

**AGENDA  
SHORELINE PLANNING COMMISSION  
SPECIAL MEETING**

Thursday, August 5, 2004  
7:00 P.M.

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

	<u><b>Estimated Time</b></u>
<b>1. CALL TO ORDER</b>	<b>7:00 p.m.</b>
<b>2. ROLL CALL</b>	<b>7:02 p.m.</b>
<b>3. APPROVAL OF AGENDA</b>	<b>7:04 p.m.</b>
<b>4. APPROVAL OF MINUTES</b> a. July 22, 2004	<b>7:06 p.m.</b>
<b>5. GENERAL PUBLIC COMMENT</b>	<b>7:10 p.m.</b>

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

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

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

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# **CITY OF SHORELINE**

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

July 22, 2004  
7:00 P.M.

Shoreline Conference Center  
Board Room

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### **PRESENT**

Chair Harris  
Vice Chair Piro  
Commissioner MacCully  
Commissioner Hall  
Commissioner Kuboi  
Commissioner McClelland  
Commissioner Phisuthikul

### **STAFF PRESENT**

Tim Stewart, Director, Planning & Development Services  
Andrea Spencer, Planner, Planning & Development Services  
Paul Inghram, Consultant, Berryman and Henigar  
Paul Haines, Public Works Director  
Lanie Curry, Planning Commission Clerk

### **ABSENT**

Commissioner Doering  
Commissioner Sands

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

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

### **2. ROLL CALL**

Upon roll call by the Commission Clerk, the following Commissioners were present: Chair Harris, Vice Chair Piro, Commissioners Hall, Kuboi, McClelland, MacCully and Phisuthikul. Commissioners Doering and Sands were excused.

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

The Commission unanimously approved the agenda as written.

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

The July 15, 2004 minutes were not available for approval.

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

There was no one in the audience who desired to address the Commission during this portion of the meeting.

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

##### **a. Workshop Discussion on 2004 Comprehensive Plan Update**

Ms. Spencer described the procedure that would be used for the workshop discussion. She advised that there would be three other workshops regarding the 2004 Comprehensive Plan Update, so staff does not intend to cover topics that would be covered in the Surface Water, Parks or Transportation Master Plans, since these plans will come before the Commission over the next three weeks.

Ms. Spencer explained that the Growth Management Act requires that the City have a Comprehensive Plan, and they must ensure that the plan is updated on a consistent basis so it is reflective of new changes in State laws and new information that is available. State law requires that this review process has to be completed and the updates made by December 1, 2004. In addition to amending the Comprehensive Plan to meet the State standards, the following City Council and Strategic Plan goals must also be incorporated:

- Adoption of Strategic Plans for major facilities and services
- Develop a safe and friendly streets program
- Update the Comprehensive Plan elements
- Provide safe, secure and attractive neighborhoods
- Provide access to parks, open space and recreation
- Provide excellent public utilities and infrastructure for each neighborhood

Ms. Spencer said staff believes it is important that the master plans be drafted in conjunction with the Comprehensive Plan update in order to increase the consistency between the plans, better address the Growth Management Act requirements and identify solutions for multiple objectives.

Ms. Spencer said the Comprehensive Plan Update process started midway through 2003, and the first step was to listen and learn. This began in mid 2003 when two public workshops were held. In addition, public outreach was done with City-wide postcard mailings and a good website that is continually updated.

She reported that the Planning Commission divided themselves into three workgroups to review the different elements of the Comprehensive Plan, as well as provide feedback as to what the master plan

should contain. In total, 19 workgroup meetings were held, and each were open to the public. She advised that after the initial public outreach plan was completed, the staff reviewed the policies of the plan, rewrote them, and released the information to the public in May of 2004.

Ms. Spencer briefly reviewed the early issues that were identified during the public process. The most significant were business access on Aurora, street classifications and speed limits, basin-wide improvements to Thornton Creek, and enhanced environmental protection. In addition, staff also considered the City Council goals, the technical knowledge and information that was available, and the regulatory requirements.

Ms. Spencer introduced Paul Inghram, the City's consultant from Berryman and Henigar, who was present to discuss the types of amendments that are being proposed for the Comprehensive Plan.

Mr. Inghram emphasized that no changes were proposed to the framework goals or vision of the Comprehensive Plan. In addition, no changes were proposed to the land use designations or the zoning. The recommended changes consist of three types: organizational, supporting information, and goals and policies. He briefly highlighted some of the proposed changes.

Mr. Inghram referred to the organizational changes, and said the intent was to focus the plan on the goals and policies, since these are really the legislative meat of the Comprehensive Plan. In order to emphasize that aspect, three sections were created. The first section is the introductory portion of the Comprehensive Plan. The second section contains the goals and policies of each of the different elements, and the third section contains the supporting analysis.

Mr. Inghram reported that the proposed update would consolidate the original twelve elements into nine. The essential public facilities and environmental elements have been integrated into the land use element. This was done because all of these represent land use types of issues and they want to ensure better consistency between the environmental and essential public facilities siting issues and the land use policies. In addition, he reported that the citizen participation element was integrated into the introduction section. This section talks about the citizen involvement process in creating a plan.

Next, Mr. Inghram reviewed the changes proposed to the supporting information. He advised that there have been a variety of updates to the information, including the 2000 census data, 2002 King County buildable lands data, information from the King County Growth Management Planning Council and County-wide planning policies. He further advised that information in the housing element was updated to include current data available about housing type, age of housing, household size and average housing prices and rents. He reported that the capital facilities element was updated to include new information about capital projects, and the utilities element has updated information about the different utility providers. The economic development element was updated to include current data on demographics and population related to market condition, household income, etc. Lastly, he advised that the community design element was updated to recognize the City's Gateway Program.

Mr. Inghram said that a variety of updates were made to the goals and policies, and he pointed out that these updates are shown both in the Comprehensive Plan and in the very generic looking document

titled, "Proposed Goals and Policies Reviewed Matrices." This document shows how the changes were made. He highlighted some of the major changes to the goals and policies. One was to make what was Policy LU2 into a goal, which is to encourage attractive neighborhoods. Another change would add a new goal about using education to increase environmental protection.

In addition, essential public facilities and environmental policies were incorporated into land use, and new policies were provided regarding support of neighborhood plans, mapping of critical areas and buffers, creating "green" building techniques, supporting basin stewardship planning and considering regional stormwater detention.

Mr. Inghram advised that a variety of edits were made to the housing element, and most were aimed at improving clarity and consistency with the zoning standards. In the utilities element, changes were made mainly to bring some of the surface water management policies into the land use policies so they are integrated in with the other environmental policies. In addition, water and sewer service policies were brought into the capital facilities element to recognize them as capital facilities issues. Mr. Inghram reported that the economic development policies were enhanced to focus on maintaining revenue sources. A lot of the City's revenue comes through retail sales tax, so there is an emphasis of wanting to support the retail environment in the City and revitalizing certain areas where there is vacant commercial properties. Lastly, he advised that new policies were provided in the community design element related to encouraging the City to develop a new "green street" program. Policies were also added to this section related to support of the Gateway Master Plan and grants for neighborhood improvements.

Mr. Inghram reviewed that the updated Comprehensive Plan was released a few months ago in draft form, along with a matrix that identifies the existing policies and goals, the suggested changes that were considered, and comments about why the changes were being proposed. Along with this, a user guide and comment forms were also made available to the public. The user guide helped explain how the matrix worked. By using the matrix, along with the comment form, people were encouraged to comment based upon item number. Mr. Inghram advised that the City provided public announcements, a mailed project newsletter, and a public open house on May 6<sup>th</sup>. The plan was distributed at the May 6<sup>th</sup> open house, and the staff and consultants were available to answer questions. Comment forms were made available at that time, and the City has continued to collect public comments.

Mr. Inghram reported that the City received about 107 written comments, and these comments were summarized and provided as part of the staff report. He noted that some of the public comments presented possibilities for considering new language. For example, the issue of environmental protection versus enhancement came up both in public comments and in the Planning Commission environmental workgroup discussions. He pointed out that the State requirement is environmental protection, and there are several different policies that address environmental protection, and the City could consider the option of stepping beyond what the policies say now to be more aggressive towards greater enhancement or restoration.

Mr. Inghram advised that a public comment was received regarding pervious pavement. He referred to Item 173, and pointed out that there is an environmental policy that encourages pervious pavement. He said a public comment was also received about using the term critical areas as opposed to environmentally sensitive areas. He pointed out that the terminology in the State laws that require the protection of environmentally sensitive areas has changed to “critical areas.” This change in terminology would be consistent with the State policies. It is not an attempt to change the definition of what environmentally sensitive areas are.

Mr. Inghram said some comments were received from the public regarding “green streets.” He pointed out that there are new policies in the community design element that encourage a “green street” program. He advised that as a result of public comment, the consultant has agreed that in some cases word changes should be made to improve a policy. Comment 98 is an example of this type of situation.

Mr. Inghram referred to Comp Plan Comment 31 (Matrix Item 443) at the top of Page 8 of the public comment matrix. He pointed out that staff has suggested two wording changes that could be considered to address the public comment.

Ms. Spencer advised that because staff did not have the resources to respond to all of the comments prior to producing this week’s packet, updated summary comment sheets would be provided as the staff works their way through the comments. Again, she briefly reviewed the information that would be provided to the Commission prior to each of the Comprehensive Plan review sessions. She provided insight to the Commission as to how to read and interpret the public comment summary tables in conjunction with the policy matrices.

Mr. Inghram clarified that the draft of the Comprehensive Plan and the matrices showing the changes were released just before the May 6<sup>th</sup> open house. No changes have occurred to these documents since that time. The only changes that could occur to these documents are the things listed in the summary public comments on the far right hand side of the public comment matrix. This section provides a summary of the staff’s response to each comment. Mr. Stewart added that staff has attempted to analyze each of the public comments and provide feedback to the Commission to make appropriate changes or recommendations to the Comprehensive Plan. He said it is important that all public comments are included in the record and available for the Commission’s use when developing a recommendation to the City Council.

Mr. Stewart said that, at a later date, the staff would be able to reorganize the comments around the item numbers. This would allow the Commission to review all of the comments made regarding each of the items.

Ms. Spencer reminded the Commission that the purpose of the workshop is for staff to provide an overview of the Comprehensive Plan update and an idea of what some of the hot topics are. In addition, the Commission would accept additional public comments and discuss the draft Comprehensive Plan Update and ask questions.

Ms. Spencer reviewed that the Transportation Master Plan workshop is scheduled for July 29<sup>th</sup>. The Surface Water Master Plan workshop is scheduled for August 12<sup>th</sup>, with the Parks Master Plan workshop on August 12<sup>th</sup>. Staff anticipates that the public hearings would begin on September 23<sup>rd</sup>. Staff is interested in feedback from the Commission regarding the structure of the public hearings.

**William “Joe” Vincent, 800 NW 195<sup>th</sup> Street**, said he has been a resident of the community for 30 years. He said he was recently advised by staff at City Hall that this would be the appropriate forum to make his recommendation. He said there has been a lot of discussion and anger in regard to some of the necessary steps that have to be taken to get a decent job out of the Aurora Avenue Project. He has sympathy for the people who have had to go through this turmoil.

However, because this is coming up on the calendar, he suggested that there is a “window of opportunity” to develop the strip between 175<sup>th</sup> and 185<sup>th</sup> Streets on the east side of Aurora Avenue as a City park. He noted that the parcels located in this area are not large enough, especially when the necessary frontage is taken off of them, to make room for the additional paving and the Seattle City Light strip is allocated to the Interurban Trail system. He suggested that the City should consider the opportunity to turn this whole strip into a park. There will never be a better opportunity for this to occur, and he did not think it would be that expensive to do. He said he intends to attend the Commission workshops regarding the Parks and Transportation Master Plans. He felt that a park in this location could make a fantastic impression as to what the community really means to the people who travel up and down the Aurora Corridor.

**Patrick Ryan, 20318 – 22<sup>nd</sup> NE**, said his comments are related to a letter he received at his business from a North City Business Owner who was campaigning to solicit support in evaluating the impact of doing modifications to 15<sup>th</sup> Avenue Northeast between 175<sup>th</sup> and 195<sup>th</sup>. He brought up his concern about the way the project is being funded, which he feels is disproportionately applied to businesses in that area. He also expressed his concern about how the modifications would impact traffic volume. He stated that the traffic would be cut from two lanes to one lane, and he was concerned this would spread the traffic load onto the neighboring streets.

Commissioner Piro inquired if any studies have been done to address the concerns that have been raised regarding the lane modifications that have been proposed for 15<sup>th</sup> Avenue Northeast. He said some of the literature he has seen suggests the modifications would actually improve traffic flow, and would not necessarily transfer it to other streets. It also suggests that the number of accidents would also be significantly reduced.

Paul Haines, Public Works Director, responded that all of the effort that is going into the North City and 15<sup>th</sup> Avenue Northeast Project has quite a history to it. Numerous analysis has been done going back as far as 1999 as far as what should happen there. A lot of modeling was done and some conclusions were reached that show that with the diet of road improvements placed in this location, they should be able to sustain the same level of traffic going through this corridor as currently exists. The change has been started south of 175<sup>th</sup>, and the staff is in the process of monitoring these changes. A lot more review is necessary, but the preliminary results show that the volumes are staying real close to the same numbers that previously existed. They are not seeing any different traffic volumes on neighborhood streets.



In addition, Mr. Haines said money has been set aside that, should there be any kind of negative impact out of the difference in movement, for the City to make some investments to calm the traffic that might not otherwise stay on 15<sup>th</sup> Avenue Northeast. The speeds along the road have dropped slightly, but are still at the posted speed limit level. It is certainly a lot safer for people to get across the street in this location. There are many people who are pleased with the improvement and many who are very discouraged by the change. A lot more evaluation will be done on this project, and the City Council has asked the staff to look again at the traffic study to understand the experience thus far.

Commissioner MacCully requested that staff keep the Commission updated on this issue. He said that he was originally skeptical about the reconfiguration. He said he is frequently approached by citizens, and the more information he has, the easier it will be for him to respond.

**David Anderson, 11108 NE 200<sup>th</sup> Street**, said he provided several of the comments that were listed on the matrix. He expressed his concern that the comment summary that was provided in the matrix by staff did not reflect the comment that he made. He said he is confused about how the matrix and public comments work together. He specifically referred to Comment 69 on Page 3 of the matrix. He advised that his comment was regarding the interurban trail and the possible use of pervious pavement. While Mr. Inghram previously indicated that this issue was addressed in Item 173, the matrix does not make this clear. He reviewed that Item 173 states that issues related to pervious surface are covered in other policies and this section should be deleted. His comment was that pervious surface be added, and the staff's recommendation appears to delete it. He summarized that the paraphrasing did not adequately deal with what he was trying to say.

Chair Harris emphasized that the Commissioners have a copy of all of the original public comments. Commissioner Hall added that he is in the process of reviewing each of the public comments since he has the same concern that the summaries didn't always tell enough about the comment.

Mr. Anderson said there is a particular type of pervious asphalt that could be used for the Interurban Trail. This would be more expensive, but he suggested that it be used anyway. His comment was not that this type of surface be used everywhere, but just on the Interurban Trail. He noted that Item 173 would encourage the use of pervious statement, and his suggestion was more specific to require the use of pervious surface in specific locations.

Mr. Anderson said he is very concerned about the materials that are being planted by the City. Everything is becoming deciduous trees, with very few conifers. He said that if you look east from the corner of 145<sup>th</sup> Street and Aurora, it is possible to view the materials that were planted by Shoreline. If you look west, you can see what type of plant materials were there before. You will find 50-foot high evergreens on the west side and nothing but deciduous trees on the east side. He expressed his concern that they are not planting a mixture of native and deciduous materials. He expressed his concern that the leaves fall into the street, are ground up and go through the storm drainage. Then the ground up leaves end up in the stream, and they act as a plastic bag over the top of the streambed. This means that any eggs that are present in the fall get smothered. He suggested that they either change the type of trees that are being planted or at least plant the deciduous trees over grass rather than streets.

Mr. Anderson said he does not live far from 15<sup>th</sup> Avenue Northeast, and he spent the weekend reviewing the environmental impact statement regarding the traffic plan for this street. He said he found it interesting to learn that by the year 2020, it is estimated that the volume of traffic would be reduced and the congestion would be increased dramatically enough so that the bus routes would have to be moved. The conclusion of the EIS is that there would be a 200-foot lane of cars trying to get into Shoreline at 145<sup>th</sup> by the year 2020, if the traffic reconfiguration is implemented. These cars would be forced to use side streets and the side street would have to be blocked to prevent this from happening. He expressed his concern that the conclusions found in the environmental impact statement have not been addressed in the Comprehensive Plan. He said he has pictures to show the negative impact that has occurred as a result of the changes made near 165<sup>th</sup> Street.

Commissioner Hall expressed his concern about the amount of materials the Commission must go through and the Commission's ability to give appropriate thought to each of the comments. He referred to the issue of pervious surface as raised by Mr. Anderson. As suggested by staff, one option would be to add a new policy to encourage the use of pervious pavement. He said he finds this to be an excellent idea.

Commissioner Kuboi said his understanding is that the Commission is not being asked to make any decisions at this time, and he was not prepared to review the matrix item by item. He questioned what the Commission would like to accomplish between now and the end of the meeting. He said it is important for the Commission to feel comfortable with the process the staff is using to bring this forward to the public hearing stage. He said he, too, is concerned that the staff's summary or paraphrasing of each of the comments does not always capture the thought. While he will be reading each of the comment letters, he would not do so with a view towards quality control to compare the staff summaries with the actual comments. He questioned what type of process could be put in place to make sure that whoever is summarizing the comments in the matrix is doing it as accurately and representational as possible. He questioned if there needs to be some peer review process to back check.

Ms. Spencer referred to Mr. Anderson's comment about pervious pavement. She noted that his comment was related only to the Interurban Trail. However, this type of policy would not just pertain to the Interurban Project. That is why she summarized that Mr. Anderson is concerned about pervious pavement in any City project. She said that as she summarized the comments she tried to generalize them to fit more on a Comprehensive Plan level rather than just project specific. However, she agreed that it is difficult to quickly summarize, and it is important for the Commission to review the actual comments.

