

**COMP PLAN UPDATE - ATTACHMENT D**

Line Item	Comment Number	Submittal Mechanism	Date	Last Name	First Name	Topic and Matrix Item	Plan	Staff Rec	PC Workgroup Rec
1	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.	None needed
2	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.	None needed
3	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.	None needed
4	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.	None needed
5	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.	None needed
6	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.	None needed
7	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.	None needed
8	8	9/24/03 Open House	9/24/2003	Malrois	S.	In open house summary	All	Public comments at open house were used to develop the plans.	None needed
9	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.	None needed
10	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.	None needed
11	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.	None needed
12	12	9/24/03 Open House	9/24/2003	Malrois	Stephen R.	In open house summary	All	Public comments at open house were used to develop the plans.	None needed
13	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.	None needed
14	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.	None needed
15	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.	None needed
16	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.	None needed
17	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.	None needed
18	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.	None needed
19	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.	None needed
20	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.	None needed
21	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.	None needed
22	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.	None needed
23	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.	None needed
24	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.	None needed
25	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.	None needed
26	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.	None needed
27	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.	None needed
28	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.	None needed
29	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.	None needed
30	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.	None needed
31	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.	None needed
32	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.	None needed
33	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.	None needed
34	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.	None needed
35	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.	None needed
36	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.	None needed
37	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.	None needed
38	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.	None needed

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Line Item	Comment Number	Submittal Mechanism	Date	Last Name	First Name	Topic and Matrix Item	Plan	Staff Rec	PC Workgroup Rec
39	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.	None needed
40	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.	None needed
41	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.	None needed
42	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.	None needed
43	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.	No additional comment
44	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).	No response necessary
45	45	letter	10/3/2003	Klinker	Cheryl	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.	No response necessary
46	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.	No response necessary
47	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.	None needed
48	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.	None needed
49	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.	No additional comment
50	50	Planning Commission Comment Form (Surface Water and Env Workgroup Mtg Oct 2)	10/16/2003	Biery	Boni	Tree retention	Development Code	A development code amendment would better address her concerns and she has been working with City staff. As a result of her inquiry we have implemented tracking tree loss in the permit tracking system.	No further updates to the Comprehensive Plan are necessary.  Consider adding to the Development Code Update Docket
51	51	e-mail	10/16/2003	Way	Janet	DUPLICATE OF COMMENT NO. 47	All	DUPLICATE OF COMMENT NO. 47	None needed
52	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	No additional comment
53	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.	No additional comment
54	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).	No response necessary

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55	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.	None needed
56	56	e-mail	12/5/2003	Loch	Corbitt	Support of the use of 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	No further updates to the Comprehensive Plan are necessary.
57	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).	No further updates to the Comprehensive Plan are necessary.
58	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. In the early years of incorporation the city allowed short platting to 2,500 and 5,000 square foot lots. Since that time the code has been revised to require a minimum lot size of 7,200 in the R-6 zones. All short plats must meet these requirements.	No further updates to the Comprehensive Plan are necessary.
59	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.	No additional comment
60	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.	No additional comment
61	57	e-mail	1/8/2004	Botham	Ginger	Inadequate Infrastructure	All	The purpose of adopting the three master plans is study where inadequacies exist and to ensure that there is adequate infrastructure for future growth (concurrency).	No further updates to the Comprehensive Plan are necessary.
62	57	e-mail	1/8/2004	Botham	Ginger	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).	No further updates to the Comprehensive Plan are necessary.
63	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.	No response necessary
64	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.	No response necessary
65	59	e-mail	2/20/2004	Miller	N	Opposed to the city's efforts to acquire and/or develop anymore beach access property in vicinity of Richmond Beach Drive	PRCS Master Plan	In a 2003 community survey 85% of residents identified "providing access to Puget Sound" an important function of the department. (61% rated this topic "very important" and 24% rated this topic "somewhat important"). For that reason staff continues to pursue and explore opportunities.	Given the community survey results, existing policies should be modified to encourage access to Puget Sound.  Reword Policy PR4 ( <b>Matrix Item 386</b> ) to read: "Actively seek opportunities to preserve, protect, and acquire open space and waterfront access."
66	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.	No response necessary

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67	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.	No response necessary
68	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.	The solution here is to separate pedestrians from
69	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.	No additional comment
70	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.	No additional comment
71	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.	Remove the term "artificial."
72	65	Planning Commission	5/6/2004	Way	Janet	Acknowledge the presence of salmonids in Thornton Creek	Surface Water Master Plan	A Washington Department of Fish and Wildlife's Area Habitat Biologist did identify an adult steelhead in Thornton Creek upstream of Twin Ponds and NE 155th on February 4, 2004. The final version of the SWMP will incorporate this an other recent information about fish.	Include recent information about fish in the SWMP.
73	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	Add Fircrest to the Background information in paragraph 2 on p. 16
74	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.	No further updates to the Comprehensive Plan are necessary.
75	67	open house	5/13/2004	Cook	Caradee	Support of improvements on Aurora, including sidewalks	All	No response necessary	None needed
76	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.	All general capital projects should be discussed by the whole Commission
77	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 (item 189) - variety of residential design H II through H20 (item 201 to 210) - affordable housing LU 27 (item 211) - cottage housing	No further updates to the Comprehensive Plan are necessary.
78	67	open house	5/13/2004	Cook	Caradee	Bike lane on Meridian Ave N	Transportation Master Plan	Bicycle lanes to be addressed wherever allowed.	No additional comment
79	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.	No additional comment
80	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.	No additional comment
81	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.	No additional comment

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82	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 us of permeable pavements and surfaces."	Existing policy EN42 addresses issue.  Consider adding to the Development Code Update Docket to implement this policy.
83	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.	Add new policy <b>CDa</b> under the "Vegetation and Landscaping" section that reads:  City projects and those on City owned property should use native, drought tolerant plantings and natural pesticides and fertilizers where appropriate.
84	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.	No further updates to the Comprehensive Plan are necessary.  Consider adding to the Development Code Update Docket
85	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.	No further updates to the Comprehensive Plan are necessary.  Consider adding to the Development Code Update Docket
86	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.	No additional comment

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87	69	open house comment form & verbal transcript	5/13/2004	Anderson	David R.	Alley & Tax breaks in North City	Transportation Master Plan	<p>Quote from transcript " parking spaces replaced by planting things" On-street parking spaces are being increased as a result of the North City Project design. Currently there are 15; 7-10 additional spaces are anticipated.</p> <p>Quote from transcript "shift in tax base" No annexations have occurred as a result of the North City Subarea Plan. Public easements for sidewalks and underground utilities have been donated by the landowner or have been purchased by the City. The total new area for public easement equals approximately 1,200 square feet.</p> <p>Improvements resulting from the North City Project are expected to improve property values and investments, generating increased tax revenues by commercial property.</p> <p>Concerns raised over the use of "alleys." The North City project is not building alleys. At this time property will be dedicated as part of any proposed redevelopment as it occurs. Alleyway development is not included in the six-year CIP. If and when it is, public process will be part of Council adoption.</p>	No additional comment
88	70	open house	5/19/2004	Mann	Dan	Extension of Stone Avenue to 175th	Transportation Master Plan	Stone Ave. N will not be extended.	No additional comment
89	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.	Corrections will also include some state and regional edits per PC
90	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.	No additional comment
91	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.	No additional comment
92	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.	No additional comment
93	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.	No additional comment
94	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	<p>Figure 2.5 of the Transportation Master Plan does not show existing sidewalk at this location.</p> <p>This location does not meet "ranking priority" criteria to add sidewalk to the prioritization list in 6-5.</p>	No additional comment

