: 6th Ave NW to Dayton Ave N	One Side TBD	Candidate for Grant funding (20%)	\$1,289,000.
N 175th: Midvale to Meridian (Coordinate with N 175 th planning study)	Both		Included with roadway project.
N 172nd St: Dayton Ave N to Fremont Ave N	Both		\$357,000
N 165 th /I-5 Overpass Feasibility Study	TBD	Funded in “planning studies”	\$50,000
Dayton Ave N: Carlyle Hall Rd to Richmond Beach Rd	Both		\$1,558,000
3rd Ave NW: NW Richmond Beach Rd to NW 195 th St	One Side TBD		\$818,000

Figure 6-4: Pedestrian Projects Recommended for Funding



Bicycle Improvements

Shoreline is generally well suited for bicycle travel. The topography is relatively flat between Dayton Avenue and Lake Forest Park. Bicycles can legally use all streets in Shoreline (except I-5). The Interurban Trail (currently under construction) and its future segments, will serve as the north-south spine for bicyclists. East/west bicycle lanes are currently provided on N/NE 155th Street (Hwy 99 to 15th NE) and N/NE 185th Street (Stone Avenue North to 1st NE). Other bike facilities include recreational off-street trails in Hamlin Park and Innis Arden Reserve (private).

Bicycle System Scheme

Shoreline recognizes the importance of bicycling as a mode that addresses the city's transportation and recreational needs. At the city level, bicycle routes in the network connect neighborhoods to schools, city institutions, community businesses and recreational and commuter destinations including transit linkages. At a larger scale, these bike routes provide connections that link to the regional network.

Figure 6-5 identifies the corridors for regional and city bike routes. The Lake to Sound Trail (blue) provides east-west connections through the city and provides connections to Richmond Beach Saltwater Park and the Burke-Gilman Trail.

Currently under construction, the Interurban Trail (green) provides north-south connections to neighboring Seattle and Mountlake Terrace. The Shoreline Loop (red) is a circulator route providing connections from surrounding neighborhoods to many of the city parks, schools, and businesses as well as regional bike routes. The Cross-Town Connector (orange) provides for linkages from the center of the city to the rest of Shoreline.

Lake to Sound Trail (east-west link)

An east-west connection through the city of Shoreline provides links with North City to the east with Richmond Beach to the west. It also provides an important connection between the Puget Sound and the Burke-Gilman Trail along Lake Washington. Along the corridor, many businesses and institutions are located including the Shoreline community center, the post office, and the police station. As Figure TR-9 shows that one potential route from west to east would start at Richmond Beach Saltwater Park, go north on 20th Avenue NW, and then go east on NW 195th Street to Richmond Beach Road. It would then use the existing bike lanes on 185th Street. NW 195th Street / Richmond Beach Road has the potential to be restriped to three lanes, which can include bike lanes. 20th Avenue NW is a low-traffic residential street with minimal shoulders.

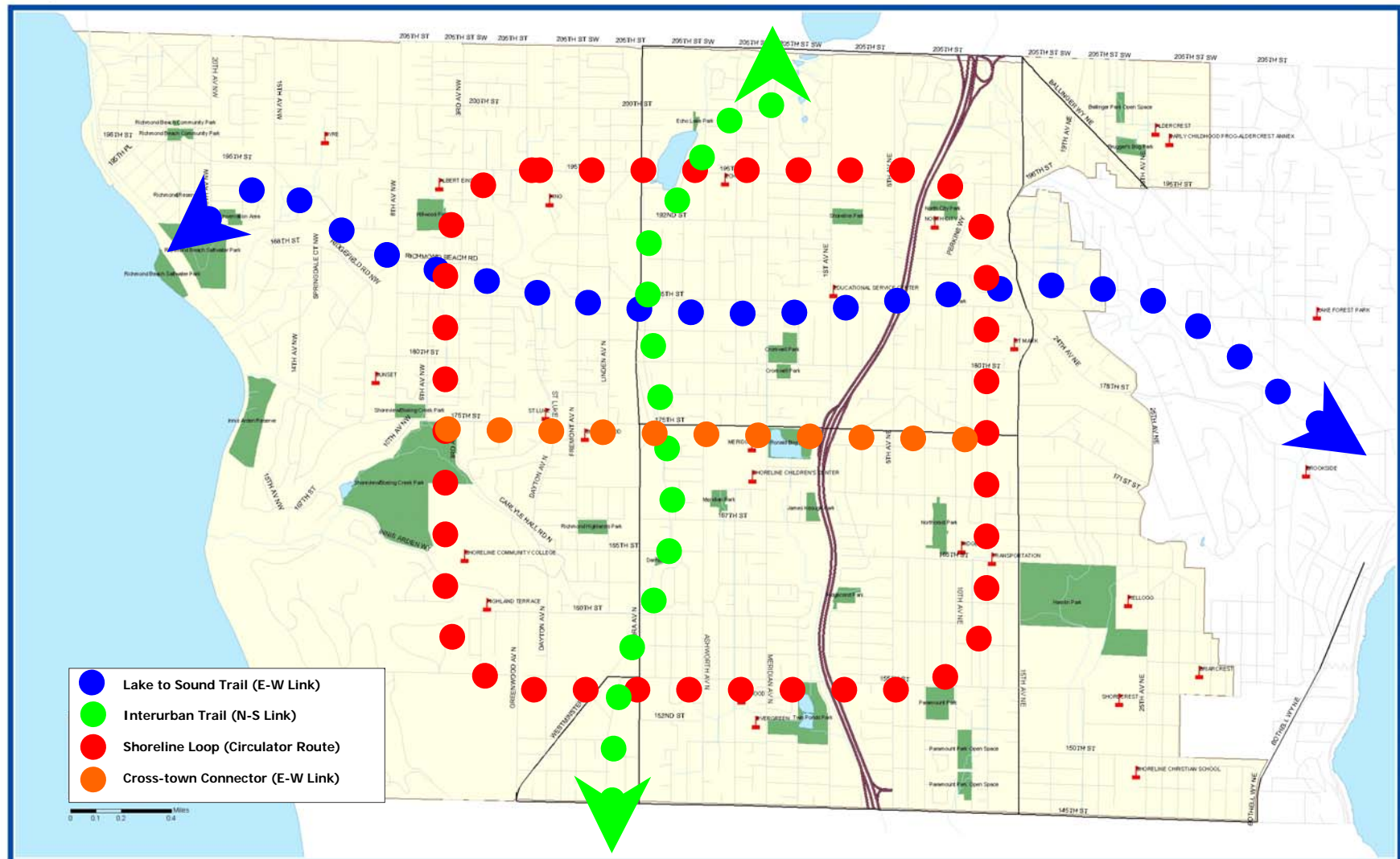
At 10th Avenue NE, several possible connections to the Burke-Gilman Trail through Lake Forest Park have been identified. One can take the route along NE Perkins Way to 15th Avenue NE where bicyclists can cross at the signalized intersection. At 15th Avenue NE, a sidewalk is provided on the east side of the street. From 15th Avenue NE, the route takes 24th Avenue NE / NE 178th Street. At the intersection of NE 178th Street, NE 180th Street and Brookside Boulevard NE in Lake Forest Park, one could then take NE 178th Street to Ballinger Way NE where bicyclists can cross at the signalized