Commissioner McClelland reminded the Commission that the purpose of forming workgroups was so the whole Commission did not have to read through every single policy. She suggested that if people are commenting on the work done by the groups, perhaps the workgroups should go back and review each of the public comments that pertain to the issues they studied. The workgroups could then make recommendations on each comment to the Commission as a whole.

Ms. Spencer reminded the Commission that the purpose of the work session was to introduce the Commission to the materials and show them how to read them in a reference. The purpose was not to dissect each comment and either agree or disagree with staff. Because the matrix tables are being updated every week, it would make sense, after the workshop are completed and thorough staff response has been provided for each comment, to have an additional workshop or workgroup meetings to come together and discuss those particular comments.

Commissioner MacCully said that although he is not excited about spending time in additional meetings, he would support the concept of taking the comments back to the workgroups to focus on those areas in which they did their original work. This would allow them to come back to the Commission with recommendations after focusing on those particular comments that were germane to the work they did.

Mr. Stewart clarified that the Commission would direct the staff to work up a schedule and move into the process a series of committee workgroup meetings at the conclusion of the workshop session. This would allow the Commission to synthesize the comments and provide feedback prior to moving into the public hearing mode in September. The Commission concurred this would be appropriate.

Commissioner Piro recalled that the Commissioners worked in three workgroups. He questioned if some areas of the Comprehensive Plan would go beyond what three workgroups discussed. Ms. Spencer said she believes all areas of the Comprehensive Plan would be covered by the workgroups.

Commissioner Hall questioned the timing of the workgroups. Would they occur before or after the public hearing? The Commission and staff agreed that the workgroup discussions should take place prior to the public hearings.

Commissioner Kuboi said that, based on the number of comments coming from the public, he can see a push to add more goals and policies. He said the City could create a Comprehensive Plan that has a tremendous number of goals and policies. He questioned, however, if this would dilute the meaning of individual policies. He questioned how staff would suggest the Commission deal with competing comments or comments that tend to work at odds with each other such as development versus environmental protection.

Mr. Inghram said that in reading through the public comments that have been received to date and reviewing the potential responses, his general interpretation of them would be that while there is some competition between policies, the draft has fairly well balanced and integrated all of the competing initiatives. Of the public comments that have been submitted so far, while there is a potential that maybe a few policies could be added to address them, he does think there would be a need to add a significant number. There are some potential word changes that could be made to a variety of policies to address some of the comments. Currently, they have only proposed two or three additional policies. For the sake of making sure issues are addressed, it may warrant adding a few policies. But he is not concerned that they would be inundated with trying to add 20 or 30 more new policies. He did not feel there would be a significant issue of having competing policies.

Mr. Stewart explained that the Master Plans that the Commission would be dealing with in other meetings would become tools for implementing the Comprehensive Plan. That is where the policies are really flushed out in terms of how the City will spend the money, what their priorities are, and how to build the environment in a way that is consistent with the vision and policy of the plans. One side of implementation is the capital improvement and building facilities. The other side is the regulatory side, and how the City uses their police power to regulate the use of land and implement the policies. The master plans will deal in great detail with the capital improvement plan side. If there is a change in policy that would create an inconsistency in the City's regulations, that would warrant an amendment to the regulations. He emphasized that the Development Code and regulations must be consistent with the policies in the Comprehensive Plan. Once the Comprehensive Plan updates have been adopted, the City will need to review the regulations to make sure they are consistent with the policies of the Plan.

Commissioner Kuboi questioned the use of words such as "encourage" and "should," which can be found throughout the Comprehensive Plan. Mr. Stewart advised that the words "encourage," "shall," and "should" all indicate degrees of implementation. He explained that rather than mandate a specific City policy, the City sometimes chooses to encourage instead. He further explained that, oftentimes, when dealing with a policy where they should do something, if it is technically feasible in the budget, they do it. But if there are prohibitive constraints, it might not get done in every situation. Use of the word "shall" indicates that the policy is mandatory, and this translates into the development regulations.

Commissioner MacCully suggested that one possible topic for the Planning Commission Retreat would be a discussion on whether or not there are methods by which the City could provide more concrete encouragement for policies and actions they would like to have happen. He suggested that perhaps some form of matching money could be available to encourage a development that was more consistent with the City's vision. He suggested that perhaps this would move the visioning process more towards what they had hoped it would be.

Mr. Stewart said the Commission is also moving towards getting rid of a lot of the "should" statements and moving towards more of a descriptive environment which is probably more appropriate in terms of policy development. He explained that the way the legislative framework is set up, the goals and policies in the Comprehensive Plan establish the foundation for the Development Code, and the Development Code rests on these policies and goals. If the City has land use regulations that are inconsistent with the goals and policies, they can be overturned by the courts and by the hearings board. The test of that consistency ultimately would be done through some type of appeal, and hopefully, the City won't get into that type of situation because their development regulations are consistent with the policy basis in the plan.

Commissioner McClelland inquired how realistic it is to expect that people will go beyond what is required on their own if the Comprehensive Plan states only that it is encouraged. For example, if the policy states that the City encourages pervious asphalt, how many people will actually use the more expensive material if it is not a code requirement. She suggested that maybe the pervious surface issue is something that should be flat out required. Mr. Stewart answered that the Development Code includes very stringent regulations on the amount of impervious surface that is allowed by zoning district.

The City enforces this standard, and it often become one of the major governing factors in how intensively a lot can be developed. Commissioner McClelland suggested that as the workgroups review the public comments they may find there are some things that people feel very strongly about. Therefore, rather than just treating it as an idea, it should become a policy.

Commissioner Kuboi said his understanding is that the Comprehensive Plan is very much a philosophical document. In his opinion, it does not directly trigger a lot of actual concrete regulatory or enforcement type action. For example, he referred to the issue that was raised recently by the residents in the Richmond Beach Neighborhood. While the citizens pointed out a number of passages in the Comprehensive Plan that seem to indicate, philosophically, that what is going on is not the ideal circumstance, the Comprehensive Plan was never translated into anything that would give them resolution to their problem.

He said it is important that the citizens realize that the Comprehensive Plan is a philosophical document. If they want actual action to come from any particular element or goal or policy, they need to advocate for that.

Commissioner Kuboi specifically referred to the draft Central Shoreline Subarea Plan, which is much more prescriptive in nature than the Comprehensive Plan, yet there is a lack of desire on behalf of the City to follow it. He expressed concern that so much time is spent to put these documents together, yet they don't translate into actual implementation mechanisms or actual changes in the built and natural environment. He said that while numerous changes have been proposed for the Comprehensive Plan, his understanding is that no fundamental significant changes would be made to the document.

Ms. Spencer pointed out that the 1998 Comprehensive Plan encouraged the development of a gateway master plan. When community support and budget was sufficient, the City Council made that policy a goal. A Gateway Master Plan has been developed, and construction has actually started to take place. She summarized that the policies in the Comprehensive Plan are something the City Council can rely on, and when the time is right, they can start implementing them. Just because the word encourage is used, does not mean the policy will not happen. She summarized that the Comprehensive Plan has a good mixture of both encourage and shall policies.

Mr. Inghram explained that there are several different levels of policy that a Comprehensive Plan can include. Some of them will be of a philosophical nature, but there is also a legal component to the policies in that there is a requirement that the regulations have to be consistent with the Comprehensive Plan. When the Comprehensive Plan indicates that something must be done, then the City's regulations must adhere to that. He said that, to some degree, it is not prudent for the City to use the term "shall" if the policy is something that the City doesn't have the authority to do. It is important to encourage certain things because they are good things to do, but they may be things the City doesn't have the authority or jurisdiction to control. In other cases, it is important to use the term "shall" because this means the City must implement the policy into their regulations and make it happen in every situation. He summarized that while having more specific statements can make the Comprehensive Plan better, sometimes it is appropriate to have statements that are not as strong as "shall" or "must."

Chair Harris agreed that “encourage” is a good word because, oftentimes, an issue needs further analysis for its cost benefit. For example, he questioned how pervious the pervious asphalt is. He questioned if it would be worth the additional money, or could the City obtain the same goal by another method. If they encourage this policy, staff can further analyze it later on and propose appropriate regulations.

Commissioner MacCully said that as he reviewed the summary information that was provided in the staff report, he tried to get a sense of what changes have occurred that are both desirable and undesirable. He specifically referred to the staff comments on Page 9 related to the housing element. He recalled that the Commission spent a great deal of time reviewing the issue of “cottage housing.” He inquired if this topic could be made a separate element within the single-family residential section. He said he would like to know what percentage of new development in Shoreline and King County is cottage housing.

He said he does not see any information that identifies the percentage of cottage housing development that occurred five or ten years ago. He said he would like to know what the change has been so that he has a better perspective of what is happening.

Secondly, Commissioner MacCully noted that the staff report states that in 2002 the median single-family house prices ranged from \$54,473 to \$82,988. He suggested that these numbers are incorrect.

Commissioner MacCully pointed out that about 100 to 120 housing units are added per year in the City. That is less than one half of a percent of the total housing stock in the community. While the City needs to be concerned about regulations that speak to buying new housing, perhaps they need to be more concerned about those that speak to redevelopment of existing housing. There will be a lot more of that than there will be of new housing.

Commissioner McClelland suggested that political will is what the Commission must work with, and that is why the Central Shoreline Subarea Plan has not been adopted. The political will was not present to put the Plan in place so that it could be implemented. She said the Commission should be careful not to overburden the Comprehensive Plan with a lot of policies and too many big ideas. They must focus on where they want to be in ten and twenty years.

Commissioner Kuboi inquired if the revised Comprehensive Plan would change anything with regards to the City’s perspective on balancing regional, city-wide and neighborhood interests. He noted that the Commission has talked a number of times about the North City Project. He suggested that there might be times when projects or initiatives would not benefit the immediate neighborhood, but could benefit the City or the region. He expressed his concern that documents like the Comprehensive Plan do not implement the priorities. While he realizes that political will drives these issues, he wants to see the changes that are made to the Comprehensive Plan result in a more efficient process. He suggested that the Comprehensive Plan should shed some light on how the City would approach balancing the different kinds of interests.

Mr. Stewart said there would be numerous opportunities for the Commission to balance competing interests when they review the master plans and the various competing funding desires and constraints.

He said that, ultimately, the decisions on where the money will be spent and what projects will be done, have their policy foundation in the Comprehensive Plan.

Commissioner Hall pointed out that the data regarding median home prices in the draft Comprehensive Plan is correct. The numbers identified in the staff report actually represent the range of income that is required to buy homes in the median prices. The median prices range from \$223,500 to \$340,000.

Commissioner Hall referred to Page 8 of the staff report. He inquired if the figure of 15 percent correctly represents the total amount of acreage for rights-of-way within the City. Ms. Spencer said this includes all public rights-of-way, but not private streets. Mr. Stewart said that most of the rights-of-way within the City are segregated out as a separate land use designation.

However, there are some anomalies in the Seattle City Light right-of-way, particularly in regard to those portions that are used by commercial properties. He summarized that the total square footage for all rights-of-way within the City equals about 15 percent of the total land area in the City.

Commissioner McClelland pointed out that the chart on Page 8 of the staff report indicates that only 6 percent of the land area within the City is designated for businesses uses, and more than 50 percent is designated as residential. She specifically noted that 40 percent of the total land mass is non-tax paying. Ms. Spencer referred to the 8 percent of land mass that is identified as “special areas.” She recalled that when the reconciliation project was done in 2001, the City adopted three very large special study areas in the Ridgecrest Neighborhood and Ballinger. The land use designation is special study area, which indicates that a future sub-area plan might be done, but these areas are really residential properties.. Mr. Stewart pointed out that Shoreline’s definition of low density residential is, at a minimum, four units per acre, which meets the urban density requirement. Some of their neighboring communities have situations in which the minimum lot size is greater than four dwelling units per acre, and they are having to change their zoning codes. Commissioner Piro suggested that it would be helpful, in future editions of the Comprehensive Plan Update, to include footnotes to provide further explanation.

Commissioner Kuboi inquired if any Comprehensive Plan revisions are being considered for gambling. Mr. Stewart answered that a major revision is being considered at the State level, in which an initiative is being considered to allow electronic pull tabs. If approved, this would impact the current condition of the gambling facilities within the City. However, there has not been any discussion about amending the current situation. Gambling is not permitted in Shoreline, except those facilities that are legally existing are allowed to continue. Any expansion of those facilities would require a conditional use permit. Commissioner Kuboi recalled that the Commission has differing perspectives on this issue. The Commission understands that the mechanisms in place allowed certain developments to expand, but some of the Commissioners did not philosophically support the expansion of these types of businesses. He questioned if any public comments were received regarding this issue. Ms. Spencer indicated that no public comments were received related to gambling.

Commissioner Phisuthikul inquired if the Comprehensive Plan specifically mentions the Aurora Corridor Project and the development of the Interurban Trail as a goal or guideline. Ms. Spencer said the policies for both of these projects could be found in the Transportation element of the Comprehensive Plan, which is scheduled for Commission discussion on July 29<sup>th</sup>.

Commissioner Hall suggested that cross references should be provided in the matrix wherever possible. He noted the staff did a good job of this in most cases.

Commissioner MacCully asked that staff get back to the Commission as soon as possible with a schedule for workgroup meetings. He suggested that these meetings would likely occur between August 12<sup>th</sup> and September 23<sup>rd</sup> since the first public hearing is scheduled for September 23<sup>rd</sup>.

Chair Harris summarized that the Commission agreed to break into the three workgroups, and staff would come up with a tentative schedule. The Commission agreed that the public hearings should be scheduled as late in the fall as possible so that the Commission does not get bogged down by the review process. Mr. Stewart pointed out that it might be necessary to hold two or three evenings of public hearings. He questioned if the Commission would like to hold these meetings sequentially, three Thursdays in a row. Another option would be to hold the hearings on a consecutive Tuesday, Wednesday, and Thursday and go as long as they need to go. While staff does not necessarily have a preference, he pointed out that compressing the hearings into one week would allow more flexibility as far as timing.

The Commission agreed that Commissioner Phisuthikul would work with the land use workgroup and Commissioner Hall would participate on the transportation workgroup.

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

Chair Harris reported that he, Commissioner Hall, Commissioner Doering, Commissioner McClelland, and Commissioner Phisuthikul attended the July 19<sup>th</sup> City Council Meeting. He was prepared to read the Commission's resolution, but after a brief conversation with Mr. Stewart and the City Manager prior the meeting, it was felt that it was an inappropriate time to read the resolution. The City Attorney explained that because the Commission would hold a quasi-judicial public hearing regarding the street vacation, it would not be appropriate for a Commissioner to speak at the City Council meeting regarding this item. He reported that in the end the City Council adopted a resolution directing the Commission to conduct the public hearing.

Mr. Stewart said the issue of concern raised by the City Attorney had more to do with appearance of fairness issues. Chair Harris said the City Attorney expressed his concern that the Commission would be trying an issue before it was actually presented.

Commissioner MacCully said the issue he wanted to raise before the City Council was regarding a discretionary decision they made at their last meeting about whether the City should initiate a vacation process. This was a discretionary decision that he had intended to provide input into. The City Council made the decision to initiate a process that they did not have to do.

Mr. Stewart advised that the public hearing on the street vacation has been scheduled for August 19<sup>th</sup>.

Commissioner McClelland said it is important to clarify that the reason why the Commissioners and the proponent of the project were not allowed to speak before the Commission was because when the hearing is conducted at the Commission level, anything they have to say as individuals or a group concerning the application can be brought up during the hearing on the vacation.



That does not seem right to her, since the hearing would be based on the merits of the vacation and not the merits of the project. She said she is not clear how much discussion the Commission can have at the hearing regarding the application, itself.

Mr. Stewart clarified that the public hearing would be held on the vacation application. The recommendation to approve the vacation has standards and criteria that the Commission can use to evaluate the merits of the proposal. Commissioner McClelland pointed out that the Commission's evaluation must be germane to the vacation.

Mr. Stewart said he would expect the City Attorney to be present at the public hearing to provide legal guidance. Commissioner Hall said he would prefer to learn what the legal standards are in advance of the public hearing. Furthermore, he would like the City Attorney to indicate whether or not any communications between members of the Planning Commission and representatives of the project proponent would be inappropriate.

Commissioner Phisuthikul inquired how much advanced warning or information the Commission would receive before the August 19<sup>th</sup> hearing. Mr. Stewart said the staff report would be available to the Commission one week before the public hearing. This will include the standard criteria for review and the legal opinion from the attorney. However, he said he would attempt to get the legal opinion to the Commission regarding the rules of conduct before that time.

COMMISSIONER HALL MOVED THAT THIS ISSUE BE SCHEDULED ON ONE OF THE NEXT TWO AGENDAS AND THE CITY ATTORNEY SHOULD BE INVITED TO ATTEND THE MEETING AND PROVIDE LEGAL COUNSEL REGARDING THE STANDARD OF CONDUCT AND CRITERIA FOR STREET VACATIONS. COMMISSIONER PIRO SECONDED THE MOTION. THE MOTION CARRIED.

Commissioner Kuboi questioned the mechanism that should be used to establish an agenda for the Planning Commission Retreat on October 22-23. While recommendations for the agenda have been made, he questioned how these comments would be captured. Commissioner MacCully suggested that the Planning Manager and the Commission Chair should form the agenda and present it to the Commission in draft format for them to review and comment upon. Commissioner Kuboi said it is important for the Commissioners to forward their suggestions for possible agenda topics to the Commission Chair as soon as possible.

## **8. UNFINISHED BUSINESS**

There was no unfinished business scheduled on the agenda.

## **9. NEW BUSINESS**

There was no new business scheduled on the agenda.

**10. ANNOUNCEMENTS**

Ms. Curry advised that the APA Conference information is available online. She asked that the Commissioners contact her as to what tracts they are interested in attending. She said she would try to register everyone within the next few weeks.

**11. AGENDA FOR NEXT MEETING**

The Commissioners had no additional comments to make regarding the agenda for the next meeting.