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95	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.	No further updates to the Comprehensive Plan are necessary.
96	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.	No further updates to the Comprehensive Plan are necessary.
97	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.	No further updates to the Comprehensive Plan are necessary.
98	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.	No further updates to the Comprehensive Plan are necessary.
99	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/bldlnd02.htm">www.metrokc.gov/budget/buildland/bldlnd02.htm</a>	No further updates to the Comprehensive Plan are necessary.
100	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.	No further updates to the Comprehensive Plan are necessary.
101	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	Add Fircrest to the Background information in paragraph 2 on p. 16
102	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 14 ( <b>Matrix Item 6</b> ) LU 5 Incentives for growth, support of impact fees on developers not the reduction of them. Developers should pay for the growth they create.	Comp Plan	The existing policy suggests many different methods to provide incentives for land uses, and thereby creating a city vitality.  This is one tool to encourage redevelopment in the city and it is not to say that it would be utilized for every development. Staff recommends leaving policy as is.	No further updates to the Comprehensive Plan are necessary.
103	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 15 ( <b>Matrix Item 9</b> ) LUa - New policy for neighborhood planning should be clear that it is an optional process.	Comp Plan	Staff recommends revising the policy to read: <u>Encourage the development</u> of neighborhood plans to carry out and refine the vision of the Comprehensive Plan at the neighborhood level.	Revise LUa ( <b>Matrix Item 9</b> ) to read:  <u>Encourage the development</u> of neighborhood plans to carry out and refine the vision of the Comprehensive Plan at the neighborhood level.

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104	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 recommends removing reference to base density.	Revise <b>LU24 (Matrix Item 28)</b> to read: The Low Density Residential land use designation is intended for areas currently developed with predominantly single-family detached dwellings. Single family dwelling units will be allowed and other dwelling types, such as duplexes, single-family attached, cottage housing and accessory dwellings, will be allowed under certain circumstances.  Appropriate zoning for this designation is R-4 or R-6 Residential, unless a neighborhood plan, subarea plan or special district overlay plan/zone has been approved.
105	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.	Revise <b>LU47 (Matrix Item 55)</b> to read:  Include parks and open space in the Aurora Corridor plan.
106	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.	No further updates to the Comprehensive Plan are necessary.
107	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.	No further updates to the Comprehensive Plan are necessary.
108	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	None needed
109	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.	No further updates to the Comprehensive Plan are necessary.

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110	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 22 <b>(Matrix Item 106 &amp; 117)</b> EN3 & ENb Requests that reference to solar power & solar lights be added to these policies.	Comp Plan	Staff suggests leaving ENb ( <b>Matrix Item 117</b> ) as is, as it does not have specifics and it is preferable to make the item more broad.  To address comments, and still keep the policies broad, Policy EN3 ( <b>Matrix Item 106</b> ) could be revised to read: Conduct all City operations in a manner that minimizes adverse environmental impacts. The City should reduce its consumption and waste of energy and materials, minimize its use of toxic and polluting substances, reuse and recycle, and dispose of all waste in a safe and responsible manner. The City should give preference to recycled products, <u>and alternative energy sources</u> , within budget constraints.	Amend Policy <b>EN3 (Matrix Item 106)</b> to read: Conduct all City operations in a manner that minimizes adverse environmental impacts. The City should reduce its consumption and waste of energy and materials, minimize its use of toxic and polluting substances, reuse and recycle, and dispose of all waste in a safe and responsible manner. The City should give preference to recycled products, <u>and alternative energy sources</u> , within budget constraints.
111	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan -Comment 23 ( <b>Matrix Item 193</b> ) H5 - Statements about minimum density	Comp Plan	Development should be required to accommodate minimum density standards. This is not to say that a developer has to actually construct the minimum density, but rather place structures on a site so as not to preclude construction in the future to occur that would meet the minimum density standards (this has been referred to as "shadow platting").	Amend Policy <b>H5 (Matrix Item 193)</b> as follows:  Require new residential development to meet <u>or make provisions for the</u> minimum density as allowed in each zone.
112	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.	No further updates to the Comprehensive Plan are necessary.
113	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.	No further updates to the Comprehensive Plan are necessary.
114	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.	TWG appreciates that the issue was raised. TWG agrees with LOS E restrictions.
115	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.	No additional comment

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116	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.	City will be reducing the threshold of resident participation (won't need 50% citizen time)
117	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.	No additional comment
118	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.	No further updates to the Comprehensive Plan are necessary.
119	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, and existing development.	Disagree with staff recommendation.  No further updates to the Comprehensive Plan are necessary.
120	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	No additional comment
121	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.	No further updates to the Comprehensive Plan are necessary.
122	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.	No further updates to the Comprehensive Plan are necessary.
123	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.	A minor revision to policy <b>ED19 (Matrix Item 518)</b> should be made for clarity. Revised, it should read:  Encourage partnerships with non-private or public entities to participate in the economic well-being of the community.

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124	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.	No further updates to the Comprehensive Plan are necessary.
125	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.	No further updates to the Comprehensive Plan are necessary.
126	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."	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."
127	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.	No response necessary
128	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.	No additional comment
129	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.	No additional comment
130	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.	No additional comment
131	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.	No additional comment

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132	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.	No additional comment
133	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.	No additional comment
134	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.	No additional comment
135	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.	No additional comment
136	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.	No additional comment
137	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.	No additional comment
138	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.	No additional comment

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139	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.	Do as part of redevelopment; consider in subarea plans; this is a 20-50 year concept.
140	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.	No additional comment
141	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 53 (p. 172) Correct the reference from Richmond Reserve to Richmond Beach Reserve	Comp Plan - Parks	The Richmond Reserve is a very small parcel located north of Richmond Beach Saltwater Park located west of 22nd Avenue NW. Any name change would need to be taken before the Park Board for consideration.	No further updates to the Comprehensive Plan are necessary.
142	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.	All general capital projects should be discussed by the whole Commission
143	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 55 Supports road impact fees	Comp Plan	No response necessary	None needed
144	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 56 Data addition request - tax income & gambling	Comp Plan	Staff researching the possibility of adding tax income and gambling info to this section.	Add information to this section as either a paragraph discussion or a new table.
145	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 57 Data addition request - please separate market rate and subsidized units.	Comp Plan	Staff recommends not differentiating between the two types of units.	No further updates to the Comprehensive Plan are necessary.
146	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 58 Definitions: base density and minimum density	Comp Plan	Base density reference has been removed from Comprehensive Plan. The term Base Density is defined in the Development Code. The term Minimum Density should be added to the Development Code	No further updates to the Comprehensive Plan are necessary.  Consider adding to the Development Code Update Docket to define the term Minimum Density.
147	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 59 Definitions - add ponds and lakes and rivers to definition of critical areas.	Comp Plan	The definition listed in Comprehensive Plan is the RCW definition of Critical Areas. This definition makes reference to the Shoreline Municipal Code, which has more detail regarding what classifies as a critical area.	The definition should be amended for clarity to read: Critical Areas - Areas which are ecologically important, generally unsuitable for development, and highly susceptible to negative environmental impacts. Individual critical areas are defined in the Shoreline Municipal Code Title 20 (the Development Code).