Goal T IV *Develop a bicycle system that is connective and safe and encourages bicycling as a viable alternative method of transportation*

- Tf:** *Reinforce neighborhood character and abutting land uses when developing and designing the bicycle system.*
- T34:** *Work with the bicycle community to develop bicycle routes connecting schools, recreational and commuter destinations, including transit linkages. Aggressively pursue construction of the Interurban Trail as the spine of the City's bicycle system.*
- T35:** *Work with neighboring jurisdictions and other agencies to ensure that Shoreline's bicycle routes/corridors and designs are compatible and connect with one another.*
- Tg:** *Work with Lake Forest Park to develop a bicycle linkage to the Burke-Gilman trail.*
- T36:** *Work with the School District to determine and encourage safe bike routes to schools. The City should partner with the School District to achieve these goals.*
- T37:** *Accommodate bicycles in future roadway or intersection improvement projects.*
- T38:** *Require new commercial developments to provide convenient bicycle parking facilities for employees and visitors/customers. Encourage merchants to install bike parking facilities.*

Figure 6-5: Major Bicycle Corridors

City of Shoreline



intersection at Bothell Way NE. The other connection takes bicyclists down Brookside Boulevard NE to a signalized intersection at NE 170th Street and Bothell Way NE where the Burke-Gilman Trail meets. The route has very limited right-of-way for bike lanes and the terrain is quite steep in certain sections. A combination use of bike lanes, sidewalks and mixed traffic applications are needed.

Interurban Trail (north-south link)

Shoreline is pressing ahead with the construction of the Interurban Trail. Using the former Interurban Light Rail Line right-of-way, this off road facility offers bicyclists and pedestrians a safe, separated trail along the Aurora Avenue N corridor. In addition to the many business nearby, it connects to the Shoreline Park-and-Ride and Aurora Village Transit Center from the neighboring residential communities. When completed, this 3.25 mile trail will connect to Seattle and Snohomish County.

Shoreline Loop (circulator route)

Construction of a continuous pedestrian/bicycle loop within the city limits can focus missing links between neighborhoods with schools, local businesses, community institutions and other parts of the city. It can provide a clear and safe route for bicycle enthusiasts, walkers and school kids to get around Shoreline. Figure TR-9 shows one such potential “grand loop”, using the existing bike lanes on 155th Street and 15th Avenue NE as interim system anchors. Additional major improvements will be needed on the western and northern parts of the loop. Areas include the hilly Innis Arden/Shoreline Community college vicinity and along N 200th Street and 8th Avenue NW.

Currently, there is a pedestrian crossing over I-5 at NE 195th Street. For the future loop trail, the accommodation of both pedestrians and bicyclists may require the restriction of bicyclists to walking their bikes over the bridge or widening of the crossing. Also, similar considerations need to be made for the planned pedestrian bridge to be constructed over Aurora Avenue N between N 155th Street and N 158th Street. A design study is needed for Shoreline Loop approaches to this part of the Interurban Trail. Additional spurs linking to neighboring communities, parks and schools should be considered.

Cross-town Connector (east-west link)

I-5 presents itself as a major obstacle for east-west connections in the city. Additional connections are desirable for the residents particularly between 175th Street and 155th Street. Currently, bicyclist can cross I-5 in the north at either the 195th Street pedestrian bridge or 185th Street overpass and at 155th Street underpass in the south. 175th Street provides a major vehicular link in the center of Shoreline but the limited right-of-way does not allow for simple bike improvements.

