

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

<p>AGENDA TITLE: Status of Comprehensive Plan Update & Master Plans DEPARTMENT: P&DS, PW, and PRCS PRESENTED BY: Tim Stewart, Director P&DS Paul Haines, Director PW Dick Deal, Interim Director PRCS</p>
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PROBLEM/ISSUE STATEMENT:

Cities and counties fully planning under the Growth Management Act (GMA) are to review their comprehensive plans and ordinances at least every seven years to see if their plans and regulations comply with the GMA. The deadline to complete this requirement varies from county to county; the schedule is established by RCW 36.70A.130 (4) (a). This section of the RCW establishes the deadline of December 1, 2004 for King County and the cities within it. The City began the process to update its Comprehensive Plan in mid 2003 and at that time also embarked on a process to adopt the City's first master plans for Transportation, Surface Water, and Parks Recreation & Open Space.

The purpose of this workshop is to update the Council on the status of the project, to review the public comments to date, to review the unconstrained capital facility program costs for the master plans, and to confirm the process that will be used to adopt the revised Comprehensive Plan and Master Plans.

RECOMMENDATION

No action is required; staff is providing a briefing on the issues that have received the most public comment on to date, a summary of the unconstrained capital facilities program costs for the three master plans, and is seeking Council input on the Comprehensive Plan update schedule.

Approved By: City Manager  City Attorney 

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BACKGROUND

Cities and counties fully planning under the Growth Management Act (GMA) are to review their comprehensive plans and ordinances at least every seven years to see if their plans and regulations comply with the GMA. The deadline to complete this requirement varies from county to county; the schedule is established by RCW 36.70A.130 (4) (a). This section of the RCW establishes the deadline of December 1, 2004 for King County and the cities within it. The City began the process to update its Comprehensive Plan in mid 2003 and also embarked on a process to adopt three master plans for Transportation, Surface Water, and Parks, Recreation and Open Space Plan. The required update and the adoption of the master plans should be coordinated and processed together to take advantage of the benefits (environmental, fiscal) of coordinated planning. In addition, the adoption of the master plans also meets several of the City's Strategic Plan's (2003-2009) goals and City Council Goals (2003-2004), including:

- Adopt strategic plans for major facilities and services.
- Enhance our program for safe and friendly streets.
- Update elements of the Comprehensive Plan including environmental, surface water, transportation and parks and open space.
- Provide safe, secure and attractive neighborhoods for residents, motorists, and pedestrians.
- Provide park and open space recreational opportunities within a safe walking distance of each neighborhood.
- Provide and maintain excellent public utilities and infrastructure for each neighborhood.

DISCUSSION

Process to Date & Public Comments

As part of the 2004 update to the Comprehensive Plan and development of the Transportation Master Plan, Surface Water Master Plan and Parks Recreation & Open Space Plan, the City is developing a 20-year Capital Facilities Program. The City staff and consultant team began the process of updating the Comprehensive Plan and developing the master plans last fall. This process began with public open houses held on September 24th and 25th. Subsequently, the Planning Commission divided into three workgroups and reviewed public comments, existing policies and policy options during a series of informal work sessions. Between October and December of last year 19 workgroup meetings were held, each open to the public.

The City has received several comment letters during the update process, and each of them are included for Council review in **Attachment A**. The themes that seem to repeat themselves in many of the comment letters include:

- Business access on Aurora
- Street Classification and Speed Limits
- Basin-wide improvements to Thornton Creek
- Enhance environmental protection

There are many more areas staff is aware of that are also of interest. The issues list is extensive and derived from many years of community meetings, project development, Council Policy & Priorities, regulatory mandates, operation and maintenance needs, professional experience, and good fiscal management practices. This accumulated knowledge and the public record will be combined with the latest and most current comments to develop, in the end, recommended strategies.

Capital Facilities Projects

Based on policy direction from the Planning Commission workgroups, written public comments, public input from the open houses and technical analysis of existing conditions and external requirements (such as federal and state mandates), the staff and consultant team developed a list of potential capital projects for a 20-year Capital Facilities Program. The intent of this program is to identify capital projects that are expected to be implemented during the life of the plan in order to implement the plan's objectives. In some instances, capital projects are necessary, or are predicted to be necessary in the future, in order to maintain the functioning of a service at an expected level. In other cases, capital projects will help implement new strategies. The first draft list of projects includes a wide range, from those that are required by law to those that might be a lower priority.