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148	71-A	Letter	6/2/2004	Botham	Ginger	Comp Plan - Comment 60 Definitions - add "Formal Subdivision" to the list.	Comp Plan	Term can be added.	For consistency with the Development Code Move term "Long Subdivision" to be filed under "Subdivision, Long" and add to parenthetical description "Formal Subdivision and Formal Plat." Also move the term "Short Subdivisions" to be filed under "Subdivision, Short."
149	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.	No changes to the SWMP are necessary.
150	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.	No changes to the SWMP are necessary.
151	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	No changes to the SWMP are necessary.
152	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."	No changes to the SWMP are necessary.
153	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.	No changes to the SWMP are necessary.
154	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 will not override traffic safety concerns.	No changes to the SWMP are necessary.
155	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 greater clarity.	Surface Water Master Plan	The final version of this Figure will be shaded or colored to distinguish it from the chart's background.	Figure should be shaded or colored to distinguish it from the chart's background.

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156	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.	No changes to the SWMP are necessary.
157	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	Correct spelling to Peverly Pond.
158	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.	No response necessary
159	71-B	Letter	6/2/2004	Botham	Ginger	General Comments - Comment 70 Explanation of the format of her comments	Comp Plan	No response necessary	None needed
160	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.	All general capital projects should be discussed by the whole Commission
161	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.	No additional comment
162	73	letter	6/3/2004	Hughes	Randy (and Leslie	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.	No additional comment
163	74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 108 &amp; 117</b> Incentives to encourage green building techniques.	Comp Plan	Policy <b>EN5 (Matrix Item 108)</b> has more to do with building location and densities than the construction type. Policy should remain as is.	Policy should be revised to make clear that it relates only to the site.  Policy <b>EN5 (Matrix Item 108)</b> should be revised to read: Provide incentives for site development that will minimize environmental impacts. Incentives may include density bonuses for cluster development and a transfer of development rights (TDR) program.

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164	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	Policy should be simplified further, but should include examples pointed out by commentor as follows:  Encourage the use of "green" building methods and materials (such as LEED, BuiltGreen, etc.) that may reduce impacts on the build and natural environment.  The policy should not be amended further to include incentives at this time.
165	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.	No changes to the Comprehensive Plan are necessary.
166	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	No changes to the Comprehensive Plan are necessary.
167	74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 170</b> - Green streets	Comp Plan	No response necessary.	None needed
168	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.	No further updates to the Comprehensive Plan are necessary.
169	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. The zoning of the entire city meets or exceeds Urban Growth Boundary standards for density which is 4 dwelling units per acre.	No further updates to the Comprehensive Plan are necessary.
170	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.	No changes to the Comprehensive Plan are necessary.
171	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).	No changes to the Comprehensive Plan are necessary.
172	74	Comment form	6/3/2004	Deutsch	Mark	Support walkable community design	Comp Plan	Policy CD40 ( <b>matrix item 588</b> ) addresses this issue.	No further updates to the Comprehensive Plan are necessary.
173	74	Comment form	6/3/2004	Deutsch	Mark	Comp Plan <b>Matrix Item 384</b> - Preserve natural features. Echo Lake park	PRCS Master Plan	Efforts were made to minimize negative impact on Echo Lake with Interurban Trail construction.	No further response necessary

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174	75	Questionnaires	6/3/2004	West		MP Questionnaires	All Master Plans	Planning Commission should consider comment when reviewing the capital project funding.	
175	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.	No further updates to the Comprehensive Plan are necessary.
176	77	e-mail	6/5/2004	Mixdorf	Jeff	N 195th 2-lane collector arterial	Transportation Master Plan	City to review agreement with Ballinger Terrace (Commons) that may require preservation of greenbelt. It is probable that priorities will not support this project for construction. A multi-purpose path for bikes or pedestrians may still be considered.	No additional comment
177	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.	No changes to the SWMP are necessary.
178	79	e-mail	6/7/2004	Mount	John	Extension of Stone Avenue to 175th	Transportation Master Plan	Stone Ave. N will not be extended.	No additional comment
179	80	e-mail	6/8/2004	Bosch	Michael	Extension of Stone Avenue	Transportation Master Plan	Stone Ave. N will not be extended.	No additional comment
180	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 18 Requesting text additions Fifth bullet should add ..... "and quality of our life and surroundings" Add a 9th bullet - "A sense of history that was here before incorporation"	PRCS Master Plan	Staff agrees and suggests adding "and quality of our life and surroundings" And a 9th bullet - "Preserving the history of the community"	Add "and quality of our life and surroundings" to 5th bullet and add a 9th bullet - "Preserving the history of the community"
181	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 26 Clarification on "Water Trail"	PRCS Master Plan	A "water trail" is a route along a body of water that has identified points of interest or places to stop. A water trail along Puget Sound could identify parks/ areas that would provide places to rest, camp, etc.	No further response necessary
182	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 41 City recreation does not currently have a high profile/name recognition in the community	PRCS Master Plan	A 2003 survey showed that many people did not know that programs they participated in were organized by the City. Additional marketing and new/ improved signage at facilities will help inform and educate.	No further response necessary
183	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 48 (6) Hamlin Park- To what purpose would Shoreline want to purchase undeveloped wooded land and expand Hamlin Park? What is the location of the land in question and who owns it?	PRCS Master Plan	56% of people surveyed in 2003 expressed interest in the City pursuing the acquisition of a parcel of property adjacent to and north of Hamlin Park. There is little undeveloped property remaining in Shoreline limiting the city's ability to expand or develop new facilities in the future. The property is currently owned by Seattle Public Utilities.	No further response necessary
184	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 75 What is a forest management plan?	PRCS Master Plan	A Forest Management Plan would consist of: an inventory of all trees on site; an hazard analysis of each tree; an evaluation of the site to determine the type of plant material that should be in place; a plan to remove, thin, or prune existing trees; and a landscape plan showing preferred tree species and locations those trees. This plan can enhance wildlife opportunities, eliminate the use of pesticide, identify invasive species, and reduce fire hazard.	No further response necessary
185	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 84 10 year Maintenance Replacement Needs, fourth bullet: "Remove construction debris strewn across property". I would not agree with removing the old tractor embedded in the trunks of trees that have grown through it at the south end of the Paramount Open Space.	PRCS Master Plan	Staff agrees that the old tractor should remain in its current location. The comment is in regards to old pipe and other materials.	Tractor shall remain in Paramount Open Space.