Creating a new overpass crossing at either 167th Street or 165th Street will require substantial grade work on the west side of I-5 as well as the potential for relocating a cellular phone tower. There have also been discussions in providing additional east-west connections for vehicles at this location and the possibility of constructing a new auto bridge, which can include a bike lane and convert the connecting streets to green streets.

Another possible crossing to consider is the Metro underpass for the maintenance garage near 163rd Street. This would be a bicycle and pedestrian link only. Traffic volumes at this underpass are relatively lower due to the vehicle-restricted interchange. However, this crossing makes routing for the cross-town connector more difficult due to the lack of street connectivity to the west of I-5. Additional study is needed for creating an additional east-west link at these locations.

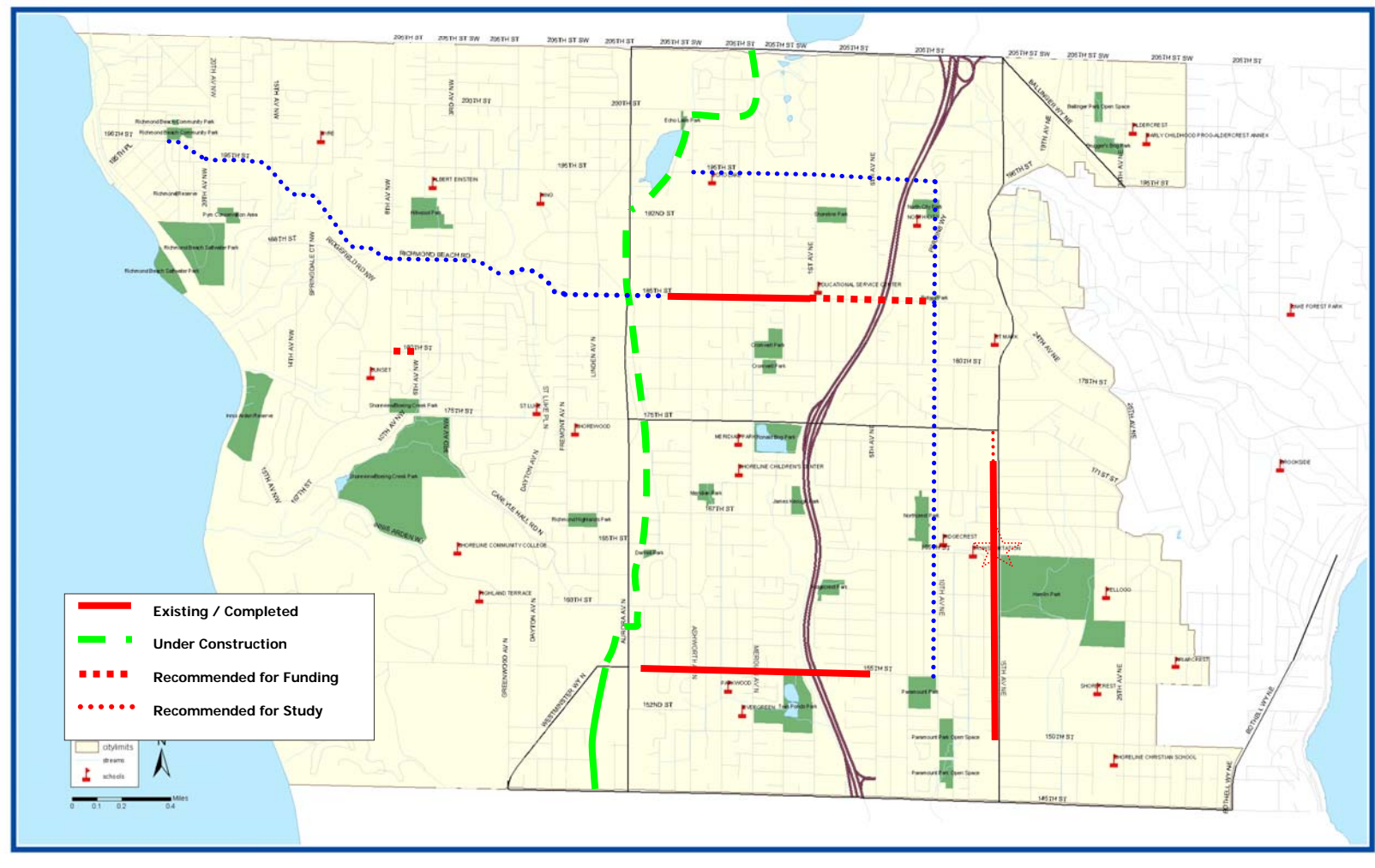
Each of these potential projects was evaluated within a prioritization matrix to establish the highest priority needs (see chapter 5). Bicycle improvement projects recommended for funding are listed in **Table 6-6**. All recommended bicycle improvements are included in **Appendix 6-3**. **Figure 6-6** identifies first, second and third priority bicycle improvement projects.