To provide meaningful input into the annual budget and 6-year Capital Improvement Plan, the 20-year Capital Facilities Program should be financially constrained by realistically estimated revenues and it should be developed with an anticipated sense of funding distribution and priority. Understanding financial feasibility and general priority will allow projects from the 20-year program to "graduate" to the 6-year plan on an annual basis as the City moves through its implementation objectives.

Prior to the formal adoption process of Planning Commission and City Council hearings, the general public will be asked to provide their input on the draft plans, including the draft Capital Facilities Program, to gauge how well the drafts represent the values of the community.

Capital Facilities Planning Objective

In capital facilities planning there are two sides to the equation: On one side is the amount of funding that is anticipated to be available based on projected revenues. On the other side is the estimated cost of planned or desired capital projects. It is ideal to make these sides equal, that is for the total cost to equal the total anticipated funding,

so that the list of capital projects can realistically be expected to be implemented over the next 20 years. Doing so results in a “financially constrained” plan that focuses on projects that are feasible given anticipated budgetary constraints. Making the project costs and anticipated funding equal each other requires considering both sides. On the funding side, the City may choose to grow or shrink the project funding “box.” On the project side, projects will be evaluated and prioritized to “fit” within the available funding.

Available Funding & Unconstrained Project Costs

Based on current revenue policy strategy and, the City’s Finance Department has computed the known revenue sources to provide about \$3.55 million per year for funding capital projects (on average annually, in current dollars). This funding is based on receipt of \$1.5 million in Real Estate Excise Tax (REET), \$1.1 million in gambling tax, \$550,000 in fuel tax, and \$400,000 in Surface Water Utility fees. This does not include large grants, such as those obtained for Aurora. Under the current distribution system, this funding would be allocated over twenty years as follows (in 2004 dollars):

General and Parks Capital Improvements	\$ 15 M
Transportation Capital Improvements	\$ 48
Surface Water Capital Improvements	\$ 12.7*
Secured Grants for Improvements	\$ 49
Total 20-Year Identified Capital Funding	\$ 124.7 Million

**This includes approximately \$4.7M of one-time surface water funds that are available in addition to anticipated annual revenues.*

Development of the master plans has resulted in identifying a large number of potential capital projects, the total of which exceeds the current financial capability of the City by about three times. The projects that have been identified to date support the draft policies and regulatory mandates, and at this stage the project lists are not constrained by cost or priority. Much more work is needed to be able to publish cost constrained capital facilities plans. It is anticipated that the plans will include reference to additional unfunded needs (those projects that through budgetary limits and prioritization plan did not make the 20-year plan). Based on the current list of potential capital projects, the City would need to spend about \$20.5 million per year to fund all of them within the next 20 years. Broken down by category, the spending levels over 20 years would be (estimate as of the time of this report’s preparation):

General and Parks Capital Improvements	\$73 M
Transportation Capital Improvements	\$300
Surface Water Capital Improvements	\$36
Total Unconstrained Capital Costs	\$409 Million

The gap between the City's available revenue (\$124.7 Million) and the project costs (\$409 Million) can be reduced by:

- **Prioritizing Projects**
- **Obtaining Additional Grant Funds**
- **Tapping New Revenue Sources (Bonds, Surface Water Utility Fees, etc.)**

Prioritization Criteria

Before working to "fit" the projects into the available funding "box" we want to identify any Council questions or reactions that could help the staff and consultant team prepare the draft Capital Facilities Plan for public review. The staff and consultant team are preparing to meet with the community about capital improvement projects that may, or may not, become part of the Comprehensive Plan and/or Master Plans for transportation, storm water, parks and recreation, and general government facilities. The preliminary lists of project ideas appear to cost significantly more than the City's current revenues for capital improvements. As a result, priorities will need to be established. **Attachment B** contains the draft lists of factors or criteria that could be used to establish priorities. At the Council Workshop on April 19th, the project team will ask Councilmembers for reactions, questions, and suggestions for these lists of criteria.