Line Item	Comment Number	Submittal Mechanism	Date	Last Name	First Name	Topic and Matrix Item	Plan	Staff Rec	PC Workgroup Rec
186	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 128 Don't understand middle of second paragraph starting. "The purpose of the following ....	PRCS Master Plan	Sentence is unclear and not necessary, delete second sentence in second paragraph on page 128.	Sentence is unclear and not necessary, delete second sentence in second paragraph on page 128.
187	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. 128 Paragraph four - Why is the Fircrest Pool not included here?	PRCS Master Plan	The Fircrest Pool is an older style aquatic facility similar to the existing Shoreline Pool. There is some current public use of the Fircrest Pool that helps meet the current need. However only one large, well designed city managed pool is needed in Shoreline	No further response necessary
188	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. xxxii Appendix D: Focus Groups and PRCS Board Focus Group A, fifth bullet Fircrest would be a great place to develop a cultural center/ theatre for all ages.	PRCS Master Plan	This section is a summary of comments from PRCS Board and Focus Group discussions and is intended to report topics discussed at those meetings. However, Fircrest is a site that has several references in the plan as a future expansion site.	No further response necessary
189	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. xxxix Funding Priorities - Trails - second bullet - I disagree that recreation programs being a part of open space.	PRCS Master Plan	Funding Priorities - Trails - These comments were received from citizens at a public meeting and this section is intended to reflect the written comments received at that meeting.	No further response necessary
190	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan p. liii Fircrest Pool. Public use of the Fircrest Gymnasium has not been mentioned but it could increased by an outreach program.	PRCS Master Plan	This section is intended to list other recreation providers in the community. Adding the Fircrest Gymnasium to this section is a good idea. This section will be changed to "Fircrest Pool and Gymnasium" with details on the gymnasium added.	Change referenced section to "Fircrest Pool and Gymnasium" with details on the gymnasium added.
191	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan General Observation 1 There should be acknowledgement of the importance to residents of feeling a historical sense of place. The History of Shoreline did not begin with incorporation.	PRCS Master Plan	Staff agrees that maintaining a historical perspective on community facilities is important. For that reason in the facility inventory a section on "Historical Information" is listed for each facility. In some cases this information is incomplete and city staff are working with the Shoreline Historical Museum to increase our historical knowledge of parks.	No further response necessary
192	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan General Observation 2 Before decisions are made to implement "improvements" in park natural areas, it should be a goal of the city to outreach and to work with those groups which have been restoring these natural areas.	PRCS Master Plan	Improvements listed in this plan are just suggestions. Conditions and/or needs may change over time so before improvements would be implemented staff would contact user groups and neighbors. Larger projects would include community meetings seeking input all interested residents.	No further response necessary
193	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan General Observation 3 What is a forest management plan? Which parks are not functioning well? And what are deficiencies?	PRCS Master Plan	As explained above on Page #75 response a Forest Management Plan (FMP) evaluates the current health of the forest in the park. Several parks have been planted as a monoculture reducing forest viability and vitality, and limiting opportunities for wildlife. A FMP can also reduce or eliminate the need for pesticide use and reduce fire hazard. Parks most in need of a FMP at this time include Hamlin Park, North City Park, Boeing Creek, and Paramount Open Space.	No further response necessary
194	81	e-mail	6/8/2004	Westberg	Vicki	PRCS Master Plan General Observation 4 The term "artificial water course" should not be used.	PRCS Master Plan	The plan will be reviewed and any references to "artificial water course" will be eliminated.	The term "artificial" shall be removed from all master plans and Comp Plan.
195	82	letter	6/9/2004	Kral	Martin and Karen	Extending Stone Ave, etc.	Transportation Master Plan	Stone Ave. N will not be extended.	No additional comment

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196	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.	No additional comment
197	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.	No additional comment
198	85	letter	6/9/2004	Sowler	Craig and Donna	Extension of Stone Ave	Transportation Master Plan	Stone Ave. N will not be extended.	No additional comment
199	86	letter	6/9/2004	Ahmedulle	M. Ahmad	Extension of Stone Ave	Transportation Master Plan	Stone Ave. N will not be extended.	No additional comment
200	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.	No additional comment
201	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.	No additional comment
202	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)	No additional comment
203	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	No additional comment
204	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.	No additional comment
205	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.	Make sure there is a CTR section. More pressure on SCC, school district. Focus on employees as well as students.
206	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.	No additional comment

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207	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.	No additional comment
208	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.	No additional comment
209	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.	No further updates to the Comprehensive Plan are necessary.  Consider adding to the Development Code Update Docket
210	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.	No further updates to the Comprehensive Plan are necessary.  Consider adding to the Development Code Update Docket
211	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.	No further updates to the Comprehensive Plan are necessary.  Consider adding to the Development Code Update Docket
212	89	letter	6/10/2004	Lee	Brian	Stone Ave. N extension	Transportation Master Plan	Stone Ave. N will not be extended.	No additional comment
213	90	Comment form	6/10/2004	Johnsen	Egill	Bicycle projects - scrap them and follow Seattle's lead. On-street parking is more important	Transportation Master Plan	Bike lanes and all alternative forms of transportation will continue to be a priority in this plan.	No additional comment
214	90	Comment form	6/10/2004	Johnsen	Egill	Transportation Master Plan (p. 2-13) Bicycle Systems	Transportation Master Plan	Noted. Non-motorized transportation is a priority of this plan.	TWG member Piro likes the idea of a non-arterial bicycle route with their own signals, e.g. Ashworth. No action proposed at this time.
215	90	Comment form	6/10/2004	Johnsen	Egill	Transportation Master Plan (p. 5-1) Bicycle Project Evaluation	Transportation Master Plan	Noted. Our bike system is planned as part of a regional system.	No additional comment
216	90	Comment form	6/10/2004	Johnsen	Egill	Transportation Master Plan (p. 5-2) Bicycle Project Evaluation	Transportation Master Plan	No response needed.	No additional comment

Line Item	Comment Number	Submittal Mechanism	Date	Last Name	First Name	Topic and Matrix Item	Plan	Staff Rec	PC Workgroup Rec
217	90	Comment form	6/10/2004	Johnsen	Egill	Transportation Master Plan (p. 5-3) Bicycle Project Evaluation	Transportation Master Plan	Noted. For the parking restrictions, the City works arterial safety in with Capital Improvement Projects.	No additional comment
218	90	Comment form	6/10/2004	Johnsen	Egill	Transportation Master Plan (p. 6-1) Street classification from N 167th Ashworth to Meridian	Transportation Master Plan	Noted.	No additional comment
219	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.	No response necessary.
220	92	e-mail	6/10/2004	Langton	Tamara	Stone Ave extension	Transportation Master Plan	Stone Ave. N will not be extended.	No additional comment
221	93	e-mail	6/10/2004	Wright	Kathy	Parks and Rec Interested in development of an Off Leash area in Shoreline.	PRCS Master Plan	On page #48 the survey results regarding off leash areas are presented. There has been interest from citizens regarding off leash areas and the plan will be amended with a bullet added to Special Facilities (page 121) stating "Work with the Park Board and Shore Dog to develop criteria and evaluate opportunities for development of an off leash area."	Bullet should be added to Special Facilities (page 121) that reads: "Work with the PRCS Board, Citizens, and Community Groups to develop criteria and evaluate opportunities for development of an off leash area."
222	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.	No additional comment
223	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	No additional comment
224	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	No additional comment
225	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.	No additional comment
226	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.	No additional comment
227	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.	No additional comment
228	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.	No additional comment