**12. ADJOURNMENT**

The meeting was adjourned at 9:30 p.m.

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David Harris  
Chair, Planning Commission

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Lanie Curry  
Clerk, Planning Commission

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

<b>AGENDA TITLE:</b> Surface Water Master Plan
<b>DEPARTMENT:</b> Public Works
<b>PRESENTED BY:</b> Jesus Sanchez, Public Works Operations Manager Jerry Shuster, Surface Water & Environmental Services Manager

**I. INTRODUCTION**

The purpose of the Surface Water Master Plan (SWMP) is to guide the City's surface water management program in identifying surface water problems, prioritizing needs, and develop long-term solutions that meet regulatory requirements, reflect the community's priorities.

The City's surface water infrastructure is aging and undersized for today's urban density, and in need of repair and improvement. In addition, new residential and commercial development must be implemented in a way that meets regulatory requirements, enhances the City's system, and does not exacerbate existing problems. This plan is intended to guide the City's surface water management activities over the next 20 years.

**II. BACKGROUND**

The basis for the City's current surface water management activities was established in the 1998 Shoreline Comprehensive Plan. The plan contains policies to accomplish goals that include accommodating growth, promoting compatible development, protecting the natural environment, and making effective and efficient use of public funds. The goals and policies that have driven the current surface water management program are summarized in Chapter 4 of the SWMP. This master plan was developed in concert with the City's 2004 update to its 1998 Comprehensive Plan. Updates to the 1998 surface water-related goals and policies are summarized in Chapters 5, 6, and 7 of the SWMP.

The first step of developing the SWMP was the identification of problem areas using information from several sources:

- Public comment from two open houses held on September 24 and 25, 2003
- Guidance from the Shoreline Planning Commission's Stormwater and Environment Workgroup

- Goals and policies from 2004 Shoreline Comprehensive Plan update
- Review of existing reports and other information

From this information, the project team sorted the problem areas into three main areas of service:

- Flood Protection
- Water Quality
- Habitat

Flood protection involves preventing flood damage to property and disruption of mobility and critical services. This is accomplished primarily through the planning, design, implementation, and maintenance of channels, pipes, roadside ditches, culverts, detention ponds, and open water courses.

The water quality program area involves preventing pollution through public education and involvement, maintenance, and capital projects. This includes monitoring pollutant levels in water bodies throughout the City, addressing sources of pollution, constructing treatment facilities, and maintaining the City's stormwater drainage systems through street sweeping, catch basin cleaning, and other activities as well as inspections and code enforcement of commercial facilities.

The stream habitat program area involves identifying and preserving existing habitat, enforcing development standards that prevent development in critical areas such as stream and wetland buffers, providing public education, and coordinating public efforts to protect or enhance habitat.

Next, potential capital improvement projects (CIPs) and programmatic activities for the City's Surface Water and Environmental Services Division (included in the operation and maintenance [O&M] costs) were evaluated to address the identified problems, to meet regulatory requirements, and reflect the community's priorities.

The CIPs were assigned priority levels. These priority levels, which will be used to make decisions on the timing of projects and the expenditure of limited resources, are defined as follows:

- Priority Level 1: Projects deemed critical because they will enhance public safety and reduce property damage.
- Priority Level 2: Projects to improve the functionality of the City's surface water system.
- Priority Level 3: Projects to provide additional benefits to surface water conditions.

The following table summarizes the criteria for each of the surface water service areas:

Area of Service	Priority Level 1 Criteria	Priority Level 2 Criteria	Priority Level 3 Criteria
Flooding	Deemed critical because they will enhance public safety and reduce property damage; funding already exists and/or the design has already been started.	Improve the functionality of the City's surface water system.	Lowest priority - provide additional benefits to surface water conditions.
Water Quality	Deemed critical to meet minimum regulatory requirements.	Improve the functionality of the City's surface water system.	Lowest priority - provide additional benefits to surface water quality.
Habitat	Actions to protect and preserve existing habitat in watersheds, especially those with anadromous <sup>1</sup> fish species.	Enhance and expand habitat in watersheds, especially those with anadromous <sup>1</sup> fish species.	Enhance and expand habitat in watersheds for non- anadromous <sup>1</sup> fish species.

A financial analysis was included in the draft SWMP that reviewed the existing surface water management (SWM) fee structure, compared the City's current SWM fee with those of other neighboring jurisdictions, and presented a planning-level projection of long-term SWM fees to finance all presented expenses over a 20-year period. The costs included assumed repair and replacement [R&R] costs of the aging system, O&M, and CIP costs. The draft SWMP did not include a recommended plan. A draft of the recommended plan is included in this report (Attachment A) and discussed in the next section.

### **III. DISCUSSION**

The purpose of this section is to present the draft recommended plan (SWMP Chapter 10), discuss important issues citizens have commented on, recommended options to address concerns raised by the public, and a brief discussion of Planning Commission's role at this stage of the process.

#### **Recommended Plan & Capital Project Lists**

Figure 9-3 (p. 97) in the SWMP public review draft presented the projected SWM fee for a single-family residence exceeding \$350/year in inflation-adjusted dollars by 2024 to fully fund all the R&R, O&M, and CIPs. As a result of these large projected increases in SWM fees, City staff reviewed the R&R and O&M spending assumptions in the draft SWMP and recommended changes to them. No changes were made in the cost of the

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<sup>1</sup> Fish that migrate up rivers from saltwater bodies to breed in fresh water.

CIPs from those in the public review draft. (Note that all assumptions will be revisited in 5 to 7 years when this SWMP is revised.)

R&R assumptions were refined based on actual expenditures plus the need to perform a system-wide condition assessment (see Attachment A for details). This refined set of assumptions resulted in a substantial reduction in R&R costs. This refined level of R&R spending will cover the necessary fixes to keep the current system functioning while providing a rational basis for prioritizing R&R expenditures in years 7 through 20.

The O&M assumptions were refined in the following areas (see Attachment A for details).

- Type and frequency of street sweeping practices
- Change in water quality sampling frequency and intensity
- Change in the number of private stormwater systems added to the City's O&M program

The refinements provided cost savings while providing the required actions to comply with current and future (assumed) environmental requirements.

Once the changes to the R&R and O&M assumptions were made, City staff assumed a SWM fee structure that supports the majority of the priority CIPs (Attachment A for details).

By combining the new assumed SWM fee structure with the refined R&R and O&M costs resulted in the following:

- 100% of the Priority 1 CIPs would be implemented in years 1 through 6 (O&M associated with these CIPs would be implemented in years 1-20)
- 100% of the Priority 2 CIPs would be implemented in years 7 through 20 (O&M associated with these CIPs would be implemented in years 7-20)
- This assumed SWM fee structure could not fund the Priority 3 projects
- R&R and O&M not associated with CIPs would be implemented in years 1-20.

The proposed CIPs are described in Attachment A. There has been a modification to the one of the CIPs list since the publication of the draft Surface Water Master Plan. Priority 1 flood protection project F-2a (Thornton Creek Corridor-Ronald Bog Improvements) has been modified based on relatively new changes made to the drainage patterns in the area (i.e., Serpentine Place drainage improvements and extensive maintenance on the current drainage system downstream of Ronald Bog). The description of the project has been modified to allow for more flexibility in selecting a preferred alternative, based on the changes. This modification is not intended to eliminate any alternatives.

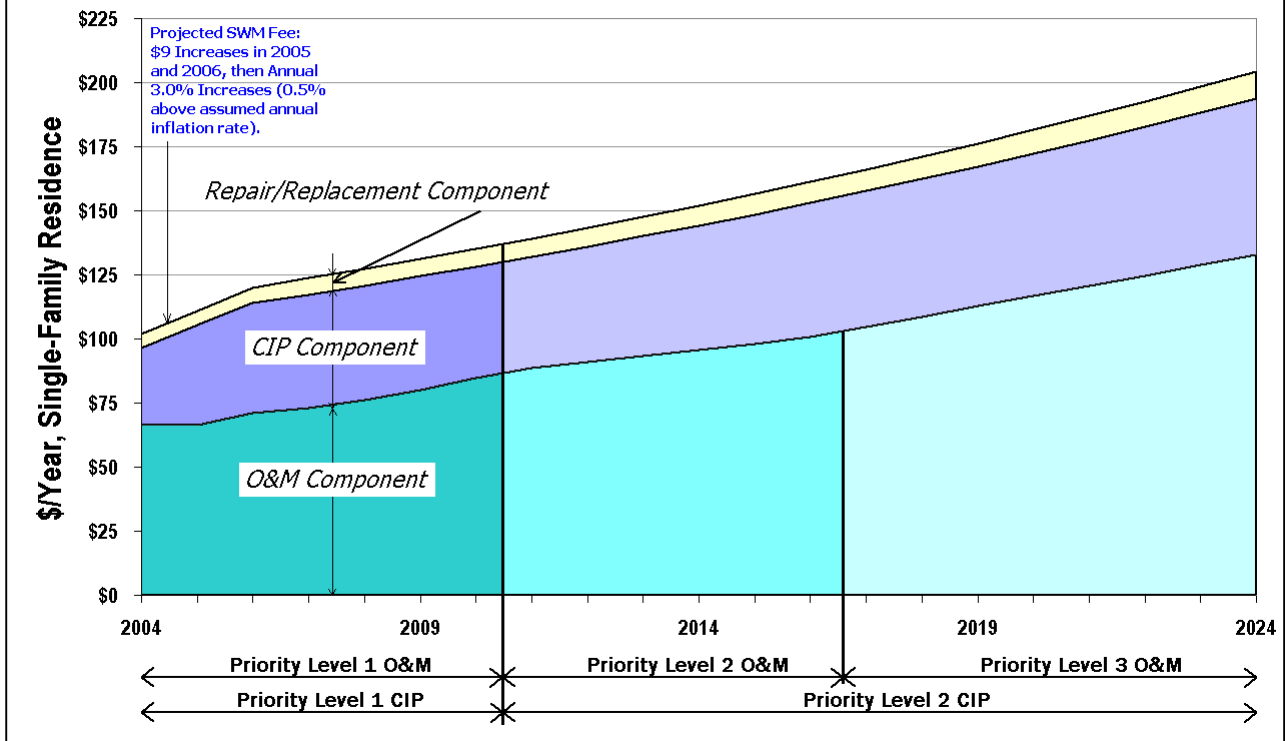
The following table details the CIP spending in the recommended plan:

**Recommended SWM Capital Spending (Millions, 2004 dollars)**

<b>Type of Improvement</b>	<b>Priority Level 1 (2005–2010)</b>	<b>Priority Level 2 (2011–2024)</b>	<b>Priority Level 3 (Not Affordable)</b>	<b>Total</b>	<b>Reference</b>
Flood Protection	\$9.01	\$1.24	\$0.0	\$10.25	Chapter 5 SWMP
Water Quality	0.40	2.02	0.0	2.42	Chapter 6 SWMP
Stream Habitat	4.61	1.53	0.0	6.14	Chapter 7 SWMP
SWM Funding Transportation Projects	2.08	5.95	0.0	8.03	Transportation Master Plan
SWM Funding Parks Projects	0.10	0.35	0.0	0.45	Parks Master Plan
<b>Total</b>	<b>\$16.20</b>	<b>\$11.09</b>	<b>\$0.0</b>	<b>\$27.29</b>	

The types of capital projects funded include flood protection, water quality, and stream habitat projects, and contributions by the SWM program to transportation and parks improvements. Because transportation and parks improvements include the installation of SWM infrastructure, the SWM program is being assigned 10 percent of the cost of pedestrian projects, 20 percent of the cost of road and intersection projects, and 10 percent of the cost of parks projects. The figure below shows the 20-year financial projection of SWM fees using the new assumed fee structure.

This graph represents one possible strategy to provide increased flood protection, water quality, and stream habitat services. This strategy is subject to public review and City Council approval. The funding of Priority 3 CIPs (or O&M on those projects) are not included in this scenario. Other funding sources will be explored to fund Priority 3 CIPs such as grants, impact fees, local improvement districts (LID), additional SWM fee increases, or some combination thereof.



The graph shows the relative distribution of spending on R&R, O&M, and CIPs. This graph indicates that approximately 35 percent of the current SWM fee pays for capital projects and repair and replacement. Over time, the O&M component increases due to inflation, added O&M activities associated with the completed CIPs, and the costs to comply with assumed new regulatory requirements (i.e., NPDES Phase II). The capital project component reflects cash-financed capital improvements and debt service payments on debt-financed capital improvements. Repair and replacement projects are cash-funded without issuance of debt.

The ability of the SWM program to finance capital improvements depends in part on the level of SWM fees. If SWM fees higher than those described above were implemented, then additional capital improvements could be funded. Conversely, if SWM fees are not raised to the levels described above, fewer capital improvements could be funded.

The following additional factors could also facilitate completion of a greater amount of capital improvements:

- Receipt of additional low interest rate loans (the recommended plan assumes loans would be obtained with a 5.0 percent interest rate)
- Loans with longer payback periods (the recommended plan assumes a 20-year payback period)



- Receipt of grants (the recommended plan assumes no grant funding is received)
- Use of other, non-SWM funding sources such as impact fees, local improvement districts (LID) or partnering with other government and non-government entities on projects (the recommended plan assumes no additional funding sources)

A major factor affecting the SWM program is the contents of the upcoming NPDES stormwater permit (a first draft is expected from Ecology in Fall 2004). If permit requirements are less extensive than what has been anticipated in this plan, then the City could choose either to (1) defer projected SWM fee increases, or (2) construct additional capital improvements.

### **Public Comment & Recommendations for Resolution**

This section presents the comments submitted by the public on the April 2004 draft Surface Water Master Plan (SWMP) and provides a response to each comment. The comments/responses are ordered by chapters in the SWMP. The number or numbers in parentheses after each comment refers to the City's comment tracking system. A summary table of all the public comments with staff response is provided in Attachment B. Copies of the original comment letters were provided to Planning Commission with the July 22, 2004 meeting packet.

#### **Chapter 1 Introduction**

1. A commentor agreed with the statement in the SWMP that "...new development must be implemented in a way that meets regulatory requirements, enhances the City's system, and does not exacerbate existing problems." (71-B).

**Response:**

The City plans on accomplishing this through drainage reviews and increased code enforcement. One of the Council's most important recent initiatives is to increase code enforcement.

#### **Chapter 2 Study Area Characteristics**

2. The public comments included a recommendation to remove the term "artificial open water course." (65, 101)

**Response:**

This term will be removed from the final version of the SWMP.

3. There was a comment regarding the statement in the draft SWMP that only McAleer and Boeing Creeks support salmonid species other than cutthroat trout. The comment stated that this statement was incorrect. (96,101)

**Response:**

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. Also, a biologist with Washington Trout has identified a chinook juvenile upstream of Twin Ponds, and that Aegis and City biologists have identified coho and sockeye juveniles in the vicinity of Peverly Pond. The coho and chinook could possibly have been planted from hatchery stock, but that is not known for certain, while the sockeye was almost certainly wild. The final version of the SWMP will correct the original statement and incorporate this recent information.

**Chapter 3 *Regulatory Issues***

4. A commentor recommended several changes to the City's actions toward compliance with the Endangered Species Act (ESA) 4(d) rule. (71-B) Another commentor recommended the City Adopt the State Stormwater Manual whenever possible. (96).

**Response:**

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.

**Chapter 4 *Current Program***

5. The public commented that the listing of drainage components on page 29 and 30 should also include "Retention Ponds and underground storage-infiltration slow release." (71-B)

**Response:**

Those that include infiltration from underground detention/retention facilities will be included under the current hearing for "Detention ponds an underground storage facilities."

**Chapter 5 *Flood Protection***

6. A resident commented on Table 5-2: Flood Protection Problems (p. 45) and Table 5-4: Flood Protection Priority Level 2 Projects, and related costs estimates for the N 167<sup>th</sup> Street and Wallingford Ave North drainage. The resident strongly encouraged adoption of plan that includes a proposed solution for the flooding that plagues the area. (78)

**Response:**

City staff also encourages adoption of plan that includes a proposed solution for the flooding that plagues the area.

7. A commentor recommended that large flood control projects be designed for the 100-year storm event. (71-B)

**Response:**

We concur with this recommendation on large flood control projects. Those projects that are initiated to address minor, occasional flooding may not always be designed for the 100-year event due to physical or financial constraints.

8. A commentor was disappointed that the draft plan's identification of habitat problems was "limited to a cursory review of information provided by the City," with "no field reconnaissance or engineering analysis...to assess specific problems." (101)

**Response:**

The consultant who wrote the plan did not perform detailed field studies as part of the master planning process. However, the consultants obtained information from individuals involved in the City's stream and wetland inventory and assessment and other City staff who have performed detailed field reconnaissance. This information was incorporated in the decision-making process for choosing habitat projects

9. A commentor suggested that there are good opportunities for habitat improvement at Twin Ponds that could benefit fish and many different species of birds and wildlife. (101)

**Response:**

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.

10. Another commentator wrote that she disagreed with the priorities in the habitat section. The commentor agreed that Paramount Park is an important reach of Little's Creek but suggested there are many other sections of Thornton Creek and other streams in Shoreline that deserve attention. (96).

**Response:**

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.

## **Chapter 6 *Water Quality***

11. A commentor was concerned with the sentence in following sentence in the SWMP in regards to reducing street width: “In addition, a variety of urban planning and design techniques are currently being explored that reduce the area of impervious surfaces in new developments, such as reduced street widths, landscaped cul-de-sacs, and placement of sidewalks on only one side of the street.” (71-B)

### **Response:**

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 impervious area and biofiltration. Reductions in street width for flooding or water quality concerns with not override traffic safety concerns.

## **Chapter 8 *Operation and Maintenance***

12. A commentor requested justification for the City’s proposal for assuming ownership of private surface water facilities. (71-B)

### **Response:**

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 to 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, enhanced code enforcement at these facilities.

## **Chapter 9 *Financial Analysis***

13. There was a comment regarding the shading the O&M portion of the Figure 9-3 to provide greater clarity. (71-B)

### **Response:**

The final version of this Figure will be shaded or colored to distinguish it from the chart’s background.