Process for Adoption

In order to meet the State deadline to adopt the updated Comprehensive Plan by December 2004 staff proposes the following schedule:

1. Release of the draft Comprehensive Plan & Master Plans – **first week of May 2004**
2. Public open house and presentation of plans – **second week of May 2004**
3. Start of Planning Commission Process (workshops followed by public hearing) – **June & July 2004**
4. Release of Planning Commission recommended draft Comprehensive Plan & Master Plans – **September 2004**
5. Start of Public Hearing at City Council – **November 22, 2004**

RECOMMENDATION

No action is required; staff is providing a briefing on the issues that have received the most public comment on to date, a summary of the unconstrained capital facilities program costs for the three master plans, and is seeking Council input on the Comprehensive Plan update schedule.

ATTACHMENTS

- Attachment A-1:** Public Comment Summary Table
Attachment A-2: Public Comment Summary from Fall 2003 Open Houses
Attachment A-3: Public Comment Correspondence Received to Date
Attachment B: Preview of Prioritization Criteria

ATTACHMENT A-1

PUBLIC COMMENT SUMMARY TABLE

#	Submittal Mechanism	Date	Last Name	First Name	Title	Organizaton	Topic of Comment
1	9/24/03 Open House	9/24/2003					Comment included in Open House Summary
2	9/24/03 Open House	9/24/2003					Comment included in Open House Summary
3	9/24/03 Open House	9/24/2003	West	Russel			Comment included in Open House Summary
4	9/24/03 Open House	9/24/2003	Miller	Virginia			Comment included in Open House Summary
5	9/24/03 Open House	9/24/2003					Comment included in Open House Summary
6	9/24/03 Open House	9/24/2003	Wright	Kathy			Comment included in Open House Summary
7	9/24/03 Open House	9/24/2003	West	Russel			Comment included in Open House Summary
8	9/24/03 Open House	9/24/2003	Malroy	S.			Comment included in Open House Summary
9	9/24/03 Open House	9/24/2003	Guthrie	Barbara			Comment included in Open House Summary
10	9/24/03 Open House	9/24/2003					Comment included in Open House Summary
11	9/24/03 Open House	9/24/2003	McCanta	Marjorie			Comment included in Open House Summary
12	9/24/03 Open House	9/24/2003	Malroy	Stephen R.			Comment included in Open House Summary
13	9/24/03 Open House	9/24/2003					Comment included in Open House Summary
14	9/24/03 Open House	9/24/2003	Brooks	Robert			Comment included in Open House Summary
15	9/24/03 Open House	9/24/2003	Ryan	Patrick			Comment included in Open House Summary
16	9/24/03 Open House	9/24/2003	West	Russel			Comment included in Open House Summary
17	9/24/03 Open House	9/24/2003	Schlieh	Dave			Comment included in Open House Summary
18	9/24/03 Open House	9/24/2003					Comment included in Open House Summary
19	9/24/03 Open House	9/24/2003	Mock	Geraldine			Comment included in Open House Summary
20	9/24/03 Open House	9/24/2003					Comment included in Open House Summary
21	9/24/03 Open House	9/24/2003	Mathews	Glinda			Comment included in Open House Summary
22	9/24/03 Open House	9/24/2003	Leaden	Robin			Comment included in Open House Summary
23	9/24/03 Open House	9/24/2003					Comment included in Open House Summary
24	9/24/03 Open House	9/24/2003	Bostrom	Betty			Comment included in Open House Summary
25	9/24/03 Open House	9/24/2003	Elster	Clark		CCFS	Comment included in Open House Summary
26	9/24/03 Open House	9/24/2003					Comment included in Open House Summary
27	9/24/03 Open House	9/24/2003	Hardy	Rene J.		Richmond Highlands	Comment included in Open House Summary
28	9/24/03 Open House	9/24/2003	Walker	Bonnie		Thornton Creek Watershed Oversight Council	Comment included in Open House Summary
29	9/25/03 Open House	9/25/2003	Klinker	Cheryl			Comment included in Open House Summary
30	9/25/03 Open House	9/25/2003	Doering	Greg		Holiday Resort Community Association	Comment included in Open House Summary
31	9/25/03 Open House	9/25/2003	Newmar Henson	Bridgid Persephone			Comment included in Open House Summary
32	9/25/03 Open House	9/25/2003	Murray	Pat			Comment included in Open House Summary