Table 6-6: Bicycle Projects Recommended for Funding

Bicycle Projects Recommended for Funding (in addition to the 2004-2009 CIP)			
Location	Improvement	Comment	Cost
10th Avenue NE: NE 155th Street to NE 195th Street	10' off-road asphalt trail, one side	Candidate for initial green street project	Study funded through "project studies"
N 195th Street: Ashworth Avenue N to 10th Avenue NE	10' off-road asphalt trail, one side	Candidate for initial green street project	Study funded through "project studies"
I-5 Pedestrian/Bicycle Overcrossing	Location, design TBD through planning study		Study funded through "project studies"
NW Richmond Beach Road / N 185th Street: Dayton Avenue N to Stone Avenue N	Restriping, shared roadway, both sides		Study funded through "project studies" project placeholder in roadway projects.
Ballinger Way/I-5 Pedestrian and Bicycle Facilities	Improved pedestrian and bicycle access under I-5 at Ballinger Way/N 205th		Study funded through "project studies"
NE 185 th Street: 5 th Ave NE to 10 th Ave NE	Restriping, shared roadway, both sides		\$120,000

Figure 6-6: Bicycle Facility Improvements Recommended for Funding

City of Shoreline



Transportation Demand Management (TDM)

TDM promotes more efficient use of the existing transportation systems by influencing the time, route or mode selected for a given trip. TDM strategies increase travel choices, offering the opportunity to choose how, when and, if travel will be by car or in some other way, with the aim of balancing demand with the transportation system. Options include:

- Modal strategies such as vanpools and telecommuting;
- Incentives such as bus passes;
- Specialized services such as shuttles; and
- Design improvements such as bike lockers and preferential parking for ridesharing.

With limited resources to build new capacity and continued employment growth, Transportation Demand Management (TDM) strategies are cost-effective, complementary, and efficient alternatives to additional investment in transportation facilities.

Goal T VI: Encourage alternative modes of transportation to reduce the number of automobiles on the road.

- T44: Work with major employers, developers, schools, and conference facilities to provide incentives to employees, tenants, students, and visitors to utilize alternatives other than the single occupant vehicle.*
- T46: Support educational programs for children and residents that communicate transportation costs, safety, and travel choices.*
- Tj: Support state and federal tax policies that promote transit and ridesharing.*
- Ti: Develop parking system management and regulations to support alternatives to the single occupant vehicle*
- Ti: Analyze alternatives by which employers and/or developers not subject to the Commute Trip Reduction Act can encourage their employees and tenants to pursue alternative transportation choices.*

TDM Recommendations: The City of Shoreline should emphasize the following elements in supporting TDM programs in the city and region:

- Provide tools and resources for employers and property owners to develop economical and effective choices for customers' and employees' access and mobility.
- Emphasize Incentives for developers and commuters. For employers and developers, incentives involve receiving a return for conducting TDM, such as preferential treatment in the development review process or bonuses in the development process. Incentives for travelers and commuters, on the other hand, can include subsidies, transit passes, and financial incentives.
- Encourage the development of organizations that coordinate transportation needs through public-private partnerships. A key TDM strategy supports the formation of organizing structures such as Transportation Management Associations (TMAs). These organizations allow local business, property owners, and residents to partner with the city to coordinate and implement comprehensive transportation services and infrastructure within a localized area.

Freight and Mobility System

Trucks delivering wholesale and retail goods, business supplies and building materials throughout the City are impacted by and themselves impact traffic congestion. The City must ensure that trucks have the ability to move to and through Shoreline. On the other hand, the City needs to ensure that residential streets are not unnecessarily impacted by cut-through truck traffic. The November 2000 North City Sub-Area Plan designates a number of business access routes to provide safer freight movements off of the main 15th Avenue NE roadway. Development of a business access road for businesses along Highway 99 would provide extra access for freight deliveries while moving trucks off of the heavily used Highway 99 corridor.

Freight Mobility Recommendation: Develop time-limited loading zones in commercial areas. Require business access plans as properties along Highway 99 redevelop.

Goal T VII: Develop a transportation system that enhances the delivery and transport of goods and services

T49: *Ensure that service and delivery trucks, and other freight transportation can move with minimal delay on appropriate streets and rail systems in our city as shown on the truck route map.*

T51: *Minimize the disruption of arterial traffic flow by developing time-limited loading zones in commercial areas and regulating areas that don't have loading zones. Develop a plan for business access streets to provide freight loading zones on less-heavily traveled roadways.*

Tm: *Work with developers/property owners along the Aurora Avenue North corridor and in North City to plan business access streets as a part of redevelopment.*

Regional Coordination

The City of Shoreline's greatest increase in projected travel over the next 25 years is in the area of regional travel. New employment and shopping opportunities will increase the need for travelers to be able to get to, into and through Shoreline to reach their destinations. If Shoreline's businesses are to be successful and thrive, the City and region must provide a broad range of multimodal improvements to address congestion and mobility needs.

Shoreline's transportation system is affected by a dynamic and complex governance structure. Federal, state, regional and local governmental entities make funding, policy, and project decisions that affect Shoreline. These include the Washington State Department of Transportation, the Puget Sound Regional Council, Sound Transit, King County (including Metro Transit), Snohomish County, Community Transit, and the neighboring cities of Seattle, Lake Forest Park, Edmonds and Woodway. The City of Shoreline can play an important role in facilitating regional action to provide and fund convenient travel choices.

Regional Coordination Recommendation: Shoreline will benefit from a more active role in representing the City's interests and the Comprehensive Plan goals and policies in this context. Given the multiplicity of forums, the City should focus its efforts on agencies that can provide funding or services to the City. This should be a three-step effort:

-- continued on next page

**Regional Coordination
Recommendation (continued):**

Step 1: Identify priorities

- Identify those improvements involving other agencies that are most important to the City (especially transit and pedestrian improvements along Highway 99, the Interurban Trail, NE 145th, NE 205th and Interstate 5).