Line Item	Comment Number	Submittal Mechanism	Date	Last Name	First Name	Topic and Matrix Item	Plan	Staff Rec	PC Workgroup Rec
229	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.	No additional comment
230	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.	No additional comment
231	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.	No additional comment
232	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.	No additional comment
233	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.	No additional comment
234	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.	No additional comment
235	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.	No additional comment
236	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.	No additional comment
237	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.	No additional comment
238	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.	No additional comment
239	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.	No additional comment
240	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.	No additional comment
241	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	No additional comment
242	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.	No additional comment
243	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.	No additional comment

Line Item	Comment Number	Submittal Mechanism	Date	Last Name	First Name	Topic and Matrix Item	Plan	Staff Rec	PC Workgroup Rec
244	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.	No additional comment
245	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.	Buses can pick up passengers along 205th and at the Aurora Transit Center.
246	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.	No additional comment
247	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	No additional comment
248	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	No additional comment
249	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	No additional comment
250	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.	No additional comment
251	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	No additional comment
252	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.	No additional comment
253	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.	No additional comment

Line Item	Comment Number	Submittal Mechanism	Date	Last Name	First Name	Topic and Matrix Item	Plan	Staff Rec	PC Workgroup Rec
254	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.	No additional comment
255	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.	No additional comment
256	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.	No additional comment
257	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	No additional comment
258	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	No additional comment
259	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	No additional comment
260	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.	No additional comment
261	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	No additional comment
262	95	letter	6/10/2004	Cottingham	Kenneth	Page 3-3. I-5 excess traffic flow is said to be accommodated by Shoreline's arterial streets without an indication of which streets and quantity. Additionally, access to I-5 will be reduced by Shoreline residents. Nothing is included as to how this will occur and what direction the City should take to mitigate this problem, WSDOT cannot work on the city streets so the comments of 'work together' is meaningless.	Transportation Master Plan	The relationship between I-5 and the City's arterials is complex. It would be impossible to quantify the amount of traffic spillover form I-5 in this study. To address this issue, more extensive resources are required and we continually work with WSDOT on traffic issues.	No additional comment
263	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.	No additional comment

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264	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.	No additional comment
265	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.	No additional comment
266	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	No additional comment
267	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.	No additional comment
268	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.	No additional comment
269	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.	No additional comment
270	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.	No additional comment

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271	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.	11 x 17 and color will be considered as practical
272	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).	No additional comment
273	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.	No additional comment
274	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.	No additional comment
275	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."	No additional comment
276	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.	No additional comment
277	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.	No additional comment
278	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 (1/8 mile) spacing between signals, provide needed pedestrian crossing protection, and control traffic flow consistent with the neighborhood network. Delete signal and left turn lanes on n 175th St at Ashworth Ave N in order to keep residential community in tact and prevent by pass traffic. Does not provide needed service north and south and inhibits capacity and lower LOS on N 175th St. Leave center curb on N 175th St. across Ashworth Ave N.	Transportation Master Plan	As noted above, a corridor study for N 175th Street between Aurora Ave to I-5 is recommended. The signal at Ashworth swill be addressed as part of the corridor study.	No additional comment

Line Item	Comment Number	Submittal Mechanism	Date	Last Name	First Name	Topic and Matrix Item	Plan	Staff Rec	PC Workgroup Rec
279	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.	No additional comment
280	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.	No additional comment
281	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.	No additional comment
282	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.	No additional comment
283	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.	No additional comment

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284	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.	No additional comment
285	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.	No additional comment
286	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.	No additional comment
287	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.	No additional comment
288	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.	No additional comment
289	95	letter	6/10/2004	Cottingham	Kenneth	Page 2 in Appendix 1-1, Guiding Principles, Interstate 5. Capacity improvements should include, but were omitted, how the N. 175th St. interchange is reaching capacity. Any study of this nature much include the grade separation of N. 185th St. This design study would show the improvement to ear - west traffic, the lowering of traffic on Meridian Ave N. and a proper connection to Richmond Beach Rd. Nothing was included in the draft report and would be properly a part of this section.	Transportation Master Plan	It is beyond the scope of the Shoreline Transportation Plan to identify specific facility capacity expansion projects on I-5. A major I-5 corridor study is needed to develop a plan that will expand the I-5 capacity through Shoreline.	No additional comment

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290	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.	TWG strongly advises the City to take stewardship of these roads. City should investigate annexation or ownership. There is a need to know that the facilities will be maintained for vehicles and pedestrians. Draft a potential policy.
291	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.	No additional comment
292	95	letter	6/10/2004	Cottingham	Kenneth	Appendix 5.1 and 5.2. Revise as per above comments.	Transportation Master Plan	Comment not understood	No additional comment
293	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.	No additional comment
294	95	letter	6/10/2004	Cottingham	Kenneth	Appendix 6.1. Revise as per above comments.	Transportation Master Plan	Comment not understood.	No additional comment
295	96	letter	6/10/2004	Way	Janet	SEA Street Concept	Comp Plan	Policies CDb and CDc ( <b>Matrix Item 589</b> ) support development of a Green Street program that is coordinated with enhanced storm drainage, which could borrow from the SEA street example.	No further updates to the Comprehensive Plan are necessary other than to use the term "Green Streets" consistently. It should always be capitalized and in quotes.
296	96	letter	6/10/2004	Way	Janet	"Green" building practices	Comp Plan	Green building practices are encouraged by policy <b>Enb (Matrix Item 117)</b> .	No further updates to the Comprehensive Plan are necessary.
297	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.	Add new policy <b>CDa</b> under the "Vegetation and Landscaping" section that reads:  City projects and those on City owned property should use native, drought tolerant plantings and natural pesticides and fertilizers where appropriate.
298	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.	No changes to the Plans are necessary.
299	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.	The term "artificial" will be removed.

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300	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.	No changes to the SWMP are necessary.
301	97	letter	6/10/2004	Paulsen	Virginia	Comments regarding Housing, Utilities, Capital Facilities, Economic Development, Parks Plan, and Transportation Master Plan. Comments pertained to regional, and global impacts.	Comp Plan	Thank you for your commnets. The scope of the Comprehensive Plan and the Master Plans are not able to affect change on a regional or global level.	No further reponse necessary.
302	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. The Development Code standards contain regulations for tree removal.	Revise Policy <b>LU30 (Matrix Item 34)</b> to be clearer. It should read: Encourage the integration of public open spaces into residential neighborhoods (including small pocket parks) and protection of existing stands of trees and vegetation which serve as buffers.
303	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.	No changes to the Comprehensive Plan are necessary.
304	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.	No changes to the Comprehensive Plan are necessary.
305	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.	Policy should be reworded to read: Goal <b>EN II (Matrix Item 118)</b> : 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.