14. A commentor requested clarification of the following sentence on page 93: "For a system with 24,000 ESUs based on SWM fee revenues, an annual expenditure of \$24,000 requires a SWM fee of \$1 per ESU per year." (71-B)

**Response:**

This sentence means that 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.

**Appendix A Summary of Public Comments**

15. A commentor noted a spelling error on page 1 of this Appendix regarding "Peverton Pond." (71-B)

**Response:**

The actual comment from the open houses in September 2003 may have said "Peverton Pond" but the actual correct name is "Pevely Pond." This will be noted in the final version

**Comments Not Specific to a Section of the Surface Water Master Plan**

16. A commentor reported playground flooding at Highland Terrace Elementary School and asked if the City could assist in fixing the situation. (46)

**Response:**

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.

17. A commentor expressed concern over back yard flooding near 10<sup>th</sup> Ave NE and NE 174<sup>th</sup> St. (54)

**Response:**

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).

Public Response to City's Request for Ranking the factors for Prioritizing Surface Water Capital Improvement Projects (CIP) and Preference for CIPs

Two ranking sheets were received from the public (75,105). The results of ranking the selection factors are as follows:

Factor	Tally
<i>Protect Property from Flooding</i>	2
<i>Need Identified in Stream Inventory</i>	1
<i>Support Transportation Projects</i>	1
<i>Support Parks Projects</i>	1
<i>Community Survey Results</i>	1

The results of the residents' preferences on CIP projects are tallied in Table 1; located at the end of this report, before the attachments. The tally is based on input from two residents.

**Planning Commission Role**

City Staff seeks input from the Planning Commission on the following:

- Proposed selection and prioritization of CIPs
- The proposed level-of-service to meet the objectives of flood protection, water quality, and habitat protection in a fiscally responsible manner
- Proposed measures to comply with applicable Federal and state regulations

**IV. NEXT STEPS**

This information is provided to the Planning Commission in advance of the Surface Water Master Plan workshop scheduled for August 5, 2004. At the workshop, City Staff will present an overview of the Surface Water Master Plan and answer any questions you or the public may have on the plan.

The formal Planning Commission hearing is scheduled for September 16, 2004. The result of this hearing is to work with City staff on a version of the plan that will be recommended to Council for approval.

**ATTACHMENTS**

Attachment A: Recommended Plan & Capital Project Lists

Attachment B: Updated Summary Table of Comments  
with Staff Responses as of July 29, 2004

Table 1

## Tally of Residents' Preferences on CIP Projects (2 sheets recieved for tally)

Support Neutral Oppose			Project Title	Description	Draft Priority	Projected Cost (millions)
<b>Flood Protection Projects</b>						
1			3rd Ave NW Drainage Improvements	New conveyance system and pump station.	1	3.670
1			Thornton Creek Corridor (Ronald Bog Improvements)	New stream channel; clear and regrade existing channel.	1	1.530
	1		Ronald Bog Park (Ronald Bog Improvements)	Regrade existing wetland.	1	0.288
	1		Cromwell Park Wetland (Ronald Bog Improvements)	Expand wetland.	1	0.222
	1		Cromwell Park Pond (Ronald Bog Improvements)	Create additional detention pond and overflow flood storage.	1	0.244
	1		Pump Station No. 25 (Ronald Bog Improvements)	Replace pump and force main.	1	0.143
1			Serpentine Place Storm Drainage Improvements (Ronald Bog)	New storm drainage piping, structures, and pump station.	1	0.656
1			Midvale Ave N Drainage	Conveyance upgrade.	1	0.415
	1		Darnell Park Neighborhood Drainage	Upsize pipes in and out of park, add flow-control device, excavate pond.	1	0.749
	1		Hillwood Park Emergency Bypass	New conveyance system for overflow bypass and excavate pond.	1	0.250
	1		Ridgecrest Drainage at 10th Ave NE	Water quality/detention pond.	1	0.600
	1		SWM CIP Formulation (years 1–6)	Initial engineering conceptualization for new CIPs.	1	0.240
2			Surface Water Small Projects (years 1–6)	Small community projects as localized infrastructure fails.	1	0.900
	1		Ridgecrest Drainage at 12th Ave NE	New pipe to serve as a high-flow bypass.	2	0.436
	1		Ridgecrest Drainage at 12th Ave NE (Alt 2 - cost is not included in total)	Purchase flooded property and create a water quality pond.	2	0.325
1			N 167th St and Wallingford Ave N Drainage	Replace existing pipe.	2	0.326
1			N 167th St and Whitman Ave N Drainage	New pipe system.	2	0.242
1	1		SWM CIP Formulation (years 7–12)	Initial engineering conceptualization for new CIPs.	2	0.240
	1		Surface Water Small Projects (years 7–12)	Small community projects as localized infrastructure fails.	2	0.900
	1		Meadowbrook Neighborhood Drainage	New bypass pipeline.	3	1.257
	1		SWM CIP Formulation (years 13–20)	Initial engineering conceptualization for new CIPs.	3	0.320
	1		Surface Water Small Projects (Years 13–20)	Small community projects as localized infrastructure fails.	3	1.200
<b>Water Quality Projects</b>						
	1		Third Ave Oil/Water Separator	Oil/water separators.	1	0.100
	1		Wetpond addition to Darnell Park Detention Pond	Overexcavate proposed detention pond.	1	0.096
	1		Wetpond addition to detention pond in the Ridgecrest neighborhood	Overexcavate proposed detention pond.	1	0.096
	1		Wetpond addition to Cromwell Park Detention Pond	Overexcavate proposed detention pond.	1	0.096
	1		Miscellaneous Priority 2 Water Quality Projects	E. g., vault treatment systems, engineering studies, wetponds, and oil/water separators.	2	2.020
	1		Miscellaneous Priority 3 Water Quality Projects	E. g., vault treatment systems, engineering studies, wetponds, and oil/water separators.	3	4.040
<b>Stream Habitat Projects</b>						
	1		Boeing Creek Reach 1 – Streambank Restoration	Stabilize streambanks, improve buffer vegetation, and woody debris.	1	3.014
	1		Boeing Creek Reach 8 – Streambank Restoration	Stabilize streambanks, improve buffer vegetation, and woody debris.	1	1.179
	1		Stream Rehabilitation/ Habitat Enhancement Program (years 1–6)	Miscellaneous projects.	1	0.300
	1		Advanced Surface Water Right-of-Way Acquisition (years 1–6)	Miscellaneous projects.	1	0.120
	1		Stream Rehabilitation/Habitat Enhancement Program (years 7–12)	Miscellaneous projects.	2	0.300
	1		Advanced Surface Water Right-of-Way Acquisition (years 7–12)	Miscellaneous projects.	2	0.120
	1		McAleer Creek – Culvert Replacement	Replace existing culvert with a fish-passable culvert.	2	0.078
	1		Miscellaneous Priority 2 Stream Habitat Enhancement Projects	E. g., bank stabilization.	2	1.029
	1		Stream Rehabilitation/ Habitat Enhancement Program (years 13–20)	Miscellaneous projects.	3	0.400
	1		Advanced Surface Water Right-of-Way Acquisition (years 13–20)	Miscellaneous projects.	3	0.160
	1		Miscellaneous Priority 3 Stream Habitat Enhancement Projects	E. g., bank stabilization.	3	2.058

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**ATTACHMENT A**  
Recommended Plan &  
Capital Project Lists

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# Chapter 10. Draft Recommended Plan

## 10.1 Introduction

This chapter includes a summary of the recommended plan for the City's surface water management (SWM) program. This recommended plan was developed as a result of:

- Listening to the community regarding its flood protection, water quality, and stream habitat priorities
- Working with City staff to obtain the best available technical analysis of the City's surface water management infrastructure, maintenance procedures, program activities, and anticipated regulatory requirements
- Evaluating the financial impacts

The recommended plan includes funding for repair and replacement (R&R) of aging infrastructure, operation and maintenance (O&M) of the system, and new capital improvement projects (CIP). The plan was developed through an iterative process, as described in this chapter. This chapter presents:

- A description of the proposed plan contained in the public review draft
- Changes in the R&R and O&M spending assumptions and to the SWM fee structure from those presented in the public review draft
- A description of the recommended plan.

## 10.2 Previous Proposal in the Public Review Draft

In April 2004, the City produced the public review draft of the surface water master plan (SWMP). This public review draft contained a financial projection fully funding the R&R, O&M, and CIP expenditures by increasing the SWM fee accordingly. The costs of the R&R, O&M, and CIPs were based on a set of draft assumptions. Figure 10-1 shows the projected SWM fee structure contained in the public review draft. This figure is the same as Figure 9-3 in the public review draft but is not the same as Figure 9-3 in the final version of the SWMP.

This graph represents one of several possible strategies to provide increased flood protection, water quality, and stream habitat services; this strategy is subject to City Council and public review. Analysis includes 2.5% annual inflation.

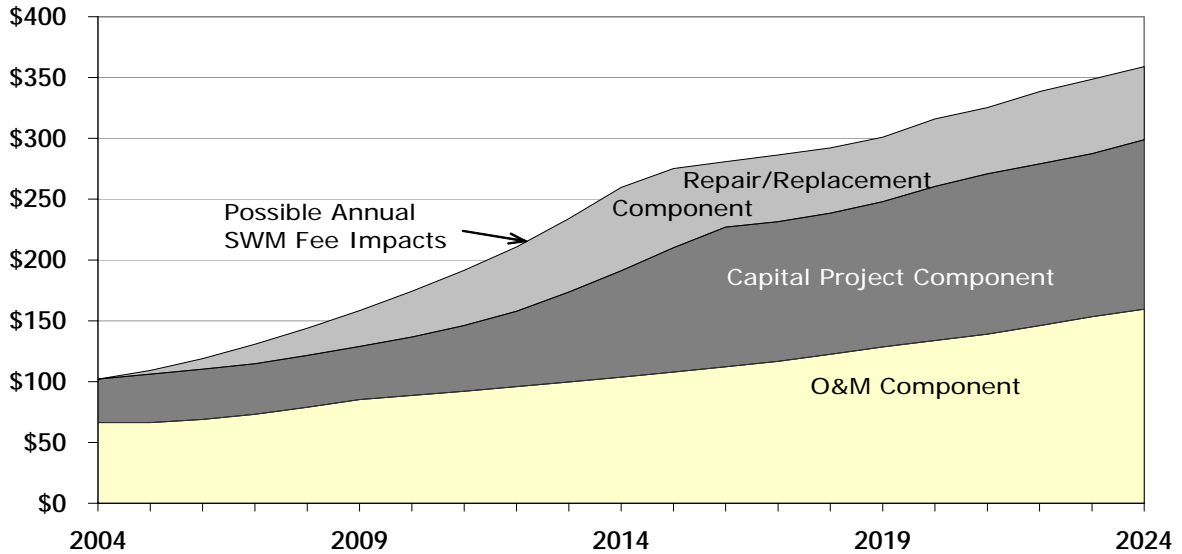


Figure 10-1. April 2004 Public Review Draft 20-Year Projection of SWM Fees

### 10.3 Changes to the Public Review Draft Financial Assumptions

This section describes the changes made to the cost and funding assumptions in the public review draft that form the basis for the recommended plan

#### 10.3.1 Changes in R&R and O&M Spending Assumptions from Public Review Draft

Figure 10-1 shows the projected SWM fee for a single-family residence exceeding \$350/year in inflation-adjusted dollars by 2024 to fully fund all the R&R, O&M, and CIPs in the public review draft. As a result of these large projected increases in SWM fees, City staff reviewed the R&R and O&M spending assumptions in the draft SWMP and recommended changes to them. No changes were made in the cost of the CIPs from those in the public review draft. (Note that all assumptions will be revisited in 5 to 7 years when this SWMP is revised.)

##### 10.3.1.1 Repair and Replacement

In the public review draft R&R spending was based on the estimated value of the drainage infrastructure without specific reference to the condition of existing infrastructure.

R&R assumptions were refined based on actual expenditures plus the need to perform a system-wide condition assessment. This refined set of assumptions resulted in a substantial reduction in projected R&R spending. This refined level of R&R spending will cover the necessary fixes to keep the current system functioning while providing a rational basis for prioritizing R&R expenditures in years 7 through 20.

### **10.3.1.2 Operation and Maintenance**

O&M assumptions were refined in the following areas:

- Type and frequency of street sweeping practices. Initiation of street sweeping using regenerative air street sweepers was delayed from year 7 to year 14. The frequency of street sweeping, previously projected to be double the current amount, was revised to be 125 percent of the current amount.
- Change in water quality sampling frequency and intensity. Projected spending on water quality monitoring will remain higher than current spending levels, but implementation of new monitoring initiatives has been scaled back and/or delayed.
- Change in the number of private stormwater systems added to the City's O&M program. This implies the city will be less aggressive in obtaining maintenance access to stormwater conveyance facilities that are currently located on private property.

These refinements reduced projected O&M spending compared with that projected in the public review draft. These refinements also were developed, based on the best available information, to predict the required actions to comply with current and future (assumed) environmental requirements.

### **10.3.2 Changes in Funding Assumptions from Public Review Draft**

The resulting SWM fee increases in the public review draft, necessary to fully fund all the CIPs and the assumed R&R and O&M spending, was determined by City staff to be unrealistic. In this recommended plan, a SWM fee structure that supports the majority of the priority CIPs was developed using the following assumptions:

- Current SWM fee for a single-family residence: \$102 per year
- SWM fee increase in 2005: 8.9 percent, resulting in an annual SWM fee of \$111 for a single-family residence
- SWM fee increase in 2006: 8.1 percent, resulting in an annual SWM fee of \$120 for a single-family residence
- In subsequent years, SWM fees would increase 3.0 percent annually, or 0.5 percent above the annual inflation rate used in this financial analysis.

## **10.4 Recommended Plan**

Based on the changes in the assumptions for R&R and O&M costs and the constrained SWM fee structure, Table 10-1 indicates the recommended capital spending plan. The revised SWM fee structure described above will fund all of the Priority Level 1 CIPs described in Chapters 5, 6, and 7 during 2005 through 2010. The revised SWM fee structure will also fund all of the Priority Level 2 CIPs during 2011 through 2024 but will not fund any of the Priority Level 3 CIPs.

**Table 10-1**  
**Recommended SWM Capital Spending (\$M, 2004 dollars)**

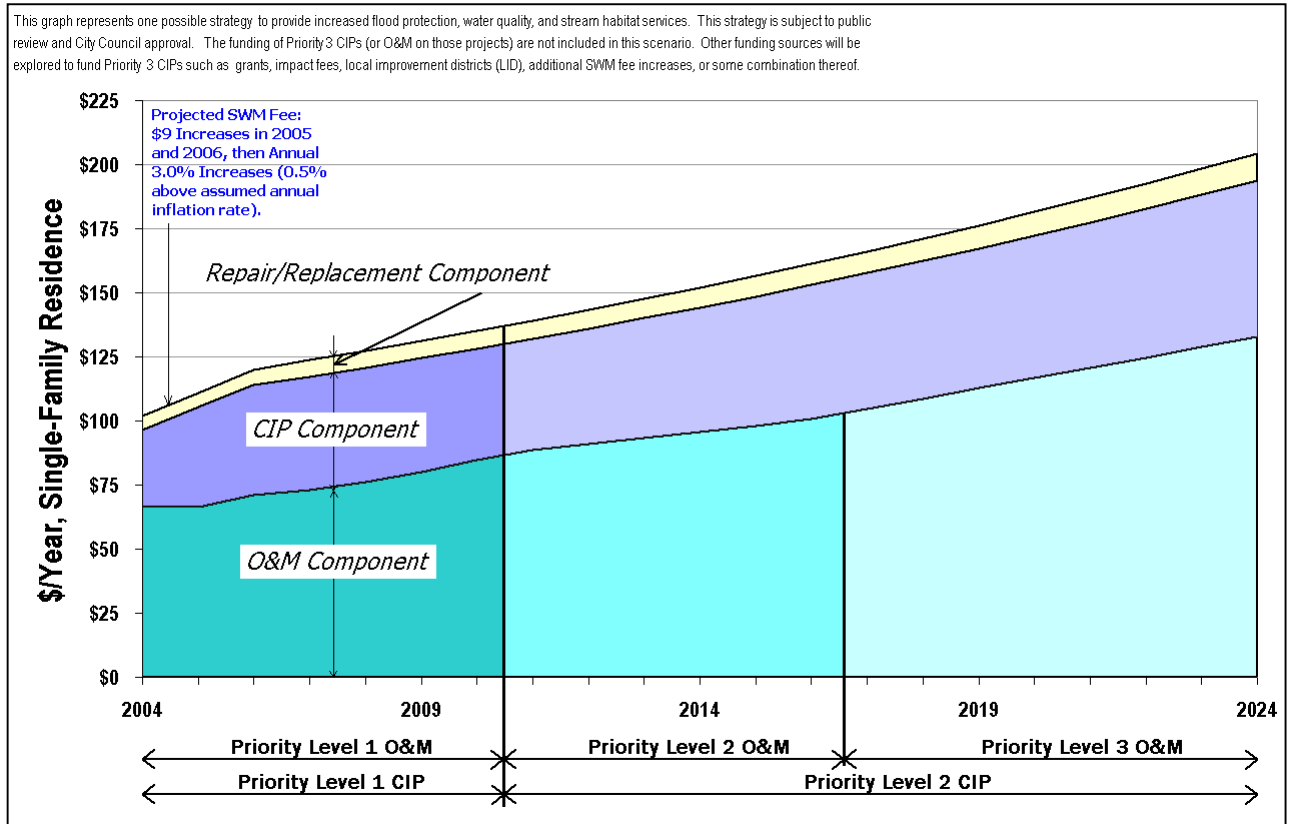
<b>Type of Improvement</b>	<b>Priority Level 1 (2005–2010)</b>	<b>Priority Level 2 (2011–2024)</b>	<b>Priority Level 3 (Not Affordable)</b>	<b>Total</b>	<b>Reference</b>
Flood Protection	\$9.01	\$1.24	\$0.0	\$10.25	Chapter 5 SWMP
Water Quality	0.40	2.02	0.0	2.42	Chapter 6 SWMP
Stream Habitat	4.61	1.53	0.0	6.14	Chapter 7 SWMP
SWM Funding Transportation Projects	2.08	5.95	0.0	8.03	Transportation Master Plan
SWM Funding Parks Projects	0.10	0.35	0.0	0.45	Parks Master Plan
<b>Total</b>	<b>\$16.20</b>	<b>\$11.09</b>	<b>\$0.0</b>	<b>\$27.29</b>	

The types of capital projects funded include flood protection, water quality, and stream habitat projects, and contributions by the SWM program to transportation and parks improvements. Because transportation and parks improvements include the installation of SWM infrastructure, the SWM program is being assigned 10 percent of the cost of pedestrian projects, 20 percent of the cost of road and intersection projects, and 10 percent of the cost of parks projects.