Step 2: Identify opportunities

- Become familiar with federal, state, regional and county budget and appropriations processes
- Participate in regional and county planning processes that will affect the city's strategic interests

Step 3. Form strategic alliances

- Identify and approach potential partners (adjacent jurisdictions or like-minded agencies)
- Develop federal and state legislative agendas and meet with US and state representatives (elected officials and staff) who can help fund key projects (esp. Highway 99 and the Interurban Trail)
- Develop regional legislative agenda and meet with area representatives (elected officials and staff) to the PSRC, Sound Transit, the Regional Transportation Investment District, and King County Council
- Develop partnerships with the local business community to advocate at the federal, state and regional level for common interests.

Goal T IX Coordinate the implementation and development of Shoreline's transportation system with our neighbors and regional partners

Tn: Advocate the City's strategic interest in high capacity transit, local and express bus service and other transit technologies. Work with local and regional agencies to obtain a fair share of transit service and facilities.

T62: Develop short, medium- and long-range priorities and implementation strategies for improvements to the state highway system within and adjacent to the City of Shoreline.

T65: Develop interlocal agreements with neighboring jurisdictions for development impact mitigation, for coordination of joint projects, and management of pass through traffic. Work with adjacent jurisdictions and stakeholders to jointly study the 145th, and 205th and Bothell Way NE corridors to develop level of service standards as part of a plan and funding strategy for future improvements.

Tt: Work with neighboring jurisdictions to reduce air quality impacts and manage storm water runoff from the transportation system.

T68: Pursue methods of reducing the impact on Richmond Beach Drive at the King/Snohomish County line (e.g. closing) if the Point Wells property is not annexed by the City of Shoreline. Consider the extension of 205th only as potential mitigation for future development of Point Wells.

ATTACHMENT B

UPDATED

**Summary Table of Comments with
Staff Responses as of July 22, 2004**

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & 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.
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.
3	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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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).
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.
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.
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.

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation
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.
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.
50	Planning Commission Comment Form (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.
51	e-mail	10/16/2003	Way	Janet	DUPLICATE OF COMMENT NO. 47	All	DUPLICATE OF COMMENT NO. 47
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
53	Phone	11/20/2003	Gruzenski	G.M.	Transit service and routes throughout city	Comp Plan	No response necessary. Transit service is not controlled by the City. Comprehensive Plan has policies to support transit.
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 5-3).
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.
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
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).
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
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.
56					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.
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.
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).
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.
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.
59	e-mail	2/20/2004	Miller	N	Parks and Rec	PRCS Master Plan	
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.

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation
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.
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.
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.
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.
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.
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.
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
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.
67	open house	5/13/2004	Cook	Caradee	Support of improvements on Aurora, including sidewalks	All	No response necessary
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.
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.
67	open house	5/13/2004	Cook	Caradee	Bike lane on Meridian Ave N	Transportation Master Plan	Noted. Bicycle lanes to be addressed wherever allowed.
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.
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.
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 may still be considered.
69	open house comment form & verbal tran	5/13/2004	Anderson	David R.	Environmentally sensitive design and need for "pervious" pavement	Comp Plan	Consider adding policy in Community Design - Site and Building Design section of Comprehensive Plan to encourage the use of pervious materials for streets and sidewalks.
69	open house comment form & verbal tran	5/13/2004	Anderson	David R.	Use of native vegetation in city projects and the use of pesticides/fertilizers	Comp Plan	The current CD 20 policy reads "Encourage the use of appropriate landscape design in commercial and residential areas." Consider policy for City project to use native, drought tolerant plantings and "natural" pesticides and fertilizers.
69	open house comment form & verbal tran	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.

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation
69	open house comment form & verbal tra	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.
69			Anderson		15th NE (North City) street design	Transportation Master Plan	Corridor performance with the new configuration is being tracked.
69			Anderson		Alley & Tax breaks in North City	Transportation Master Plan	<p>Quote from transcript " parking spaces replaced by planting things"</p> <p>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"</p> <p>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."</p> <p>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>
70	open house	5/19/2004	Mann	Dan	Extension of Stone Avenue to 175th	Transportation Master Plan	Stone Ave. N will not be extended.
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.
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.
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 give priority during planning for roundabouts.
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 will review the Shoreline Community College Master Plan.
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	Noted.

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation
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	Lack of sidewalk noted, plans will be revised .
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.
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.
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.
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.
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. It is not appropriate to include in the City's Comp Plan. The document is available by contacting King County or by downloading at www.metrokc.gov/budget/buildland/bldInd02.htm
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.
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
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 14 (Matrix Item 5) 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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 15 (Matrix Item 9) LUa - New policy for neighborhood planning should be clear that it is an optional process.	Comp Plan	Staff recommends revising the policy to read: Encourage the development of neighborhood plans to carry out and refine the vision of the Comprehensive Plan at the neighborhood level.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 16 (Matrix Item 28) 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.