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306	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: EN111: Sustain habitat of sufficient diversity and abundance to maintain existing indigenous fish and wildlife populations. Recognize the City's designation as an urban area by balancing the right of private property owners to develop and alter land with the protection of native vegetation and critical areas.	The policy be amended to read: <b>EN111 (Matrix Item 130):</b> 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.
307	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	No changes to the Comprehensive Plan are necessary.
308	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.	No changes to the Comprehensive Plan are necessary.
309	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."	Revise <b>Policy CD24 (Matrix Item 571)</b> to read: Where clearing and construction is unnecessary, preserve significant trees and mature vegetation.
310	99	letter	6/10/2004	Guthrie	Barbara	Parks and Rec Long term recommendations for Echo Lake Park should include: picnic shelter, barbecues, fishing pier, and boat launch for carry-in boats.	PRCS Master Plan	Staff recommends adding to long term recommendations for Echo Lake Park; picnic shelter, barbecues, fishing pier, and boat launch for carry-in boats.	Add to long term recommendations for Echo Lake Park; picnic shelter, barbecues, and fishing pier.  The park does not need a formal boat launch facility as carry-in boats can be put in at any point along the existing beach/shore area.
311	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.	No additional comment
312	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.	No changes to the Comprehensive Plan are necessary.

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313	101	letter	6/10/2004	Catero	Merilee	As to the City's PROS Plan we appreciate and share the high priority placed on improvements to natural areas..... We agree that the trail system and pond overlooks at Twin Ponds Park should be improved.... We agree with the approach to improvements at Ronald Bog Park .....	PRCS Master Plan	Comments agree with plan and support planned improvements, no additional response necessary.	No further reponse necessary.
314	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.	No changes to the SWMP are necessary.
315	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.	Remove the term "artificial."
316	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.	No additional comment
317	103	Comment form	6/7/2004	Anonymous		General Capital project ranking sheets	All	Planning Commission should consider comment when reviewing the capital project funding.	All general capital projects should be discussed by the whole Commission
318	104	Comment form	6/7/2004	Anonymous		Transportation project ranking sheets.	Transportation Master Plan	Planning Commission should consider comment when reviewing the capital projects.	No additional comment
319	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.	Thank you for the input on project ranking.
320	106	Comment form	6/7/2004	Anonymous		Parks and Rec Copies of two survey forms were completed and submitted	PRCS Master Plan	No response necessary.	No further reponse necessary.
321	107	Letter	6/17/2004	Barbon	Erma	Stone Ave extension	Transportation Master Plan	Stone Ave. N will not be extended.	No additional comment
322	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.	No additional comment
323	109	letter	7/29/2004	Fimia	Councilmember Ma	General comments: achieving measurable goals and policies	Transportation Master Plan	While this is an item that can be included in Mater Plans, we have not pursued this due to budget and time constraints. As programs and projects are developed from this report, it is expected this will be performed.	No additional comment
324	109	letter	7/29/2004	Fimia	Councilmember Ma	General comments: assure meaningful public input and plan should be citizen driven	Transportation Master Plan	It is our belief that the plan is citizen driven in that their requests and comments are incorporated where realistic and supported by the Planning Commission. New ideas and projects are also incorporated.	No additional comment
325	109	letter	7/29/2004	Fimia	Councilmember Ma	General comments: balance projects across the city.	Transportation Master Plan	The prioritization system attempts to do this. It isn't always realistic to do this since some areas require more attention than others based on other prioritization criteria.	No additional comment

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326	109	letter	7/29/2004	Fimia	Councilmember Ma	Availability of original public comment letters	All	The original letters were provided to the Planning Commission with the July 22, 2004 staff report packet. The packet also indicated that copies could be obtained by contacting Andrea Spencer at 206.546.1418. Copies of the letters are on the project website.	Letters are available, no further response necessary.
327	109	letter	7/29/2004	Fimia	Councilmember Ma	Maps need to be larger. They can be double and folded.	Transportation Master Plan	Due to the large number and costs of the draft copies this was not done. Larger and colored copies were made available to those who requested them. The final version has not yet been determined and this suggestion will be considered for final production. All maps are being worked on for readability.	No additional comment
328	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 2-6 Out of the 288 bus stops how many actually have good, safe access? Handicap accessible needs to be defined.	Transportation Master Plan	We have not performed this analysis as part of the Master Plan. All design utilizes the recommendations of the ADA.	No additional comment
329	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 2-6 / 6-14. Bus shelters 1. There are 13 listed on page 6-14, will the ones in phase 2 and 3 of the Aurora project continue to be put on hold? We should be installing shelters all along Aurora even if they have to be temporary ones. 2. When was the last bus stop patron count done by metro? The city can partner with the business and neighborhoods to provide a higher level of comfort and cleanliness for the bus stops without shelters and daily clean-up	Transportation Master Plan	1. There are no plans to pursue installation of shelters in advance of Aurora Phase 2 construction. Shelter construction is not a minor installation and requires sidewalk and right of way issues to be addressed. 2. We do not have this information. Staff agrees and this could be addressed in the Operations budget.	No additional comment
330	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 2-6, 3-2, and 4-7 - Local and Regional Transit 1. Net amount of hours of service to Shoreline. What is the actual and planned amount of service hour increase from 1997-2010?  2. What is the impact to Shoreline riders when the buses are put back on surface streets in downtown Seattle next year?  3. What is the ridership for the years 1997-2004?  4. LOS & BAT lanes. Is there a benefit/cost analysis of this investment? Do we anticipate a higher service level?	Transportation Master Plan	1. Staff does not have this information. Most of these questions will be better addressed as the city continues to make transit development a priority to coordinate with METRO. 2. We have not studied this impact. 3. Staff does not have this information. 4. We are finding the answer to this at this time.	This information is available from METRO. Support strongly promoting transit.
331	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 2-16 Accident Analysis  1. Accident data and aurora and business access. What happens to the rate when egress is limited to right turns only?	Transportation Master Plan	We have not performed this analysis as part of this plan. The data given was for information only.	No additional comment
332	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 3-3, 3-5, 4-5,6 I-5 Projections 1. LOS on Aurora, traffic shifting from I-5 to Aurora. The Aurora project was supposed to help increase capacity and congestion, why will there still be LOS at F? We need to do more than "work together with DOT"	Transportation Master Plan	The traffic shifts have not been analyzed as a result of the Aurora project. However, Aurora's improvement are for some capacity, and then transit and pedestrian safety. Aurora is designated as a Highway of Statewide Significance and is therefore exempt from local jurisdiction concurrence. We will continue to recommend working with WSDOT to do exactly what is requested in the suggestions of this comment.	Add a policy to support increased capacity on I-5 through Shoreline. Possibly added interchange at 185th.
333	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 4-8 Community oriented transit 1. Why has cost/benefit suddenly entered as a factor?  2. Why not be consistent and use cost/benefit for all projects?	Transportation Master Plan	Cost/Benefit is not a factor in this discussion.	Eliminate second sentence on page 4-8