O&M needs for the City's SWM program will continue to include activities that preserve the system's flood conveyance function, such as cleaning catch basins, maintaining ditches, and sweeping streets. Upcoming stormwater regulations, in the form of the Phase II MS4 NPDES General Permit (NPDES stormwater permit), are expected to significantly impact the City's O&M activities and O&M expenditures. Additional emphasis will be placed on programs to improve water quality, and on increasing inspection and pollutant source control activities. Additional repair of gravel shoulders, additional ditch maintenance, and changes to street sweeping practices are also anticipated.

As the City's SWM infrastructure ages, planning for its repair and replacement will become more critical. The recommended plan includes a condition assessment of SWM infrastructure and annual spending for repairs and replacements.

Figure 10-2 shows the 20-year financial projection of the revised SWM fee structure and the relative distribution of spending on R&R, O&M, and CIPs.



**Figure 10-2. 20-Year Projection of SWM Fees**

This graph indicates that approximately 35 percent of the current SWM fee pays for capital projects and repair and replacement. Over time, the O&M component increases due to inflation, added O&M activities associated with the completed CIPs, and the costs to comply with assumed new regulatory requirements (i.e., NPDES Phase II). The capital project component reflects cash-financed capital improvements and debt service payments on debt-financed capital improvements. Repair and replacement projects are cash-funded without issuance of debt.

The ability of the SWM program to finance capital improvements depends in part on the level of SWM fees. If SWM fees higher than those described above were implemented, then additional capital improvements could be funded. Conversely, if SWM fees are not raised to the levels described above, fewer capital improvements could be funded.

The following additional factors could also facilitate completion of a greater amount of capital improvements:

- Receipt of additional low interest rate loans (the recommended plan assumes loans would be obtained with a 5.0 percent interest rate)
- Loans with longer payback periods (the recommended plan assumes a 20-year payback period)

- Receipt of grants (the recommended plan assumes no grant funding is received)
- Use of other, non-SWM funding sources such as impact fees, local improvement districts (LID) or partnering with other government and non-government entities on projects (the recommended plan assumes no additional funding sources)

A major factor affecting the SWM program is the contents of the upcoming NPDES stormwater permit (a first draft is expected from Ecology in Fall 2004). If permit requirements are less extensive than what has been anticipated in this plan, then the City could choose either to (1) defer projected SWM fee increases, or (2) construct additional capital improvements.



The Capital Projects Tables from the Draft Surface Water Master Plan is reproduced here for the reader's convenience. Only Table 5-3 has been changed from the draft. The last paragraph on page 4 of this Staff Report discusses the reason for the change

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**Table 5-3  
Flood Protection Priority Level 1 Projects and Programs**

ID	Basin	Title	Description	Benefits Provided	Problems Addressed	Estimated Cost <sup>a</sup>
<b>Projects</b>						
F-1	Boeing Creek	3rd Ave NW Drainage Improvements	Construction of new conveyance system down 3rd Ave NW and construction of pump station at Dayton Ave N and NW 185th St near Pan Terra Pond, which will collect runoff from north of NW Richmond Beach Rd and pump it back to the 3rd Ave NW system.	Promotes public safety and mobility by alleviating roadway flooding. Reduces property damage by alleviating structure flooding. Also reduces yard, driveway, and residential roadway flooding.	1, 11, 12	\$3,670,451
F-2a	Thornton Creek	Thornton Creek Corridor (Ronald Bog Improvements) <sup>b</sup>	Construction of <u>a new conveyance system or stream channel between Ronald Bog and the 170th Street right-of-way along Thornton Creek on Corliss Ave between Ronald Bog and the 170th St right-of-way (with culverts at 172nd St, 171st St, 167th St, and driveway off Corliss Place;</u> (would remove and replace <del>310 existing linear feet of</del> 60-inch-diameter storm drain pipe). Would also <del>likely clear and upgrade regrade</del> existing <del>Thornton Creek drainage system</del> open channel between the 170th St right-of-way and NE 167th St.  <u>The preliminary plans for this project were taken from "Ronald Bog Drainage Improvements, Phase 1: Thornton Creek Tributary Flood Reduction Study," (prepared by Otak, Inc., December 7, 2001). In the past 2-1/2 years since completion of this study the City has completed several capital and maintenance projects in the Ronald Bog/Thornton Creek drainage basin which necessitate a re-evaluation of the alternatives for the corridor between the outlet from Ronald Bog and N. 167th Street, including additional modeling of the basin.</u>	Reduces property damage by alleviating structure flooding. Also reduces yard, driveway, and residential roadway flooding. <u>Would also provide water quality and habitat benefit in the open channel portion including downstream in the Twin Ponds area. Provides water quality and habitat benefit by daylighting the channel.</u>	4	\$1,530,018
F-2b	Thornton Creek	Ronald Bog Park (Ronald Bog Improvements) <sup>b</sup>	Regrade existing wetland to enhance wetland and increase flood storage.	Detains flows to mitigate for development and reduces local flooding of multiple structures, yards, driveways, and roadways to reduce property damage and promote public mobility. Increases wetland habitat.	4	\$288,380
F-2c	Thornton Creek	Cromwell Park Wetland (Ronald Bog Improvements) <sup>b</sup>	Expand wetland in Cromwell Park to enhance wetland and increase flood storage.	Provides detention of flows to mitigate for other related projects and reduces local flooding of multiple structures, yards, driveways, and roadways to reduce property damage and promote public mobility. Increases wetland habitat.	NA	\$222,427

**Table 5-3  
Flood Protection Priority Level 1 Projects and Programs**

<b>ID</b>	<b>Basin</b>	<b>Title</b>	<b>Description</b>	<b>Benefits Provided</b>	<b>Problems Addressed</b>	<b>Estimated Cost<sup>a</sup></b>
F-2d	Thornton Creek	Cromwell Park Pond (Ronald Bog Improvements) <sup>b</sup>	Modify detention at Cromwell Park by creating additional detention pond storage and creating an athletic field that provides overflow flood storage.	Provides detention of flows to mitigate for other related projects and reduces local flooding of multiple structures, yards, driveways, and roadways to reduce property damage and promote public mobility.	NA	\$243,607
F-2e	Thornton Creek	Pump Station No. 25 (Ronald Bog Improvements) <sup>b</sup>	Replace pump and force main to provide additional pumping capacity.	Promotes public safety and mobility by alleviating roadway flooding. Reduces property damage by alleviating structure, yard, driveway, and roadway flooding.	5	\$142,855
F-2f	Thornton Creek	Serpentine Place Storm Drainage Improvements (Ronald Bog Improvements) <sup>b</sup>	Construction for this project is set to be completed by spring 2004 (the contract has been awarded) and is a revised version of the solution recommended in a previous study (Otak 2001e). The project includes 2,500 feet of 16-inch to 24-inch storm drainage piping and structures on Serpentine Place from NE 175th St to 5th Ave NE, on 10th Ave NE from NE 175th St to approximately 600 feet north of 175th, and on NE 175th St from 10th Ave NE to 12th Ave NE. The project also includes a new pump station on 5th Ave NE and NE 178th St that will collect the overflow from existing Pump Station No. 25 and pump it back into the system that flows to the new line on Serpentine Place.	Promotes public safety and mobility and reduces property damage. City staff expect this piece of the Ronald Bog project to reduce the existing flooding of 5 homes, 9 yards, and the roadways at the NE 175th St and 10th Ave NE intersection and at the 5th Ave NE and NE 180th St intersection at the 2-year and 25-year events. With these improvements in place, only 4 yards would flood and homes and roadways would not flood during the 2-year event. With the improvements in place, 3 homes, 7 yards, and the two roadway intersections would still flood. At some point, the City may consider buying homes that experience flooding as part of the Ronald Bog Improvements work. These improvements are also expected to provide relief to flooding on 11th and 12th Aves NE.	2,3,5	\$656,170
F-3	Boeing Creek	Midvale Ave N Drainage	It is assumed that no land is available for a detention pond. Therefore, the proposed solution involves a conveyance upgrade. The cost estimate assumes that 770 linear feet of existing pipe will be upsized to 18-inch-diameter (390 LF) and 24-inch-diameter (390 LF) corrugated polyethylene pipe from N 178th St down to N 175th St adjacent to Midvale Ave N. This pipe would be installed across several private properties.	Provides increased conveyance capacity to reduce local flooding of property and roadways to mitigate for development. Promotes public safety and mobility and reduces property damage.	6	\$415,000

**Table 5-3  
Flood Protection Priority Level 1 Projects and Programs**

<b>ID</b>	<b>Basin</b>	<b>Title</b>	<b>Description</b>	<b>Benefits Provided</b>	<b>Problems Addressed</b>	<b>Estimated Cost<sup>a</sup></b>
F-4	Boeing Creek	Darnell Park Neighborhood Drainage	<p>The proposed solution in this area incorporates three recommendations from a previous study (Otak 2001c) that were recommended for further study. This problem was studied as part of the Small Projects Program, but was determined to be out of the scope of that program. The first recommendation in the proposed solution assumes that the pipe downstream of Darnell Park would be upsized to 24 inches in diameter and a flow-control device would be installed to limit downstream flows. The second recommendation in the proposed project includes excavating Darnell Pond by approximately 3 feet to increase the storage capacity and water quality potential. This could provide approximately 1700 cubic yards of storage. The third recommendation is to replace and upsize the pipe system under N 165th St near Stone Ave N to a 36-inch-diameter corrugated polyethylene pipe, and to lower the discharge elevation into the pond. This work would be constructed partially on private property.</p> <p>(If any part of these recommendations are determined to be infeasible based on further study, there may still be a possibility to purchase undeveloped property near Stone Ave N and N 167th St for a detention facility.)</p>	Provides increased detention and conveyance capacity to promote public safety and mobility and reduce property damage by alleviating structure, yard, driveway, and residential roadway flooding. Water quality benefits for this project could also benefit the Aurora Corridor Project.	7	\$749,000
F-9	Boeing Creek	Hillwood Park Emergency Bypass	Construction of a new conveyance system along 3rd Ave NW that will serve as an emergency overflow bypass during high-flow events and direct flow into Hillwood Park. This project also includes excavation of a section of Hillwood Park to provide detention.	Provides increased detention and conveyance capacity to reduce property damage by alleviating structure, yard, driveway, and residential roadway flooding.	16	\$250,000
F-13	Thornton Creek	Ridgecrest Drainage at 10th Ave NE	Property acquisition and water quality/detention pond design and construction.	Detains flows to mitigate for development and reduces local flooding of multiple structures, yards, driveways, and roadways to reduce property damage and promote public mobility. Provides water quality benefits.	15	\$600,000
F-14 <sup>c</sup>	Various	SWM CIP Formulation (years 1–6)	As CIPs rise in their level of priority and imminent implementation, this funding provides for initial engineering conceptualization.	Benefits will be specific to each project.	Various (including 17)	\$240,000
F-15 <sup>c</sup>	Various	Surface Water Small Projects (years 1–6)	Provides funding for small community projects that become a high priority as localized infrastructure fails, causing flooding and property damage. Projects will be developed in response to problems reported by residents and businesses.	Benefits will be specific to each project.	Various (including 17)	\$900,000

**Table 5-3  
Flood Protection Priority Level 1 Projects and Programs**

<b>ID</b>	<b>Basin</b>	<b>Title</b>	<b>Description</b>	<b>Benefits Provided</b>	<b>Problems Addressed</b>	<b>Estimated Cost<sup>a</sup></b>
F-16	Various	Park Projects – Priority Level 1	Stormwater components of miscellaneous parks projects. Details of the projects to be determined during design of parks projects. See Parks Master Plan for additional information.	Benefits will be specific to each project.	Various	\$100,000
F-17	Various	Transportation Projects – Priority Level 1	Stormwater components of miscellaneous transportation projects. Details of the projects to be determined during design of transportation projects. See Transportation Master Plan for additional information.	Benefits will be specific to each project.	Various	\$2,080,000
<b>Total Capital Project Costs</b>						<b>\$12,087,907</b>
<b>Programs</b>						
See Chapter 8.						

- a. Cost estimate provided from another source for project F-1 was adjusted according to ENR Construction Cost Index in order to present the cost in 2004 dollars. The ENR index for June 2003 was 6694 and for January 2004 is 6825, so the cost was multiplied by a factor of 1.0196. Costs for F-2 were likewise adjusted. The ENR index for December 2001 was 6390. These costs were multiplied by a factor of 1.0681.
- b. Ronald Bog Improvements are summarized from *Ronald Bog Drainage Improvements, Phase I - Thornton Creek Tributary Flood Reduction Study*, prepared by Otak, Inc., December 2001. Cost estimates presented on this table are the high-end estimates from the report adjusted as noted. (With the exception of Serpentine Place Storm Drainage Improvements, which is under construction.)
- c. Cost is the total cost over the 6-year period.

**Table 5-4  
Flood Protection Priority Level 2 Projects and Programs**

<b>ID</b>	<b>Basin</b>	<b>Title</b>	<b>Description</b>	<b>Benefits Provided</b>	<b>Problems Addressed</b>	<b>Estimated Cost</b>
<b>Projects</b>						
F-6a	Thornton Creek	Ridgecrest Drainage at 12th Ave NE	Two alternatives are presented in this table for this problem area. It is assumed that the solution to this problem will only address the local issue and will not address a basinwide solution in the area. The first solution is based on the high-flow bypass option presented in a previous study (Otak 2001a). Several alternatives were briefly presented in the Otak study as part of the Surface Water Small Projects Program, but this project was later determined to be out of the scope of that program. It is assumed that this solution would include the installation of 820 linear feet of 24-inch-diameter corrugated polyethylene pipe to serve as a high-flow bypass from the flooded property downstream to the existing surface water management facility in the park. This pipe would be installed across several private properties along NE 150th Court and then adjacent to 12th Ave NE.	Provides increased conveyance capacity for high flows to mitigate for development. Promotes public safety and mobility and reduces property damage.	9	\$436,000
F-6b	Thornton Creek	Ridgecrest Drainage at 12th Ave NE (Alternative 2 cost is not included in total)	The second proposed alternative for this problem involves purchasing the flooded property on 12th Ave NE. This solution could include creation of a water quality pond. There is not enough headroom to create a detention facility on this site.	Eliminates property and building flooding problem. Provides water quality benefits.	9	\$325,000
F-7	Thornton Creek	N 167th St and Wallingford Ave N Drainage	This solution assumes replacement of 750 linear feet of existing pipe with 18-inch-diameter corrugated polyethylene pipe. This pipe would be installed across several private properties adjacent to Wallingford Ave N from N 167th St to N 165th St.	Provides increased conveyance capacity for high flows to mitigate for development. Promotes public safety and mobility and reduces property damage.	10	\$326,000
F-8	Boeing Creek	N 167th St and Whitman Ave N Drainage	City staff generally consider this problem to be a private property issue. A remedy to the problem may include following up on code enforcement under the Small Projects Program. However, for planning purposes, it is assumed that the City would install 780 linear feet of 12-inch-diameter (630 LF) and 18-inch-diameter (150 LF) corrugated polyethylene pipe. This pipe would be installed across several private properties from N 167th St to N 165th St.	Provides increased conveyance capacity of flows to reduce yard, driveway, and residential roadway flooding.	13	\$242,000
F-14 <sup>a</sup>	Various	SWM CIP Formulation (years 7–12)	As CIPs rise in their level of priority and imminent implementation, this funding provides for initial engineering conceptualization.	Benefits will be specific to each project.	Various (including 17)	\$240,000

**Table 5-4  
Flood Protection Priority Level 2 Projects and Programs**

<b>ID</b>	<b>Basin</b>	<b>Title</b>	<b>Description</b>	<b>Benefits Provided</b>	<b>Problems Addressed</b>	<b>Estimated Cost</b>
F-15 <sup>a</sup>	Various	Surface Water Small Projects (years 7–12)	Funding for small community projects that become a high priority as localized infrastructure fails, causing flooding and property damage. Projects will be developed in response to problems reported by residents and businesses.	Benefits will be specific to each project.	Various (including 17)	\$900,000
F-18	Various	Park Projects – Priority Level 2	Stormwater components of miscellaneous parks projects. Details of the projects to be determined during design of parks projects. See Parks Master Plan for additional information.	Benefits will be specific to each project.	Various	\$350,000
F-19	Various	Transportation Projects – Priority Level 2	Stormwater components of miscellaneous transportation projects. Details of the projects to be determined during design of transportation projects. See Transportation Master Plan for additional information.	Benefits will be specific to each project.	Various	\$5,950,000
<b>Total Capital Project Costs</b>						<b>\$8,444,000</b>

**Programs**

See Chapter 8.

a. Cost is the total cost over the 6-year period.