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71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 17 (Matrix Item 55) LU47 Correct reference to the proper location of the park south of 165th not 160th.	Comp Plan	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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 18 (Matrix Items 58, 68, 71, 73) 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 policies support working with land owners in redevelopment and not the condemnation of property.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 19 (Matrix Item 78) 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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 20 (Matrix Item 341) T76 Use of residential parking zones. Supports	Comp Plan	No response necessary
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 21 (Matrix Item 103, 121, 123) 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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 22 (Matrix Item 106 & 117) EN3 & ENb Reference to solar power & solar lights to these policies.	Comp Plan	Staff suggests leaving ENb (Matrix Item 117) 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 (Matrix Item 106) 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, and alternative energy sources, within budget constraints.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan -Comment 23 (Matrix Item 193) 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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 24 (Matrix Items 195, 196, 197) 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 policies are in place to ensure that housing goals are met and ensure that permit review procedures meet GMA targets.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 25 (Matrix Item 205) 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: Encourage City participation in regional forums or programs for low income housing.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 26 (p. 49) T3 - Adopt LOS E	Comp Plan - Transportation	Noted.

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71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 27 (Matrix Item 275) 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	Pedestrian safety is addressed in the Transportation Master Plan throughout.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 28 (p. 51) (Matrix Item 293) 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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 29 (p.51) (Matrix Item 309) 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.
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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 31 (Matrix Item 443) 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 (Item 455) could be revised to address her concerns as follows: Give highest funding priority to capital facility improvements that protect the public health and safety, and existing development.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 32 (p.64) (Matrix Item 278, 476) 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 Matrix Item 278) and should not have been shown in the draft document. Staff feels that the revised CF26 (see Matrix Item 476) allows citizen input prior to implementing capital facility improvements, and therefore no change to the policy is necessary to respond to comments. Noted
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 33 (Matrix Item 507) 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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 34 (Matrix Item 497) 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.

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 35 (Matrix Item 518) 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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 36 (Matrix Item 534) 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.
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.
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."
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.
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.
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	Noted.
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	Noted.

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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	Noted. Level of Service standards must also be realistically achievable.
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	Noted. 160th and 165th at Aurora are included in that study.
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.
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.
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	Noted. The city will negotiate and mediate.
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.

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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 will review the Shoreline Community College Master Plan and consider appropriate mitigation.
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	Sidewalk ranking has determined placement.
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	Noted. Any alternate business access would be done as part of incremental redevelopment over 20-50 years.
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	Opinion noted.
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 (p. 172)	
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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 55 Supports road impact fees	Comp Plan	No response necessary
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 56 Data addition request	Comp Plan	Staff currently researching
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 57 Data addition request	Comp Plan	Staff currently researching
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 58 Definitions	Comp Plan	Staff currently researching
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 59 Definitions	Comp Plan	Staff currently researching

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71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 60 Definitions	Comp Plan	Staff currently researching
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.
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.
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
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."
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.
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.
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.
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.
71-B	Letter	6/2/2004	Botham	Ginger	SWM Master Plan - Comment 68 Page 1 of Appendix A reference to Peverly (not Pevertion) Pond should be corrected	Surface Water Master Plan	So noted, the information will be corrected
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.
71-B	Letter	6/2/2004	Botham	Ginger	General Comments - Comment 70 Explanation of the format of her comments	Comp Plan	No response necessary

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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.
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.
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.
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan Item 108 - incentives	Comp Plan	This policy has more to do with building location and densities than the construction type. Policy should remain as is.
74	Comment form	6/3/2004	Deutsch	Mark	Item 117 - 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
74	Comment form	6/3/2004	Deutsch	Mark	Item 120 - 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 policy standards only and leave the regulations and standards in the Development Code. Policy should remain as is.
74	Comment form	6/3/2004	Deutsch	Mark	Item 143 - Wetland protection	Comp Plan	The preservation concepts that were in this policy are moved to EN 47 (Item 142). Staff feels that this has not devalued this policy
74	Comment form	6/3/2004	Deutsch	Mark	Item 170 - Green streets	Comp Plan	No response necessary.
74	Comment form	6/3/2004	Deutsch	Mark	Item 195 - Permit streamlining	Comp Plan	This item pertains to all permits not just "green building" standards. Staff recommends policy remains as is.
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.
74	Comment form	6/3/2004	Deutsch	Mark	Why the use of the term "critical" instead of "sensitive"	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.
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 (matrix item 117) addresses this issue (with his suggested amendment, see above).
74	Comment form	6/3/2004	Deutsch	Mark	Support walkable community design	Comp Plan	Policy CD40 (item 588) addresses this issue.
74	Comment form	6/3/2004	Deutsch	Mark	Item 384 - Preserve natural features. Echo Lake park	PRCS Master Plan	
75	Questionnaires	6/3/2004	West		MP Questionnaires	All Master Plans	Planning Commission should consider comment when reviewing the capital project funding.
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.