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334	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 5-1 Project Evaluation Benefit/cost analysis is missing	Transportation Master Plan	The evaluation criteria attempts to address this. However, there is no true cost/benefit analysis due to budget and time constraints of this report.	Prioritization here is based on proximity and use.
335	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 6-1 Language of the plan says "the City inherited a substantial street grid system..." We have inherited a substantial street system - "grid" was not in the vocabulary of the original planners.	Transportation Master Plan	The line will remain as stated as this is meant to be a descriptive term.	No additional comment
336	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 6-1 Tc Numbers of lanes and left turns. It does not look like level of service is going to improve on our arterials. I would eliminate Tc.	Transportation Master Plan	The Goal specifically states "where level of service standards can be maintained" which addresses any potential concerns for improvement or lack thereof. It is recommended the goal remains.	No additional comment
337	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 6-2 Safety Recommendations "Develop performance-based goals and evaluation process." I strongly concur with this recommendation and would like to see it as a separate GOAL.	Transportation Master Plan	When goals are developed in future documents that will be addressed.	No additional comment
338	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 6-5 Pedestrian Amenities. Eliminate "maximum" we can't afford "maximum"	Transportation Master Plan	Maximum is intended to address what the right of way will allow and not define a particular width.	Sidewalk width should not be defined for either green street category
339	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 6-6 Aurora business access via alleys. 1. Have we talked to the adjacent neighborhoods about this? There needs to be strong qualifiers in this if it stays. Alleys and other access in addition to access on Aurora could be helpful - but if we are limiting access from Aurora with the idea that customers and residents can be diverted to an adjacent street - that places a tremendous amount of increased traffic on that street.	Transportation Master Plan	1. No, this is still a plan. This is not intended to utilize existing neighborhood streets but rather develop a system within the business properties to facilitate better movement of local business traffic without impacting adjacent streets.	No additional comment
340	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 6-9 Goal TI  1. Does the public understand that we are taking Aurora Ave. and Ballinger Way off the table for needing to be kept at LOS E or better?  2. The only way to significantly "maximize the people carrying capacity of the surface transportation system is to increase carpools and transit use." What is the plan?	Transportation Master Plan	1. We do not know what individuals do or do not understand. The report attempts to present this as clearly as a full document like this can. 2. This would fall into the coordination with METRO and working with them to develop more effective programs.	No additional comment
341	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 6-10 NE 175th and 15th NE 1. Is this additional northbound through lane and separate a westbound left turn lane... in the existing 15th AVE design?	Transportation Master Plan	Yes, this is included in the existing plan.	No additional comment
342	109	letter	7/29/2004	Fimia	Councilmember Ma	p. 6-10 Fircrest Redevelopment 1. Do the traffic projects assume build out at Fircrest? 2. If they do not, they need to, if they do, what are the assumptions?	Transportation Master Plan	1. No. 2. There is no plan presented as of yet for the Fircrest properties. At this time of proposed development it is expected a specific, larger study will be required to address those impacts. We cannot predict what will happen to create a meaningful document.	No additional comment

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343	109	letter	7/29/2004	Fimia	Councilmember M	p. 7-2 Financial Forecast  1. The 20 year revenue forecast is \$87,420,000 yet our 6 year CIP just passed is \$130,000,000. Most of the projects in the TMP are not included in the 2005-2010 CIP. Where do we expect to make up the shortfall, both in the 6-year CIP and also for all the pedestrian, road, neighborhood traffic calming, etc, projects listed in the TMP?	Transportation Master Plan	1. The adopted 6-year CIP has a total cost of \$130 million for all project areas including transportation, utilities and others. Of that amount, \$98 million is for transportation. The total cost of \$98 million, \$77 million is assumed to be funded by grants, \$39 million of which has been secured. For the 20-year Master Plan, a total of about \$40 million is assumed to be funded by grants.	No additional comment
344	109	letter	7/29/2004	Fimia	Councilmember M	Appendix 1-1 p. 5 "The city may wish to establish a policy to set aside fixed percent of the total transportation expenditure on specific programs."  I concur. We also need to be sure that they are, over time, equitably distributed around Shoreline. This will require greater discipline in our Master Plan for prioritizing projects based on benefit and also reducing scope to the size really needed and to one that is affordable.	Transportation Master Plan	The prioritization plan attempts to address the equitable distribution based on the factors indicated.	May be comfortable setting a percent of city controlled revenue. Can't be a percent of the total transportation expenditure.
345	110	PC Comment Form	7/29/2004	Kral	Martin	Need to review and analyze traffic proposals for area between Aurora and Meridian in the N 175th ST Corridor	Transportation Master Plan	The only proposal for this area in the Draft Master Plan is to perform a corridor study. Specifics will be developed, when the project is funded and reviewed with the public and Council.	No additional comment
346	110	PC Comment Form	7/29/2004	Kral	Martin	1. Traffic light on 175th & Stone N. Proposed If there will be no cut-through to stone, what is the purpose of the \$225k signal project?	Transportation Master Plan	Potentially this would manage traffic in the area more efficiently than the light at Midvale Ave N. This will be addressed in the proposed corridor study.	No additional comment
347	110	PC Comment Form	7/29/2004	Kral	Martin	2. Traffic light on 175th & Ashworth N Proposed. A. May not be a safe location (mid-hill!!) B. Ashworth could bear more traffic if infrastructure improvements (sidewalks, speed bumps, signage, speed control) is offered.	Transportation Master Plan	We agree the geometrics of the road will need to be addressed. This will be addressed in the proposed corridor study.	No additional comment
348	110	PC Comment Form	7/29/2004	Kral	Martin	3. Sidewalk along N. 175th (North Side) a. This should be a safety priority! City must pay CC.	Transportation Master Plan	We agree. The method to get the space to construct it is difficult and will be addressed in the proposed corridor study. (We do not understand the reference "CC".)	No additional comment
349	110	PC Comment Form	7/29/2004	Kral	Martin	4. Central Shoreline Subarea Plan. Findings need to be integrated into comp plan, especially for role of Midvale as relief route.	Comp Plan	Because of the work necessary to adopt the revised Comp Plan & three master plans, Staff suggests that work to integrate this plan with the Comp Plan could occur in subsequent updates to the Comp Plan.	No further updates to the Comprehensive Plan are necessary at this time.  Recommend revisiting this item in a future update process.
350	110	PC Comment Form	7/29/2004	Kral	Martin	5. Vacation of Midvale at N 183rd How will traffic be re-routed?	No plan	The developer will be providing a means to move traffic through the redeveloped "Gateway Plaza" site.	No response necessary.
351	111	PC Comment Form	7/29/2004	Mann	Dan	Stone avenue between 175th & 185th deserves protection from Aurora by-pass, families need to be protected.	Transportation Master Plan	Overall "protection" for any neighborhood has not been addressed as part of this plan. Some other considerations: Stone Ave N is not being recommended for connection to N 175th St. Other methods to improve the street safety may be found by the citizens in the NTSP program. The Aurora Ave N project will address neighborhood protection issues during construction.	No additional comment
352	111	PC Comment Form	7/29/2004	Mann	Dan	185th needs onramps / off-ramps to I-5	Transportation Master Plan	This was a plan from a number of years ago during King County's lead. Staff continues to raise this issue with WSDOT planners. It has not received much agreement when reviewed with all regional priorities.	No additional comment