**Table 5-5  
Flood Protection Priority Level 3 Projects and Programs**

<b>ID</b>	<b>Basin</b>	<b>Title</b>	<b>Description</b>	<b>Benefits Provided</b>	<b>Problems Addressed</b>	<b>Estimated Cost</b>
<b>Projects</b>						
F-5	North Middle Puget Sound	Ballinger Neighborhood Drainage	According to the City, this problem is primarily a private property issue at the apartment complex. However, for planning purposes, it is assumed that the City would construct a bypass pipeline along NW Richmond Beach Rd and then south down 15th Ave NW as suggested in a previous study (Foley 1993). The cost estimate includes costs for 1850 linear feet of 36-inch-diameter pipe to serve as a high-flow bypass. This solution is conservative, as it assumes that downstream channel upgrades (a less costly fix) would not be sufficient to handle any flow increases resulting from conveyance improvements made on the private property in the future. It is also assumed that the City would not further evaluate the possibility of buying the O'Neil property, which is located upstream of the problem area, as was recommended in the 1993 study, due to the steep slope of the property and its proximity to a wetland.	Provides increased conveyance capacity for high flows to mitigate for development. Promotes public safety and mobility and reduces property damage.	8	\$1,257,000
F-14 <sup>a</sup>	Various	SWM CIP Formulation (years 13–20)	As CIPs rise in their level of priority and imminent implementation, this funding provides for initial engineering conceptualization.	Benefits will be specific to each project.	Various (including 17)	\$320,000
F-15 <sup>a</sup>	Various	Surface Water Small Projects (Years 13–20)	Funding for small community projects that become a high priority as localized infrastructure fails, causing flooding and property damage. Projects will be developed in response to problems reported by residents and businesses.	Benefits will be specific to each project.	Various (including 17)	\$1,200,000
F-20	Various	Park Projects – Priority Level 3	Stormwater components of miscellaneous parks projects. Details of the projects to be determined during design of parks projects. See Parks Master Plan for additional information.	Benefits will be specific to each project.	Various	\$170,000
F-21	Various	Transportation Projects – Priority Level 3	Stormwater components of miscellaneous transportation projects. Details of the projects to be determined during design of transportation projects. See Transportation Master Plan for additional information.	Benefits will be specific to each project.	Various	\$2,650,000
<b>Total Capital Project Costs</b>						<b>\$5,597,000</b>
<b>Programs</b>						
See Chapter 8.						

a. Cost is the total cost over the 8-year period.

**Table 6-2  
Water Quality Priority Level 1 Projects and Programs**

<b>ID</b>	<b>Title</b>	<b>Description</b>	<b>Benefits Provided</b>	<b>Estimated Cost</b>
<b>Projects</b>				
WQ-1	Third Ave Oil/Water Separator	Inclusion of oil/water separators along Third Ave drainage system.	Improvement of water quality.	\$100,000
WQ-2	Wetpond addition to Darnell Park Detention Pond	Provide wetpond volume for water quality treatment by overexcavating proposed detention pond constructed to minimize flooding in the vicinity of N 165th St and Stone Ave N.	Wetpond will provide some level of treatment to surface water collected from road prior to discharge into Thornton Creek.	\$96,000
WQ-3	Wetpond addition to detention pond in the Ridgecrest neighborhood in vicinity of 10th Ave NE	Provide wetpond volume for water quality treatment by overexcavating proposed detention pond constructed to minimize flooding in the Ridgecrest Neighborhood in the vicinity of 10th Ave NE.	Wetpond will provide some level of treatment to surface water collected from road prior to discharge into Thornton Creek.	\$96,000
WQ-4	Wetpond addition to Cromwell Park Detention Pond	Provide wetpond volume for water quality treatment by overexcavating proposed 0.5-acre detention pond to be constructed to alleviate flooding in the Thornton Creek Basin in the vicinity of Ronald Bog.	Wetpond will provide some level of treatment to surface water collected from road prior to discharge into Thornton Creek.	\$96,000
<b>Total Capital Project Costs</b>				<b>\$388,000</b>
<b>Programs</b>				
	Operation and Maintenance (O&M)	O&M such as catch basin cleaning and street sweeping to remove pollutants before they are allowed to enter surface waters.	Reduces the amount of pollutants entering surface waters by removing them from catch basins and road surfaces before they can get washed into the drainage system.	See Chapter 8
	No-Spray Zone Project	Training and materials to teach right-of-way plant eradication. This project is currently being done in the Richmond Beach area in response to a neighborhood request.	Improves water quality by reducing runoff containing pesticides and herbicides.	See Chapter 8
	Clean Car Wash Program	Efforts are currently limited and are incidental to other activities listed in this table.	Improves water quality by reducing discharge of soaps and metals and by reducing turbidity.	See Chapter 8
	Natural Lawn and Garden Care	Coordinate an annual event containing incentive tools and products; coordinate three annual training workshops for residents. Funded 75% by grant using City funds as local match.	Improves water quality by reducing runoff containing pesticides and herbicides.	See Chapter 8
	Storm Drain Stenciling Program	Support for use of stencil kit loaned to residents. Provide resource and training support for teachers. Most storm drain stenciling is currently done by student volunteers.	Improves water quality by reducing illegal dumping to the drainage system.	See Chapter 8
	Community Involvement Restoration Program	Co-lead Earth Day activities in Boeing Creek Park; train teachers and lead student groups in watershed analysis and restoration; educate/train residents to improve lake and stream water quality.	Provides public education on a variety of issues related to surface water management.	See Chapter 8
	Compost Facility	Coordinate compost O&M; maintain records; write reports.	Improves water quality by offering residents alternatives for natural lawn and garden care.	See Chapter 8
	Regional Road Maintenance/ESA/NPDES Program	Train staff; participate in Regional Forum; maintain road maintenance BMP records; submit quarterly reports.	Improves water quality by reducing discharge of pollutants through road maintenance; ensures continued regulatory compliance.	See Chapter 8
	Water Quality Monitoring	Collect field measurements of parameters such as dissolved oxygen, pH, TSS, salinity, turbidity, and temperature.	Characterizes water quality of Shoreline's water courses and helps identify pollutant sources.	See Chapter 8

**Table 6-2  
Water Quality Priority Level 1 Projects and Programs**

<b>ID</b>	<b>Title</b>	<b>Description</b>	<b>Benefits Provided</b>	<b>Estimated Cost</b>
	Participation in Regional Committees	WRIA 8 activities (forum, steering committee, and public outreach).	Ensures the City participates in and is informed of ongoing regional planning and regulatory compliance efforts.	See Chapter 8
	Surface Water Monitoring and Source Control Program	Investigate water quality complaints; provide spill response; provide public outreach on various source control issues.	Improves water quality by reducing discharge of pollutants.	See Chapter 8
	Retention and Detention (R/D) Facility Inspection	Inspect City-maintained facilities to define required maintenance activities. Inspect privately maintained facilities to enforce maintenance requirements.	Improves flood protection by ensuring proper O&M of R/D facilities; improves water quality by ensuring proper O&M of treatment aspects of R/D facilities.	See Chapter 8

**Table 6-3  
Water Quality Priority Level 2 Projects and Programs**

ID	Title	Description	Benefits Provided	Estimated Cost
<b>Projects</b>				
WQ-5 <sup>a</sup>	Miscellaneous Priority 2 Water Quality Projects	May include such stand-alone projects as vault treatment systems, engineering studies, wetponds, and construction of oil/water separators.	Improves water quality in surface waters in the City based on the location of the projects identified with additional engineering.	\$2,020,000
<b>Total Capital Project Costs</b>				<b>\$2,020,000</b>
<b>Programs</b>				
See Chapter 8.				

a. Cost is the total cost over the 6-year period.

**Table 6-4  
Water Quality Priority Level 3 Projects and Programs**

ID	Title	Description	Benefits Provided	Estimated Cost
<b>Projects</b>				
WQ-6 <sup>a</sup>	Miscellaneous Priority 3 Water Quality Projects	May include such stand-alone projects as vault treatment systems, engineering studies, wetponds, and construction of oil/water separators.	Improves water quality in surface waters in the City based on the location of the projects identified with additional engineering.	\$4,040,000
<b>Total Capital Project Costs</b>				<b>\$4,040,000</b>
<b>Programs</b>				
See Chapter 8.				

a. Cost is the total cost over the 8-year period.

**Table 7-3  
Stream Habitat Priority Level 1 Projects and Programs**

<b>ID</b>	<b>Title</b>	<b>Description</b>	<b>Benefits Provided</b>	<b>Problems Addressed</b>	<b>Estimated Cost</b>
<b>Projects</b>					
H-1	Boeing Creek Reach 1 – Streambank Restoration	Stabilize streambanks, improve creek buffer vegetation, and introduce woody debris into the lower reach of Boeing Creek, an area that provides viable salmonid habitat.	Increases and improves habitat for salmonids.	2	\$3,014,000
H-2	Boeing Creek Reach 8 – Streambank Restoration	Stabilize streambanks, improve creek buffer vegetation, and introduce woody debris into the upper reach of Boeing Creek, an area that provides viable salmonid habitat.	Increases and improves habitat for salmonids. Decreases sediment loading to Hidden Lake. The City identifies this problem as the largest sediment contributor to Hidden Lake.	3	\$1,179,000
H-3 <sup>a</sup>	Stream Rehabilitation/Habitat Enhancement Program (years 1–6)	Miscellaneous projects to enhance stream habitat.	Improves stream habitat.	Various	\$300,000
H-4 <sup>a</sup>	Advanced Surface Water Right-of-Way Acquisition (years 1–6)	Miscellaneous projects to acquire surface water systems on private property.	Improves habitat, reduces erosion, improves water quality.	Various	\$120,000
<b>Total Capital Project Costs</b>					<b>\$4,613,000</b>
<b>Programs</b>					
	Water Resource Inventory Area (WRIA) Coordination	Coordination with other jurisdictions in WRIA 8.	Watershed-level approach to fisheries issues.	Regulatory	See Chapter 8
	Consultant Services	Consultant services related to ESA compliance and biological resource issues in the City.	Aids in compliance with federal ESA and state Growth Management Act; provides for protection of anadromous fish habitat.	Regulatory	See Chapter 8
	Meet Regulatory Requirements	Conduct review of plans to ensure that design standards are being met.	Prevents encroachment into sensitive areas.	Regulatory	See Chapter 8
	Thornton Creek Reach 14 – Maintenance to Remove Invasive Species	Invasive plant species are invading the restoration project in Paramount Park. Includes five years of maintenance and monitoring. After five years, funds can be used to address invasive plant species in other priority areas.	Increases the success of the restoration project through greater survival of native species.	1	See Chapter 8

a. Cost is the total cost over the 6-year period.

**Table 7-4  
Stream Habitat Priority Level 2 Projects and Programs**

ID	Title	Description	Benefits Provided	Problems Addressed	Estimated Cost
<b>Projects</b>					
H-3 <sup>a</sup>	Stream Rehabilitation/ Habitat Enhancement Program (years 7–12)	Miscellaneous projects to enhance stream habitat.	Improves stream habitat.	Various	\$300,000
H-4 <sup>a</sup>	Advanced Surface Water Right-of-Way Acquisition (years 7–12)	Miscellaneous projects to acquire surface water systems on private property.	Improves habitat, reduces erosion, improves water quality.	Various	\$120,000
H-5	McAleer Creek – Culvert Replacement	Replace 48-inch box culvert beneath 15th Ave NE with a fish-passable culvert.	Improves passage for salmonids at various flows.	4	\$78,000
H-6	Miscellaneous Priority 2 Stream Habitat Enhancement Projects	May include such projects as bank stabilization.	Improves habitat, reduces erosion, improves water quality.	Various	\$1,029,000
<b>Total Capital Project Costs</b>					<b>\$1,527,000</b>
<b>Programs</b>					
See Chapter 8.					

a. Cost is the total cost over the 6-year period.

**Table 7-5  
Stream Habitat Priority Level 3 Projects and Programs**

ID	Title	Description	Benefits Provided	Problems Addressed	Estimated Cost
<b>Projects</b>					
H-3 <sup>a</sup>	Stream Rehabilitation/ Habitat Enhancement Program (years 13–20)	Miscellaneous projects to enhance stream habitat.	Improves stream habitat.	Various	\$400,000
H-4 <sup>a</sup>	Advanced Surface Water Right-of-Way Acquisition (years 13–20)	Miscellaneous projects to acquire surface water systems on private property.	Improves habitat, reduces erosion, improves water quality.	Various	\$160,000
H-7	Miscellaneous Priority 3 Stream Habitat Enhancement Projects	May include such projects as bank stabilization.	Improves habitat, reduces erosion, improves water quality.	Various	\$2,058,000
<b>Total Capital Project Costs</b>					<b>\$2,618,000</b>
<b>Programs</b>					
See Chapter 8.					

a. Cost is the total cost over the 8-year period.

## **ATTACHMENT B**

Updated Summary Table of Comments  
with Staff Responses as of July 29, 2004

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#	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	Russell	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	Caller spoke with various staff and no further response is necessary. Transit service is not controlled by the City. Comprehensive Plan has policies to support transit.
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	e-mail	12/5/2003	Loch	Corbitt	Sidewalks at 195th & 196th	Transportation Master Plan	1) Sidewalks will be a recommended priority of the draft. 2) To be studied as part of Richmond Beach Road Corridor Study.
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 and 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.  See the Housing Element Goals & Policies: H1 ( <b>item 189</b> ) - variety of residential design H II through H20 ( <b>item 201 to 210</b> ) - affordable housing LU 27 ( <b>item 211</b> ) - cottage housing
67	open house	5/13/2004	Cook	Caradee	Bike lane on Meridian Ave N	Transportation Master Plan	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 project.
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 for bikes or pedestrians may still be considered.

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

#	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 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 given 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 acknowledges that Shoreline Community College has done some analysis of this intersection. Once the College submits the master plan and associated documents for City review their recommendations could be incorporated where appropriate. Further public process and City Council approval will be required prior to implementing any traffic solution in this area.
71-A	Letter	6/2/2004	Botham	Ginger	Transportation Master Plan - Comment 5 (p. 6-11, figure 6-2) Please investigate the use of a roundabout on 183rd at Stone and Wallingford.	Transportation Master Plan	The Neighborhood Traffic Safety Program could evaluate the use of roundabouts in these locations.
71-A	Letter	6/2/2004	Botham	Ginger	Transportation Master Plan - Comment 6 (p. 6-16) 165th west of Aurora does not have a sidewalk. Please add 165th from Aurora to Dayton to Table 6-5 / First and Second Priority Pedestrian Projects.	Transportation Master Plan	Figure 2.5 of the Transportation Master Plan does not show existing sidewalk at this location.  This location does not meet "ranking priority" criteria to add sidewalk to the prioritization list in 6-5.
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 and is therefore not appropriate to include in the City's Comp Plan. The document is available by contacting King County or by downloading at <a href="http://www.metrokc.gov/budget/buildland/bldInd02.htm">www.metrokc.gov/budget/buildland/bldInd02.htm</a>

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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 ( <b>Matrix Item 5</b> ) LU 5 Incentives for growth, support of impact fees on developers not the reduction of them.	Comp Plan	The existing policy suggests many different methods to provide incentives for land uses, not just reduction in impact fees.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 15 ( <b>Matrix Item 9</b> ) LUa - New policy for neighborhood planning should be clear that it is an optional process.	Comp Plan	Staff recommends revising the policy to read: 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 ( <b>Matrix Item 28</b> ) LU24 - Use of the term base density	Comp Plan	Staff is researching the use of terms at this time (see also Botham Log Number 71-A, Comp Plan Comment 23, and 71-B, Comp Plan Comments 59 and 60) and will come back to Planning Commission at a later time with a recommendation.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 17 ( <b>Matrix Item 55</b> ) LU47 Correct reference to the proper location of the park south of 165th not 160th.	Comp Plan	LU47 ( <b>item 55</b> ) Policy could be corrected to refer to Darnell Park south of N 165th to read: Include parks in the Aurora Corridor at Echo Lake and at N 165th Street (Darnell Park).  Or the policy could be corrected eliminate the reference to specific locations: Include parks and open space in the Aurora Corridor plan.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 18 ( <b>Matrix Items 58, 68, 71, 73</b> ) Policies LU50, LU60, LU64, & LU66. Do not encourage land condemnation	Comp Plan	These policies have been in place since the original Comprehensive Plan in 1998. No changes were proposed in this update. Staff feels that the polices support working with land owners in redevelopment and not the condemnation of property.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 19 ( <b>Matrix Item 78</b> ) LU71 - Special study area designation applies to the entire city and allows zoning chaos.	Comp Plan	The Special Study Area designation applies only to specific areas in the city (the land use map clearly shows them). Rezones are not permitted on parcels with this designation.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 20 ( <b>Matrix Item 341</b> ) T76 Use of residential parking zones. Supports the use of these parking zones.	Comp Plan	No response necessary
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 21 ( <b>Matrix Item 103, 121, 123</b> ) EN1, EN15, EN17 City does not follow code when approving permits	Comp Plan	Permits were reviewed and found that they were consistent with the code at the time of review.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 22 ( <b>Matrix Item 106 &amp; 117</b> ) EN3 & ENb Requests that reference to solar power & solar lights be added to these policies.	Comp Plan	Staff suggests leaving ENb ( <b>Matrix Item 117</b> ) as is, as it does not have specifics and it is preferable to make the item more broad.  To address comments, and still keep the policies broad, Policy EN3 ( <b>Matrix Item 106</b> ) could be revised to read: Conduct all City operations in a manner that minimizes adverse environmental impacts. The City should reduce its consumption and waste of energy and materials, minimize its use of toxic and polluting substances, reuse and recycle, and dispose of all waste in a safe and responsible manner. The City should give preference to recycled products, <u>and</u> <u>alternative energy sources</u> , within budget constraints.