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77	e-mail	6/5/2004	Mixdorf	Jeff	N 195th 2-lane collector arterial	Transportation Master Plan	City to review agreement with Ballinger Terrace that may require preservation of greenbelt.
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.
79	e-mail	6/7/2004	Mount	John	Extension of Stone Avenue to 175th	Transportation Master Plan	Stone Ave. N will not be extended.
80	e-mail	6/8/2004	Bosch	Michael	Extension of Stone Avenue	Transportation Master Plan	Stone Ave. N will not be extended.
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 18 Requesting text addition	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 26 Clarification on "Water Trail"	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 41 Don't understand text	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 48 Hamlin park expansion	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 75 What is a forest management plan?	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 84 Removal of tractor embedded in trees at Paramount Open Space	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 128 Why isn't Fircrest Pool included	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. xxxii Cultural center at Fircrest	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. xxxix Recreation programs are not a part of Open space	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. liii Fircrest pool & gymnasium. Could be used as part of an outreach program.	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan General Observation 1 Showing history in plan (prior to incorporation)	PRCS Master Plan	
81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan General Observation 2 Public outreach before improvements are made to parks.	PRCS Master Plan	
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	
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 term "artificial" in "artificial water course" will be removed.
82	letter	6/9/2004	Kral	Martin and Karen	Extending Stone Ave, etc.	Transportation Master Plan	Stone Ave. N will not be extended.
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 may still be considered.
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 may still be considered.
85	letter	6/9/2004	Sowler	Craig and Donna	Extension of Stone Ave	Transportation Master Plan	Stone Ave. N will not be extended.
86	letter	6/9/2004	Ahmedulle	M. Ahmad	Extension of Stone Ave	Transportation Master Plan	Stone Ave. N will not be extended.

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation
87	e-mail	6/10/2004	Anderson	Scott and Caren	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 may still be considered.
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.
88	Comment form	6/10/2004	Hardy	Naomi	Item 294 Ti Revise policy to also include monitoring on minor arterials.	Comp Plan - Transportation	Noted.
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 sloped for safety improvements as budget allows during the Dayton Wall Improvements.
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.
88	Comment form	6/10/2004	Hardy	Naomi	Item 303 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.
88	Comment form	6/10/2004	Hardy	Naomi	Item 293 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.
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	Noted. This will be addressed in the Richmond Beach Corridor Study.
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.
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.
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.

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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.
89	letter	6/10/2004	Lee	Brian	Stone Ave. N extension	Transportation Master Plan	Stone Ave. N will not be extended.
90	Comment form	6/10/2004	Johnson	Egill	Bicycle projects - scrap them and follow Seattle's lead. On-street parking is more important	Transportation Master Plan	
90	Comment form	6/10/2004	Johnson	Egill	Transportation Master Plan (p. 2-13) Bicycle Systems	Transportation Master Plan	Noted. Non-motorized transportation is a priority of this plan.
90	Comment form	6/10/2004	Johnson	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.
90	Comment form	6/10/2004	Johnson	Egill	Transportation Master Plan (p. 5-2) Bicycle Project Evaluation	Transportation Master Plan	No response needed.
90	Comment form	6/10/2004	Johnson	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.
90	Comment form	6/10/2004	Johnson	Egill	Transportation Master Plan (p. 6-1) Street classification from N 167th Ashworth to Meridian	Transportation Master Plan	Noted.
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.
92	e-mail	6/10/2004	Langton	Tamara	Stone Ave extension	Transportation Master Plan	Stone Ave. N will not be extended.
93	e-mail	6/10/2004	Wright	Kathy	Parks and Rec	PRCS Master Plan	
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 may still be considered. Any project would require public participation and input.
95	letter	6/10/2004	Cottingham	Kenneth	Transportation Master Plan	Transportation Master Plan	
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	Objections noted
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	Objections noted
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-2, 3) Object to traffic signal at N 175th St as not warranted by pedestrian traffic, side street traffic or accident records. Additionally the signal will increase the West leg traffic thru a residential area and increase college traffic to avoid N. 160th St. signal and sidewalks.	Transportation Master Plan	Objections noted
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	Items noted and will be changed on final map as appropriate

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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	Items noted and will be changed on final map as appropriate
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	Items noted and will be changed on final map as appropriate
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	Items noted and will be changed on final map as appropriate
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	Items noted and will be changed on final map as appropriate
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	Items noted and will be changed on final map as appropriate
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	Items noted and will be changed on final map as appropriate
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	Items noted and will be changed on final map as appropriate
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
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
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
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
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	Items noted and will be changed on final map as appropriate
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 14) Add Carlyle Hall Road designation.	Transportation Master Plan	Items noted and will be changed on final map as appropriate
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 15) See page 3-3 for SR designations.	Transportation Master Plan	Items noted and will be changed on final map as appropriate
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
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.
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	We can add traffic volumes on I-5.
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.

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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.
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.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-11 Delete Point Well PAA	Transportation Master Plan	All references to Point Wells are required as per the Comprehensive Plan
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-12 Delete Point Well PAA	Transportation Master Plan	All references to Point Wells are required as per the Comprehensive Plan
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
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 thru intensive retail areas, when completed.	Transportation Master Plan	Acknowledge that Interurban Trail is for pedestrians and bicycles.
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	Noted . Color versions available.
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. Changes will be made as appropriate.
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.
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	While the accident data shown in the report is not compelte, it provides an idea of what is available.
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.
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 are required as per the Comprehensive Plan

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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 are required as per the Comprehensive Plan
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 are required as per the Comprehensive Plan
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 are required as per the Comprehensive Plan
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.
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 are required as per the Comprehensive Plan
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 arterioles is complex. It would be possible to quantify the amount of traffic spillover from I-5 in this study. To address this issue, more extensive resources are required.
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.
95	letter	6/10/2004	Cottingham	Kenneth	Page 3-5	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.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-3	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.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-4	Transportation Master Plan	All references to Point Wells are required as per the Comprehensive Plan
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-5	Transportation Master Plan	noted.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-6	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 to evaluate the recommendations in the report.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-6	Transportation Master Plan	We are recommending that the City conduct a corridor study to evaluate the recommendations in the report.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-8 & 4.9	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.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-9	Transportation Master Plan	Noted. Color maps are available upon request
95	letter	6/10/2004	Cottingham	Kenneth	Page 5-1	Transportation Master Plan	This chapter shows evaluation criteria. Table 5-2 includes "connects to the Interurban Trail" with the highest point (100).