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353	111	PC Comment Form	7/29/2004	Mann	Dan	Need to finish and approve the Central Area Subarea Plan with the help of the Meridian Park neighborhood. The Gateway Plaza project should not be built until this plan is done and approved.	Comp Plan	Because of the work necessary to adopt the revised Comp Plan & three master plans, Staff suggests that work to integrate this plan with the Comp Plan could occur in subsequent updates to the Comp Plan.  The Gateway Plaza applicant has a complete application and is entitled to review and approval under regulations that are currently in place.	No further updates to the Comprehensive Plan are necessary at this time.  Recommend revisiting this item in a future update process.
354	112	PC Comment Form	7/29/2004	Poysky	Frank & Marilyn	Thank you for considering public comment and responding through the summary table	Transportation Master Plan	No reponse necessary.	No additional comment
355	112	PC Comment Form	7/29/2004	Poysky	Frank & Marilyn	195th Collector Arterial - thank you for changing the recommendation. Green space is valued.	Transportation Master Plan	No reponse necessary.	No additional comment
356	112	PC Comment Form	7/29/2004	Poysky	Frank & Marilyn	Money would be better spent to create roundabouts on N 194, N 193, and N 192 at Corliss AVE N to stop the cut-through traffic.	Transportation Master Plan	Thank you for the suggestion. At this time the plan does not recommend these improvements. The NTSP may be helpful to these citizens to install traffic circles on a faster time schedule than the Master Plan would provide.	No additional comment
357	113	Letter	7/30/2004	Johnsen	Egill	Arterial Traffic Safety Program - Bicycle Lanes.  Restriping roads to 3 lanes with bicycle lanes. This is a poor design.  Property owner lost the right to park on the street.  Bicyclists should use the streets - scrap the bike lanes.	Transportation Master Plan	We understand your concerns and frustrations about the change in lane striping along N 155th Street. Traffic studies taken within King County have shown that the 3-lane roadway functions similar to a 4-lane roadway in issues related to capacity and travel time. Several arterial roads in King County similar to 15th Ave NE have since been changed from 4 lanes to 3 lanes with high success in improving safety without increasing congestion. I realize this may be counter-intuitive but the safety on N 155th has benefited from this change. We also recognize it has changed life for the people who live on this road. We are not aware of the public process that was followed in changing this road but today we ensure that all who live along the road are notified clearly. This Draft Master Plan doe snot seek to change this road back to a 4 lane section.	No additional comment
358	114	Letter	8/5/2004	Hardy	Naomi	Thank you for calling for safe and friendly streets. This should pertain to all streets lined with single family housing, including minor arterials.	Transportation Master Plan	This terminology can apply to all streets. The idea of Safe and Friendly streets can take on many forms.	No additional comment
359	114	Letter	8/6/2004	Hardy	Naomi	Sidewalks will not make our streets safe. We must be able to cross the streets and communicate with our neighbors or the streets are not friendly or safe.	Transportation Master Plan	Staff agrees and will work those details into projects scopes as they evolve	No additional comment
360	114	Letter	8/7/2004	Hardy	Naomi	How can we create safe and friendly streets if we don't include minor arterials? Item Ti needs to include the monitoring of all arterials if we are going to have safe and friendly streets in Shoreline.	Transportation Master Plan	Monitoring of arterials is included in areas of the plan and is addressed operationally primarily through traffic counts and improvements related to multi-modal efforts.	No additional comment
361	114	Letter	8/8/2004	Hardy	Naomi	The city should not follow King County's policy of posting minor arterials at 35mph. Speeds should be reduced.	Transportation Master Plan	Traffic safety and appropriate speeds for the facility are and will remain a priority. While reduction of speed may create perceived safety, compliance and enforcement will continue to be critical. Projects will seek to incorporate elements in the design to encourage compliance.	No additional comment
362	114	Letter	8/9/2004	Hardy	Naomi	Lower speed limits on minor arterials to 30mph to protect neighbors.	Transportation Master Plan	The proposed definition of minor arterials in Table 6-3 includes that speed.	No additional comment
363	114	Letter	8/10/2004	Hardy	Naomi	Pollution increases when vehicular speeds increase.	Transportation Master Plan	We continue to incorporate environmental improvements where appropriate in all our projects	No additional comment

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364	115	PC Comment Form	8/5/2004	Dolan	Chuck	Page 9 - New Policy B (PRB) ( <b>Matrix Item 401</b> ) add phrase "and demonstrate innovative, low-impact development design and techniques." City parks facilities should aim higher than the "industrial standards."	PRCS Master Plan	Staff concurs with and recommends this language be added to New Policy B	Policy PRB ( <b>Matrix Item 401</b> ) should be amended to read: Upgrade active recreation and sports facilities to maximize public use by utilizing designs that meet current industry standards <u>and attempt to incorporate innovative, low-impact development design and techniques.</u>
365	115	PC Comment Form	8/5/2004	Dolan	Chuck	Page 11 - Policy 25 ( <b>Matrix Item 413</b> ) Add wording to the effect "linkages should acknowledge and enhance historical and current streams and watersheds." As streams, wetlands and shoreline have greater values and functions to wildlife and city residents.	PRCS Master Plan	Staff suggests adding to the end of Policy 25 "and where possible enhancing historical watersheds".	Amend PR25 ( <b>Matrix Item 413</b> ) to read: Develop trail systems within parks and in the Interurban right-of-way focusing on linking these systems with existing, planned and future local and regional trails through coordination with Planning and Public Works, <u>and where possible enhancing historical watersheds.</u>
366	115	PC Comment Form	8/5/2004	Dolan	Chuck	TCA supports the acquisition of the Hamlin Park - SPU property, the Seventeen Acre Wood (south of Shorecrest High, west of 25th AVE NE, North of NE 50th ST East of Fircrest), Paramount Park and wherever linkages can be made of these and other parks.	PRCS Master Plan	No action necessary on the support for Hamlin Park - SPU property. Goal #4 addresses the statement on linkages, no change needed.	No further reponse necessary.
367	115	PC Comment Form	8/5/2004	Dolan	Chuck	TCA supports high priority the plan places on habitat enhancements. We support use of General Funds as well as grants and volunteers.	PRCS Master Plan	No action necessary	No further reponse necessary.
368	115	PC Comment Form	8/5/2004	Dolan	Chuck	TCA supports improvements of trails and pond overlooks at Twin Ponds as noted on page 130. The CIP budget needs to be increased.	PRCS Master Plan	No action necessary	No further reponse necessary.
369	115	PC Comment Form	8/5/2004	Dolan	Chuck	TCA approves of the approach to improvements at Ronald Bog Park listed on page 120 and look forward to working with the City on the Park's Master Plan and that plan's implementation.	PRCS Master Plan	No action necessary	No further reponse necessary.
370	116	Letter	8/20/2004	McComas	Sydney	Please keep 1000 Friends of Washington posted on all Planning Commission & City Council hearings on the Comprehensive Plan Update.	All	1000 Friends of Washington has been added to the distribution list.	