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71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 23 ( <b>Matrix Item 193</b> ) H5 - Statements about minimum density	Comp Plan	Staff is researching the use of terms at this time (see also Botham Log Number 71-A, Comp Plan Comment 16, and 71-B, Comp Plan Comments 59 and 60) and will come back to Planning Commission at a later time with a recommendation.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 24 ( <b>Matrix Items 195, 196, 197</b> ) H7 & H9 Streamlined permit procedures & cost evaluation of regulations.	Comp Plan	Policies have been slightly edited in during this update, but have been in place since 1998. The polices are in place to ensure that housing goals are met, ensure that permit review procedures meet GMA targets, and allow for public review.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 25 ( <b>Matrix Item 205</b> ) H15 - "Explore the feasibility of creating a City housing trust fund for low income housing." Efforts should be put into regional groups not creating our own.	Comp Plan	Recommend that the policy could be revised to read:  H15 - Encourage City participation in regional forums or programs for low income housing.  However, existing policy H13 (matrix item 202) encourages the regional approach and the edit to policy H15 may not be necessary.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 26 (p. 49) T3 - Adopting LOS E is not acceptable.	Comp Plan - Transportation	Setting the LOS standard any higher than this (LOS E) would eliminate potential for development and the City would be unable to afford the improvements.  A mitigation fee program is not recommended as part of this plan, as it is not expected to generate sufficient revenue to provide fully funded improvements.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 27 ( <b>Matrix Item 275</b> ) T28 - Pedestrian crossings. Except for where the Interurban Trail crosses Aurora, please try to install at-grade crossings so they can be used safely by all pedestrians (concerned about over and undercrossings)  Crossing streets during rush hour traffic.	Comp Plan - Transportation	This Comprehensive Plan policy is one of the fundamental guidelines of the Transportation Master Plan and will be implemented in this document.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 28 (p. 51) ( <b>Matrix Item 293</b> ) New policy "Th" - streamline the neighborhood traffic safety program.  Existing program takes hundreds of volunteer hours and lots of hoop jumping.	Comp Plan - Transportation	The Neighborhood Traffic Safety Program is continually improving.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 29 (p.51) ( <b>Matrix Item 309</b> ) New policy "Tm" Work with developers/property owners along the Aurora Avenue North corridor...  Concerns raised that the City is not working with owners but rather through coercion.	Comp Plan - Transportation (p. 51)	Opinion noted.
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.



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71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 31 ( <b>Matrix Item 443</b> ) CF6 - facilitating development potential of commercial zoned sites. Priority should be on maintenance and serving existing citizens and businesses.	Comp Plan	Staff suggests leaving policy as is to encourage commercial development in appropriate areas.  However policy CF11 ( <b>Item 455</b> ) could be revised to address her concerns as follows: Give highest funding priority to capital facility improvements that protect the public health and safety, <u>and existing development.</u>
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 32 (p.64) ( <b>Matrix Item 278, 476</b> ) T32 & CF26 Concerns that the two policies ask for more tax dollars to pay for infrastructure.	Comp Plan - Transportation (p. 64)	Policy T32 was recommended by the Workgroup to be deleted (see <b>Matrix Item 278</b> ) and should not have been shown in the draft document.  Staff feels that the revised CF26 (see <b>Matrix Item 476</b> ) allows citizen input prior to implementing capital facility improvements, and therefore no change to the policy is necessary to respond to comments. Noted
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 33 ( <b>Matrix Item 507</b> ) EDIII - Create and leverage opportunities for economic development. Concerns raised that the market should drive development not the government.	Comp Plan	This goal has existed since the 1998 plan and should remain as is.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 34 ( <b>Matrix Item 497</b> ) Request that the policy EDe should be revised to read: Encourage and support existing retail activity within the City.	Comp Plan	The policy was intended to apply to both existing and new development. Staff recommends leaving the policy as is or as follows: Support existing and future retail activity within the City.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 35 ( <b>Matrix Item 518</b> ) ED19 - Partnerships for economic well being. This promotes a special "club" of agencies and could be seen as arbitrary	Comp Plan	This goal has existed since the 1998 plan and should remain as is.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 36 ( <b>Matrix Item 534</b> ) ED33 - City sharing information with developers. City should allow the market to drive development	Comp Plan	This goal has existed since the 1998 plan and should remain as is.
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.

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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	Figure 2.5 of the Transportation Master Plan does not show existing sidewalk at this location.  This location does not meet "ranking priority" criteria to add sidewalk to the prioritization list in 6-5.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 42 (p. 120 Table TR -5) Please note that our so-called most deadly accident locations are not on Aurora but on 5th NE and 175th, 3rd NW and Richmond Beach Rd, 15th NE and 175th and 15th NE and 155th.  Request that we reevaluate the City Council's strong opposition to more left turn lanes along the Aurora Corridor.	Comp Plan - Transportation	This issue is being discussed at City Council as part of the Aurora Plan. Details of the Aurora Plan are not part of the Transportation Master Plan or Transportation Element.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 43 (p. 129) LOS standards may be lowered instead of fixing concurrency problems. Redefining what is acceptable does not fix the problem.	Comp Plan - Transportation	The recommended change in methodology is to provide a clearer picture of where failure of an intersection or corridor is occurring so that a specific and clear solution can be determined. This is a better use of public funds and give a more achievable solution.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 44 (p. 132 and p. 144 Figure TR-16) Omission of information on intersection LOS for 160th & 165th. This omission needs to be corrected immediately.	Comp Plan - Transportation	LOS calculations were not performed for these intersection as they are included in the overall Aurora Ave N intersection plan. The City is involved in the Shoreline Community College Master Plan and will be incorporating that information as it is finalized. It is not available at this time for inclusion in the analysis.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 45 (p. 134) Sloppy traffic planning at the Top Foods site has created gridlock east-west on 175th east of Aurora.	Comp Plan - Transportation	Stone Ave. N will not be extended.  Staff is aware of traffic issues at the intersection at Midvale and 175th and seeking to move signal to elevate congestion without negatively affecting the neighborhoods.
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.

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71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 47 (p. 148) "The City should encourage the private businesses and developers along Aurora Ave N to develop private access through alleys and rear access roads without placing curb cuts on the state facilities."  Our City needs to negotiate and mediate, not threaten and condemn	Comp Plan - Transportation	The city will negotiate and mediate with property owners.
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.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 49 (p. 151 Table TR-15 Recommended Roadway Improvements)  Roundabout is listed as a staff recommended roadway improvement for Greenwood Ave/ 160th/ Innis Arden Way.  Shoreline Community College held community open houses for their master plan and the responses indicate that there is no community support for this solution.	Comp Plan - Transportation	The City acknowledges that Shoreline Community College has done some analysis of this intersection. Once the College submits the master plan and associated documents for City review their recommendations could be incorporated where appropriate. Further public process and City Council approval will be required prior to implementing any traffic solution in this area.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 50 (p. 156 Table TR-16 First and Second Priority Pedestrian Projects)  Please add sidewalk to this priority list for 165th west of Aurora to Greenwood (appears on p 208 on lowest level priority list).	Comp Plan - Transportation	This location does not meet "ranking priority" criteria to add sidewalk to the prioritization list.
71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 51 (p. 162) Business Access Road (alley) along Highway 99.  It is both disruptive and expensive to build business access roads or alleyways on developed properties. This approach is unreasonable.	Comp Plan - Transportation	Any alternate business access would be done as part of incremental redevelopment over 20-50 years.

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71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 52 (p. 164) Table TR-18 20-Year Transportation Revenue Forecast  The forecast is that almost half of the money needed for transportation will arrive as grants. This is unrealistic.	Comp Plan - Transportation	An established list of needed projects will enable the City to compete well in grant applications. The plan enables us to partner with other jurisdictions, such as the school district, and leverage dollars so as to not drain the City's General Fund. Without the grants the projects will not happen.
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
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 to 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, enhanced 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 and 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 initiated to address minor, occasional flooding may not always be designed for the 100-year event due to physical or financial constraints.

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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 impervious 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 Peverton) 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
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 <b>Matrix Item 108</b> - incentives	Comp Plan	This policy has more to do with building location and densities than the construction type. Policy should remain as is.
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 117</b> - green building	Comp Plan	Suggest revising the policy to read (new text in underline): ENb: Encourage the use of "green" building methods and materials (such as LEED, BuiltGreen, etc.) to: * Reduce stormwater impacts to protect local watersheds and salmon * Conserve energy and water * Prevent air and water pollution and conserve natural resources * Improve indoor air quality * Enhance building durability

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74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 120</b> - Steep slopes	Comp Plan	The specific language that has been deleted regarding steep slopes is located in the Development Code. The Comprehensive Plan should set the broad policy standards only and leave the regulations and standards in the Development Code. Policy should remain as is.
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 143</b> - Wetland protection	Comp Plan	The preservation concepts that were in this policy are moved to EN 47 ( <b>Item 142</b> ). Staff feels that this has not devalued this policy
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 170</b> - Green streets	Comp Plan	No response necessary.
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 195</b> - Permit streamlining and the addition of green building information to policy.	Comp Plan	This item pertains to all permits not just "green building" standards. Staff recommends policy remains as is.
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 areas" instead of "sensitive areas."	Comp Plan	The City's Development Code defines the term "Critical Areas." Changes in the Comprehensive Plan were to make the two documents consistent and this terminology is consistent with the Growth Management Act.
74	Comment form	6/3/2004	Deutsch	Mark	Incentives to encourage commercial construction that utilizes LEED or other sustainable building approaches	Comp Plan	New proposed Policy ENb ( <b>matrix item 117</b> ) addresses this issue (with his suggested amendment, see above).
74	Comment form	6/3/2004	Deutsch	Mark	Support walkable community design	Comp Plan	Policy CD40 ( <b>matrix item 588</b> ) addresses this issue.
74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 384</b> - 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.
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	

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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 for bikes or pedestrians 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 for bikes or pedestrians 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.
87	e-mail	6/10/2004	Anderson	Scott and Karen	Extension of 195th	Transportation Master Plan	City to review agreement with Ballinger Terrace (Commons) that may require preservation of greenbelt. It is probable that priorities will not support this project for construction. A multi-purpose path for bikes or pedestrians may still be considered.
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	Comp Plan <b>Matrix Item 294</b> Ti Revise policy to also include monitoring on minor arterials.	Comp Plan - Transportation	Staff recommends not changing this statement as this monitoring is already addressed in arterial monitoring (comments seeks to add the word minor arterial)
88	Comment form	6/10/2004	Hardy	Naomi	TR-19 (p. 153 of draft plan) Remove the roundabout at St. Luke's	Comp Plan - Transportation	Noted. This area is scoped for safety improvements as budget allows during the Dayton Wall Improvements. A specific intersection design has not been determined
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.

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88	Comment form	6/10/2004	Hardy	Naomi	Comp Plan <b>Matrix Item 303</b> TI Work with Shoreline Community College to make available to its students reduced bus fare tickets.  Work with Shoreline School District to reduce students driving to school.... Parking on streets is a problem	Comp Plan - Transportation	Existing goals and policies address this issue, including:  Goal T II: Improve mobility options for all Shoreline citizens by supporting increased transit coverage and service that connect local and regional destinations.  Goal TV: Protect neighborhoods from adverse automobile impacts.  Furthermore, as a state requirement, the city works with large employers (such as Shoreline Community College) in a program called "Commute Trip Reduction." The City will continue to work with local educational institutions and other major employers.
88	Comment form	6/10/2004	Hardy	Naomi	Comp Plan <b>Matrix Item 293</b> Th Replace the Neighborhood Traffic Safety Program with a plan to make all streets in Shoreline "Safe and Friendly Streets" for all Shoreline residents regardless of where they live.	Comp Plan - Transportation	The Neighborhood Traffic Safety Program will continue to evolve to reach goals quicker. There are no plans to replace this program at this time.
88	Comment form	6/10/2004	Hardy	Naomi	TR-15 (p. 151 of draft TMP plan) Restriping Richmond Beach Road to three lanes.	Comp Plan - Transportation	The City of Shoreline does not have any plans at the current time to restripe Richmond Beach Road to any new lane configuration. As part of the current draft Transportation Master Plan Richmond Beach Road has been identified for possible funding of a corridor study. This study would look at potential solutions to speeding and safety concerns throughout the corridor from Aurora Avenue N to past 26th Ave NW. One of the many solutions that would be addressed in the study, if approved, could be the restriping of Richmond Bach Road. Other solutions will be evaluated and any action would only be after a public process and City Council action.
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.
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.



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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 for bikes or pedestrians may still be considered.
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	This is regarding the Aurora Corridor Project. Design decisions have been approved by City Council and are not intended to be addressed as part of this plan
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-2, 2) Object to seven-foot sidewalks plus four foot amenity zone plus one foot of curb/gutter for a total of 12 feet. Eight foot for both sidewalk and amenity area is more that needed.	Transportation Master Plan	This is regarding the Aurora Corridor Project. Design decisions have been approved by City Council and are not intended to be addressed as part of this plan
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-2, 3) Object to traffic signal at N 165th St as not warranted by pedestrian traffic, side street traffic or accident records. Additionally the signal will increase the West leg traffic through a residential area and increase college traffic to avoid N. 160th St. signal and sidewalks.	Transportation Master Plan	This is regarding the Aurora Corridor Project. Design decisions have been approved by City Council and are not intended to be addressed as part of this plan. The planned signal at N 165th Street is determined to meet warrants and has been approved by the WSDOT.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 1) Add leg of collector arterial between Dayton Ave. N to N. 175th St.	Transportation Master Plan	This map is intended to show existing classifications. As we understand this comment, the map is correct.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 2) Add collector arterial between 6th Ave. NW to 10th Ave. NW	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 3) Delete collector arterial on 3rd Ave. NW from NW 200th to NW 205th. (Add 3 NW label) 10th Ave. NW	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 4) Add interurban trail designation N 145th to N 205th	Transportation Master Plan	The Interurban Trail has not completed construction and is not specifically designated on these maps.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 5) Correct frontage road of 5th Ave. NE, north of 185th St(similar to south of N 185th St)	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.

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95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 6) Correct wording so as to be read with drawing held as North "up" or North to the "right"; some streets have upside down wording ( See Meridian Ave. versus 10th Ave NW)	Transportation Master Plan	The time required to make these changes is not cost-effective at this time. Map will remain as is.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 7) Add collector arterial on N 172nd St. between Dayton Ave. N and Fremont Ave. N	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 8) Add collector arterial on Fremont Ave. N between N 175th and N 1645th St.	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 9) Add US99 designation to Aurora Ave.	Transportation Master Plan	US 99 designation is not a street classification. Map will remain as is.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 10) Add SR 522 designation to Bothell Way.	Transportation Master Plan	SR 522 designation is not a street classification. Map will remain as is.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 11) Add SR104 designation to Ballinger Way and N 205th St.	Transportation Master Plan	SR 104 designation is not a street classification. Map will remain as is.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 12) Add I-5 designation to I-5 freeway.	Transportation Master Plan	I-5 designation is not a street classification. Map will remain as is.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 13) Add 1st Ave NE as collector arterial from N 155th to N 145th St.	Transportation Master Plan	This map is intended to show existing classifications. We believe the map is correct.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 14) Add Carlyle Hall Road designation.	Transportation Master Plan	Designation is shown on map.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-4 Arterial Classification. 15) See page 3-3 for SR designations.	Transportation Master Plan	Comment not understood.
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	Traffic volumes on I-5 can be added to the plan.
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.
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 potential annexation area is 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 potential annexation area is required as per the Comprehensive Plan

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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 through 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	The Interurban Trail has not completed construction and is not specifically designated on these maps. Color versions of the map are available upon request. All references to Point Wells potential annexation area is required as per the Comprehensive Plan
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-15 Delete Point Wells PAA. Add sections of interurban as the best bike system built at Echo Lake vicinity. Add bike routes where sharing the road, etc. (type 1,2,3,4). Correct maps as per page 2-4 comment. Delete any street names by Snohomish County.	Transportation Master Plan	All references to Point Wells are required as per the Comprehensive Plan. At the time the map was prepared, the Interurban Trail had not completed construction. We won't be changing the map at this point. Facilities where bikes share the road will not be added as they are not true bicycle facilities. Street names in Snohomish County will not be deleted.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-16 Accident Analysis. There is not enough 2003 data to be included and is misleading even with the footnote. This is not a six-year summary and should be corrected. Two years of data are lost by WSP and cannot be included.	Transportation Master Plan	We have provided as much information as we have available. We will attempt to add a clarifying footnote to the page.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-16 The 'relatively low' accident rate along Aurora Ave is most likely correct. If one looks at 2000,2001 and 2002 full year records by WSDOT, the accident rate is even lower. The allegation of a six-year summary is erroneous. The NE 175th St. at 5th Ave NE intersection should be looked at again since sight distance; turn lanes and other changes have been completed and not include prior years. Table 2-5 is misleading with 1998-2003 when those years are not available records. ( however it is interesting that Aurora Ave. has the lowest accident rate in the table.)	Transportation Master Plan	The accident data shown is not reported in the same fashion as WSDOT might report it and therefore provides a different picture of intersection analysis versus corridor analysis. We will not be reviewing the intersection of NE 175th Street and 5th Ave NE. We believe the information provided is clear, gives the best information available and the footnote provides additional clarity.
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 potential annexation area is required as per the Comprehensive Plan. At the time the map was prepared, the Interurban Trail had not completed construction. We won't be changing the map at this point.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-19. Same comments as per page 2-18.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-20. Same comments as per page 2-18.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-21. Same comments as per page 2-18.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan

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95	letter	6/10/2004	Cottingham	Kenneth	Page 2-22 Correct the years and the data used. Traffic circles are erroneously included as calming without documentation from authoritative sources as to Shoreline traffic.	Transportation Master Plan	The map will be corrected. Traffic circles are a recognized traffic calming device in the professional arena for analysis for specific applicability.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2-23. Same comments as per page 2-18.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan
95	letter	6/10/2004	Cottingham	Kenneth	Page 3-3. I-5 excess traffic flow is said to be accommodated by Shoreline's arterial streets without an indication of which streets and quantity. Additionally, access to I-5 will be reduced by Shoreline residents. Nothing is included as to how this will occur and what direction the City should take to mitigate this problem, WSDOT cannot work on the city streets so the comments of 'work together' is meaningless.	Transportation Master Plan	The relationship between I-5 and the City's arterials is complex. It would be impossible to quantify the amount of traffic spillover from I-5 in this study. To address this issue, more extensive resources are required and we continually work with WSDOT on traffic issues.
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, Ballinger Way NE (SR104) at Meridian Ave. N this intersection suffered from traffic delay to East-West traffic and falls jointly with Edmonds and Shoreline. Nothing in the draft report includes this intersection which operates at times at level of Service F and is a major bottleneck to traffic between Aurora Ave N and I-5, and has not been addressed.	Transportation Master Plan	The section of SR 104 (205th) in the vicinity of Meridian Ave N is outside the City of Shoreline. Page 3-5 indicates that SR104 Ballinger Way is within the City but 205th is outside the City. No facility recommendation is made for the streets located outside the City.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-3, NE 205th St. is partially in the City of Shoreline, same as NE 145th St.	Transportation Master Plan	NE 205th is correct. The City of Shoreline only owns a portion of the intersection of N 145th Street and Aurora Ave N and nothing else.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-4, Delete annexation area zones as this is the Point Wells area in Snohomish County.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-5, N 205th St. in the PM Pak at Meridian Ave. N is operating close to or at "F" level of service.	Transportation Master Plan	We believe our information is correct.