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95	letter	6/10/2004	Cottingham	Kenneth	Page 5-2	Transportation Master Plan	This is available in separate information and is offered here as a summary.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-3	Transportation Master Plan	These are design guideline comments and will not be included in the plan. Comments have been forwarded to the City Engineer.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-4	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."
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-5	Transportation Master Plan	The state facilities that require access management within Shoreline is Aurora Avenue, which is a class 3 facility.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-8	Transportation Master Plan	All references to Point Wells are required as per the Comprehensive Plan
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-10	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 should be determined based on the corridor study.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-10	Transportation Master Plan	Stone Ave N will not be developed. Warrants have not been analyzed so we disagree with the statement.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-11	Transportation Master Plan	A corridor study will address the needs for those facilities on N 175th Street.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-12	Transportation Master Plan	The recommendations will be modified.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-13	Transportation Master Plan	To complete the BAT lanes throughout Aurora Avenue, the bridge over SR104 needs to be widened.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-14	Transportation Master Plan	Comment acknowledged.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-16 & 6-17	Transportation Master Plan	Due to lack of City resources, this table will be modified. The recommended pedestrian improvement projects will be reduced.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-18	Transportation Master Plan	changes, as appropriate, will be made
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-21	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.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-22	Transportation Master Plan	comments acknowledged.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-23	Transportation Master Plan	figure 6-6: we will update this map. Comments regarding Carlyle Hall Road as a bike facility acknowledged. However, we do not see a need to widen this road to add bike lanes.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2 in Appendix 1-1	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.
95	letter	6/10/2004	Cottingham	Kenneth	Page 3 in Appendix 1-1	Transportation Master Plan	We believe that the statement on Page 3 is accurate.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4 in Appendix 1-1	Transportation Master Plan	As stated above, the corridor study for N 175th form Aurora Ave to I-5 is recommended to evaluate the issues raised by the public more in detail.
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.
96	letter	6/10/2004	Way	Janet	"Green" building practices	Comp Plan	Green building practices are encouraged by policy ENb
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.

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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.
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.
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.
97	letter	6/10/2004	Paulsen	Virginia	Housing (p. 96-101)	Comp Plan	STAFF STILL REVIEWING MATERIALS AND PREPARING RESPONSE
97	letter	6/10/2004	Paulsen	Virginia	Utilities (p. 166-169)	Comp Plan	STAFF STILL REVIEWING MATERIALS AND PREPARING RESPONSE
97	letter	6/10/2004	Paulsen	Virginia	Capital Facilities (p. 175-211)	Comp Plan	STAFF STILL REVIEWING MATERIALS AND PREPARING RESPONSE
97	letter	6/10/2004	Paulsen	Virginia	Economic Development Analysis (p. 212-218)	Comp Plan	STAFF STILL REVIEWING MATERIALS AND PREPARING RESPONSE
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.
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.
98	Comment form	6/10/2004	Guthrie	Barbara	Item 34 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.
98	Comment form	6/10/2004	Guthrie	Barbara	Item 103 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.
98	Comment form	6/10/2004	Guthrie	Barbara	Item 114 EN10 - Restrict the creation of new lots in critical areas or critical area buffers Policy should be rewored 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.
98	Comment form	6/10/2004	Guthrie	Barbara	Item 118 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 rewored 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.

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation
98	Comment form	6/10/2004	Guthrie	Barbara	Item 130 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: EN111: 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.
98	Comment form	6/10/2004	Guthrie	Barbara	Item 132 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
98	Comment form	6/10/2004	Guthrie	Barbara	Item 154 EN59 This policy should remain unchanged. Omit workgroup comment.	Comp Plan	Staff concurs that the policy should remain as is.
98	Comment form	6/10/2004	Guthrie	Barbara	Item 571 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."
99	letter	6/10/2004	Guthrie	Barbara	Parks and Rec	PRCS Master Plan	
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.
101	letter	6/10/2004	Catero	Merilee	Deletion of environmental policies EN42 & EN43	Comp Plan	EN42 and EN43 have not been deleted in the Draft.
101	letter	6/10/2004	Catero	Merilee	Parks funds for habitat acquisition and improvements.	PRCS Master Plan	
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.
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.
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.
103	Comment form	6/7/2004	Anonymous		General Capital	All	Planning Commission should consider comment when reviewing the capital project funding.
104	Comment form	6/7/2004	Anonymous		Transportation project ranking sheets.	Transportation Master Plan	Planning Commission should consider comment when reviewing the capital projects.
105	Comment form	6/7/2004	Anonymous		Surface Water	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.
106	Comment form	6/7/2004	Anonymous		Parks and Rec	PRCS Master Plan	

#	Submittal Mechanism	Date	Last Name	First Name	Topic of Comment & Matrix Item Reference	Plan The Comment Affects	Staff Response & Recommendation
107	Letter	6/17/2004	Barbon	Erma	Stone Ave extension	Transportation Master Plan	Stone Ave. N will not be extended.
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.