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95	letter	6/10/2004	Cottingham	Kenneth	Page 4-6, Signal installation at N 175th St. and Ashworth Ave N is not feasible nor warranted. The sight distance along N 175th is inadequate, the need for the North-South traffic is negligible due to the present "C" curb along the centerline of N 175th & R/W not available for E/W turn lanes. Sidewalks are under construction now along N 175th and no accident problem exists. This project should be deleted from the plan since only right turns at the intersection, it works very well. Signal installation at N 175th St and Stone Way is equally not required since the extension of Stone Way southerly to intersect N 175th St. is highly unlikely, not required not warranted by traffic volumes, accidents, or access to residential areas provides not useful service to the community.	Transportation Master Plan	The report identified significant traffic and pedestrian safety issues on 175th from Aurora to I-5. We are recommending that the City conduct a corridor study along N 175th Street to evaluate the recommendations in the report.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-6, These two intersections of Stone Way Ave. N and Ashworth Ave N if connected to N 175th St. will provide increased traffic thru residential streets creating the opposite of 'traffic calming'. Nothing in the community dictates increased capacity on these two streets is needed nor wanted, but would provide outside thru traffic a route to avoid Aurora, I-5 and Meridian Ave., all at the expense of the residents on each street. If the level of service needs improving on nearby intersections, then concentrate the engineering on those intersections and bring them up to LOS C/D and not provide other parallel routes thru the community at the expense of the residential community. Delete both paragraphs at the bottom of page 4-6 and the top paragraph on page 4-7.	Transportation Master Plan	We are recommending that the City conduct a corridor study to evaluate the recommendations in the report. We agree that appropriate routes (not in residential areas) should be addressed to encourage drivers to stay on higher classification routes when not using Aurora. Paragraphs will not be deleted.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-8& 4-9 Level of Service - Transit. No mention of the service level effect if the bus stops in the lane of traffic or the bus stops in a separate lane of traffic. Route # 358 has both the in lane stop and the separate lane stop. However, the following motorist must stop behind the bus for in-lane stops, yet LOS for #358 is A, the highest. Is not the delay of vehicles for in0-lane stops a loss of capacity? Delay?	Transportation Master Plan	Transit level of service is designed to provide information about the quality of transit service . It is not related to how transit operation causes delays to vehicle movements.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4-9. The 'orange ring' and the 'tan ring' are both printed gray, thereby taking away analysis of the subject. Could delete color and use two grades of half tone and still print gray.	Transportation Master Plan	Color maps are available upon request. We will see what can be done to make black and white reproduction clearer.
95	letter	6/10/2004	Cottingham	Kenneth	Page 5-1. No mention of interurban trail which will (and is) the most major 'bike-ped facility in Shoreline. Also, not included in Appendixes 5-1, 5-2.	Transportation Master Plan	This chapter shows evaluation criteria. Table 5-2 includes "connects to the Interurban Trail" with the highest point (100).

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95	letter	6/10/2004	Cottingham	Kenneth	Page 5-2. The 'Bond Advisory Committee' as listed was not included in a discussion up to this point in the draft Transportation Master plan. Some listing should show all the projects, were they adopted by the city, and a source for further analysis for those who care to assess the citizen committee results. Since Shoreline is sandwiched between other cities with North/South pedestrian and bicycle routes, what are these and how does Shoreline interconnect, or do they, since nothing is included to identify in the draft as to pedestrian and bicycle facilities.	Transportation Master Plan	This is available in separate information and is offered here as a summary.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-3 Street Lighting. Add: Use of Illuminating Engineering (IES) for lighting intensity and uniformity should be used as a guideline for illuminating all public areas, including parks, trail, roadways and walkways. (include this in the analysis above the recommendations.)	Transportation Master Plan	These are design guideline comments and are not appropriate for inclusion in the master plan. Comments have been forwarded to the City Engineer.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-4, Add and monitor by-pass traffic from more congested roadway facilities and provide for remedies to reduce neighborhood by-pass traffic from the major roadways. Preserve neighborhoods from intrusion of by-pass traffic. Include ways of discouraging cut-thru traffic.	Transportation Master Plan	A new policy is recommended to address traffic in the neighborhood. "Monitor traffic growth on collector arterials and neighborhood collectors and take measures to keep volumes within reasonable limits."
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-5, Class 3 highways are discussed but Class 4 highways are not discussed. Wording has been deleted or left out that affect SR99 Aurora, a class 4 highway in access management. Also left out is the basic WAC 468-52-040 that addresses all classes of highways in the state in including classes 3 and 4 in Shoreline.	Transportation Master Plan	The state facilities that require access management within Shoreline is Aurora Avenue, which is a class 3 facility.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-8 Use comments to correct map form 2-18. Add interurban, street names and corrections. Delete Point Well PAA.	Transportation Master Plan	All references to Point Wells potential annexation area is required as per the Comprehensive Plan. Interurban construction is not complete and will not be added, street names are adequate for the presentation intended and map will not be changed.
95	letter	6/10/2004	Cottingham	Kenneth	6-10, Add pedestrian actuated signal at N 170th & 15th Ave NE. Two fatalities have occurred at this intersection. This will provide the ideal signal timing and distance for five block (1/4 mile) spacing between signals, provide needed pedestrian crossing protection, and control traffic flow consistent with the neighborhood network. Delete signal and left turn lanes on n 175th St at Ashworth Ave N in order to keep residential community in tact and prevent by pass traffic. Does not provide needed service north and south and inhibits capacity and lower LOS on N 175th St. Leave center curb on N 175th St. across Ashworth Ave N.	Transportation Master Plan	As noted above, a corridor study for N 175th Street between Aurora Ave to I-5 is recommended. The signal at Ashworth will be addressed as part of the corridor study.

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95	letter	6/10/2004	Cottingham	Kenneth	Page 6-10 (continued) Delete signal and extension of Stone Ave. N. Presently Stone Ave N does not intersect N 175th St. and it should remain in this status. Therefore, a traffic signal is not needed and if constructed would intrude into the residential neighborhood, provide no useful service other than by-pass traffic, lower the LOS of N 175th St. and is unwarranted by the standard of the warrants of the Manual on Uniform Traffic Control Devices (MUTCD).	Transportation Master Plan	The Stone Ave N extension is being removed from the plan. The intended signal is not a new one but rather a relocated one from the Meridian Avenue N location. All issues will be part of the recommended N 175th Street corridor study.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-11, Map Figure 6-2 (Add street names throughout) Delete traffic signal and turn lanes at N 175th St. and Ashworth Ave N. Delete traffic signal at N 175th & Stone Ave N & extension. Leave as is traffic signal at N 175th & Midvale Ave N. Delete widening of N 175th St. , Meridian Ave. N to Midvale Ave N. Delete Point Wells PAA. Add turning lane to southbound Aurora Ave. N @ N 145th St. ( will be two turning lanes). Delete all reference to a new traffic signal at N 165th St. @ Aurora Ave. N., not warranted.	Transportation Master Plan	Street name designations are adequate, map will not be changed. The recommended corridor study will address the needs for those facilities on N 175th Street.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-12, Figure 6-3 Recommended Roadway Improvements. Revise wording at Dayton Ave. N by deleting right angle and inserting acceptable angles at its intersection with N 165th St and Carlyle Hall Rd. Delete roundabout at N 160th St. & Greenwood Ave. N - not acceptable in heavy peak demands. Delete roundabout at N 175th St. & Dayton Ave N - not acceptable in heavy peak demands. Restricted right of way and light volumes with little or no operational problems. Add 3rd Ave. NW @ Richmond Beach Rd. - a change in signal phasing to provide westbound thru plus turn arrow, followed by north and south, all in three phases. No change in geometry or right of way.	Transportation Master Plan	Wording will be revised at Dayton/Carlyle Hall Road location. Roundabout at N 160th will remain as our recommendation and will be reviewed when it becomes a design issue. The roundabout at 175th and Dayton will be revised to indicate some improvement to be determined. The location at 3rd Avenue NW will be included in the recommended Richmond Beach Rd corridor study. Changes indicated in comment will also be utilized in a potential interim improvement at this location.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-13, Reference is made of a bridge reconstruction over SR104 at Aurora Ave. N in the last paragraph. This project has not been previously identified and is not shown on the facing page 6-12 as a recommended roadway improvement. No justification has been provided, nor the LOS level that occurs because the southbound BAS lane does not cross SR104. Reference should be deleted until Aurora Ave widening is completed and only after need is shown and LOS analysis completed.	Transportation Master Plan	To complete the BAT lanes throughout Aurora Avenue, the bridge over SR104 needs to be widened. We will work with the WSDOT & the City of Edmonds in this proposal.

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95	letter	6/10/2004	Cottingham	Kenneth	6-14, Pedestrian crossing and "bulb outs." The extension of curbs into the driving area allows for shorter pedestrian crossing distance. However, it places the pedestrian within one step of vehicle travel and therefore decreases the safety of the pedestrian in crossing. Although a popular tool among street designers, it is not in the best interest of the public or pedestrian. Additionally, the bulb out is only acceptable in very low volume intersection and where parking is allowed on each side. Should be deleted from this page and other diagrams.	Transportation Master Plan	This will not be deleted. While the comment is acknowledged, these types of improvements continue to support the policies recommended in this plan and are supported by professional review, study and report.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-16 & 6-17, Table 6-5. Add 'both sides' to 8th NW, Richmond beach Rd to N 180th St. ( same as connections to NW 180th St. & NW 175th St.) Add Carlyle Hall Road from 3rd Ave NW to Dayton Ave N. - both sides. Add N. 180th St., 8th Ave NW to 10th Ave NW - both sides. Delete 3rd Ave NW, NW 200th St to NW 205th St. (Hold until steeper than normal grade is solved.)	Transportation Master Plan	Due to lack of City funding for capital projects, this table will be modified. The recommended pedestrian improvement projects will be reduced and therefore is not practical to making changes to the map.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-18, Figure 6-4. Revise per page 6-16 and 6-17. Add Interurban Trail. Provide black and white map, legible in size. What is the star for at I-5 & N. 160th St.?	Transportation Master Plan	Again, not practical to make changes at this time. Interurban Trail is still considered under construction. Color maps are available upon request and changes will be sought to make it more clearly presented in black and white.
95	letter	6/10/2004	Cottingham	Kenneth	Page 6-21, Interurban Trail. This vital project has two completed sections open to travel by bikes and pedestrians. Additional narration needs to be added as to how this trail will connect and traverse through commercial areas; how this trail will alleviate pedestrian traffic and bicycle traffic from Aurora Ave. N. for the 3.25 miles through Shoreline; how this trail will connect and go through Seattle, Edmonds, Lynwood & Everett a distance of over thirty-five miles. Cross town connector - A bridge over the I-5 freeway @ either N. 167th St. has never been publicly presented and should be deleted. With an existing underpass on N. 155th St., no freeway ramps and light volume of traffic, it would be hard to reconcile another crossing of I-5. The wording of 'additional connections are desirable for the residents between N. 175th St and N. 155th St', (a one-mile distance) should be deleted. Bicyclists can use the roadway or the sidewalks of N. 175th St., an existing arterial of adequate design. Discussions of a new auto bridge is an east/west crossing of I-5 appear to be ill	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, Table 6-6. The N. 160th St, Dayton to Aurora does presently connect to the Interurban Trail/Design and should be deleted from the draft. N. 155th St, Midvale to Aurora does presently connect to the Interurban Trail/Design and should be deleted from the draft.	Transportation Master Plan	These two areas are not designated bicycle facilities and they are referenced to determine if one can be incorporated on these roadways. No changes will be made.



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95	letter	6/10/2004	Cottingham	Kenneth	Page 6-23. Needs correction according to size, legibility and half-tone. Needs correction to place Carlyle Hall Road as a bicycle facility, which is how it is now used. Delete Point Wells PAA. Add grade separations of I-5. Add Interurban Trail completed, under construction.	Transportation Master Plan	Clarity of the map will be addressed for easier reading. Carlyle Hall Road is not a bicycle facility and is only a shared road alternate for bicyclists. All references to Point Wells potential annexation area is required as per the Comprehensive Plan. I-5 and Interurban designations will not be made per previous comments.
95	letter	6/10/2004	Cottingham	Kenneth	Page 2 in Appendix 1-1, Guiding Principles, Interstate 5. Capacity improvements should include, but were omitted, how the N. 175th St. interchange is reaching capacity. Any study of this nature much include the grade separation of N. 185th St. This design study would show the improvement to east-west traffic, the lowering of traffic on Meridian Ave N. and a proper connection to Richmond Beach Rd. Nothing was included in the draft report and would be properly a part of this section.	Transportation Master Plan	It is beyond the scope of the Shoreline Transportation Plan to identify specific facility capacity expansion projects on I-5. A major I-5 corridor study is needed to develop a plan that will expand the I-5 capacity through Shoreline.
95	letter	6/10/2004	Cottingham	Kenneth	Page 3 of Appendix 1-1, Border Streets, SR 523 aka N. 145th St. and SR 104 aka N. 205th St. These two streets, major arterials, are partially owned by City of Shoreline and the narrative should be changed to so indicate. All improvements must be done in conjunction with the adjacent communities and not left to those communities as now written in the draft.	Transportation Master Plan	Staff believes that the statement on Page 3 is accurate.
95	letter	6/10/2004	Cottingham	Kenneth	Page 4 of Appendix 1-1, Ashworth Ave N. Delete reclassify to collector function. Delete signalization & channelization @ N. 175th St. Delete roundabouts at 8th Ave NW & Richmond Beach Rd (a new one not named before on Fig 6-3) Delete roundabouts at Greenwood Ave NE & Innis Arden Drive & N. 160th St. Delete roundabouts at Dayton Ave N @ NW 175th St. (which was supposed to be on this page)	Transportation Master Plan	As stated above, the corridor study for N 175th from Aurora Ave to I-5 is recommended to evaluate the issues raised by the public more in detail.
95	letter	6/10/2004	Cottingham	Kenneth	Appendix 5.1 and 5.2. Revise as per above comments.	Transportation Master Plan	Comment not understood
95	letter	6/10/2004	Cottingham	Kenneth	Appendix 5.3. Half-tone used obliterates data.	Transportation Master Plan	Clear copies are available at City Hall.
95	letter	6/10/2004	Cottingham	Kenneth	Appendix 6.1. Revise as per above comments.	Transportation Master Plan	Comment not understood.
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.
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.

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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	Comp Plan <b>Matrix Item 34</b> LU30 How will this be achieved? The protection of existing stands of trees and vegetation - it seems like the city would have to do an inventory and work on protection before these stands are all removed.	Comp Plan	The parks and open space plan will have policies to create open spaces in throughout the city.
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 103</b> ENI- The city should make use of neighborhood groups to achieve this goal - a readily available forum for public education and outreach	Comp Plan	Staff agrees that when implementing this goal the city should utilize it's neighborhood groups. Staff feels that the goal should not identify how it is implemented to give options in the future as it gets implemented. Staff recommends that policy remains as is.
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 114</b> EN10 - Restrict the creation of new lots in critical areas or critical area buffers Policy should be reworded thus: Prohibit the creation of new lots in critical areas.	Comp Plan	Under law the city cannot eliminate all use of a property it would be deemed a "taking." Policy as recommended allows regulation and use of the property.
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 118</b> EN11 add, to the end of the sentence, "by restricting disturbance and development." Without this clarifier, it sounds like the city will protect people from natural disasters... which is probably beyond the capability of the city.	Comp Plan	Staff agrees the policy requires clarification. Policy should be reworded to read: Goal EN II: Protect people, property and the environment from geologic hazards, including steep slope areas, landslide hazard areas, seismic hazard areas, and erosion hazard areas by regulating disturbance and development.
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 130</b> EN111 This goal has to do with vegetation retention/protection. Keep phrase "protection of native vegetation" and delete "critical areas." Shoreline needs to address tree retention!!	Comp Plan	The goal is to preserve habitat. Habitat exists in both native vegetation and in critical areas (such as in streams). Staff recommends adding native vegetation back to the goal in addition to the critical areas term. Staff recommends that the policy be amended to read: ENIII: Sustain habitat of sufficient diversity and abundance to maintain existing indigenous fish and wildlife populations. Recognize the City's designation as an urban area by balancing the right of private property owners to develop and alter land with the protection of native vegetation and critical areas.

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98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 132</b> EN22 As the staff comments, we need to retain mature trees (whether native or not) and irregardless if they are located in an environmentally critical area or not	Comp Plan	No response necessary
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 154</b> EN59 This policy should remain unchanged. Omit workgroup comment.	Comp Plan	Staff concurs that the policy should remain as is.
98	Comment form	6/10/2004	Guthrie	Barbara	Comp Plan <b>Matrix Item 571</b> CD24 Delete phrase "that contribute to the aesthetic character of the community" This is too subjective. We need to retain mature vegetation and significant trees wherever possible, period.	Comp Plan	Staff agrees that the policy could be simplified. Planning Commission could revise policy to read: "Where clearing and construction is unnecessary, preserve significant trees and mature vegetation."
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	Concerns raised about the 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 project ranking sheets	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 project ranking sheets.	Surface Water Master Plan	Ranking the factors for Prioritizing Surface Water Capital Improvement Projects (CIP) and Preference for CIPs will be used by City Staff. Planning Commission should consider comment when reviewing the capital project funding.
106	Comment form	6/7/2004	Anonymous		Parks and Rec	PRCS Master Plan	
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.