#	Submittal Mechanism	Date	Last Name	First Name	Title	Organizaton	Topic of Comment
33	9/25/03 Open House	9/25/2003	Scheir	Eric			Comment included in Open House Summary
34	9/25/03 Open House	9/25/2003					Comment included in Open House Summary
35	9/25/03 Open House	9/25/2003	Brooks	Steve			Comment included in Open House Summary
36	9/25/03 Open House	9/25/2003					Comment included in Open House Summary
37	9/25/03 Open House	9/25/2003	Rush	Aimee			Comment included in Open House Summary
38	9/25/03 Open House	9/25/2003					Comment included in Open House Summary
39	9/25/03 Open House	9/25/2003					Comment included in Open House Summary
40	9/25/03 Open House	9/25/2003	Wagner	Todd			Comment included in Open House Summary
41	9/25/03 Open House	9/25/2003					Comment included in Open House Summary
42	9/25/03 Open House	9/25/2003					Comment included in Open House Summary
43	e-mail	9/26/2003	Barrett	Tiia-Mai			Aurora / transportation
44	wrkgrp comment form	10/2/2003	Klinker	Cheryl			surface water / environment
45	letter	10/3/2003				Thornton Creek Watershed Oversight Council	surface water / environment
46	e-mail	16-Oct	Tencate	Miriam	Principal	Highland Terrace Elementary	flooding playground
47	e-mail	10/16/2003	Way	Janet	President	Thornton Creek Legal Defense Fund and Paramount Park Neighborhood Group	public input
48	9/25/03 Open House	9/25/2003	Chang	Don		Shoreline Community College	Comment included in Open House Summary
49	e-mail	10/17/2003	Nelson	Christine			SCC/Innis Arden/ transportation
50	Planning Commission Comment Form (Surface Water and Env Workgroup Mtg Oct 2)	10/16/2003	Biery	Boni			environmental
51	e-mail	10/20/2003	Way	Janet	President	Thornton Creek Legal Defense Fund and Paramount Park Neighborhood Group	Thornton Creek
52	letter	10/31/2003	Barta	Robert	Representative	Highland Terrace Neighborhood Association	pedestrian and traffic safety, and road repair
53	Phone	11/20/2003	Gruzanski	G.M.	Resident		transit service

#	Submittal Mechanism	Date	Last Name	First Name	Title	Organizaton	Topic of Comment
54	e-mail	11/22/2003	Wilson	Tina	Resident		surface water
55	e-mail	12/5/2003	Crawford	Patty	Resident	Twin Ponds Fish Friends and Parkwood Neighborhood	public input
56	e-mail	12/5/2003	Loch	Corbitt	Resident		sidewalks; land use
57	e-mail	1/8/2004	Botham	Virginia	Resident		environmental
58	letter	1/9/2004	Brown	Bettelinn Krizek	Resident		environmental
59	e-mail	2/20/2004	Miller	N	Resident		public access
60	e-mail	2/21/2004	Crawford	Patty	Resident	Twin Ponds Fish Friends	environmental
61	e-mail	3/15/2004	Bruner-Buxton	Barbara	Resident		reducing speed and increasing shoulders on Ashworth Ave.
62	e-mail	3/17/2004	Helme	Steve	Resident		reducing speed on Ashworth
63	e-mail	22-Mar-04	Kerrigan	Sue	Resident		reducing speed on Ashworth
64	letter	3-Mar-04	Brown	Bettelinn Krizek	Resident		environmental

ATTACHMENT A-2

PUBLIC COMMENT SUMMARY FROM FALL 2003 OPEN HOUSES

**City of Shoreline Master Plans and Comprehensive Plan Update
Open House Events and Public Comment Summary
September 2003**

The City of Shoreline is embarking on an update of its comprehensive plan and development of surface water, parks/recreation/open space, and transportation master plans. To begin these efforts, two public meetings were held on September 24th and 25th to introduce the project to the public, and ask for public input on elements of the comprehensive plan to be updated, and existing transportation, parks, recreation and open space, shoreline, and stormwater conditions to be addressed in the master plans.

PURPOSE

Hosting two public meetings ensured Shoreline citizens had a choice of venues to provide input to the project. The same information was available at each meeting. The public meeting objectives were to:

- Introduce the comprehensive plan update and master plans to be addressed
- Describe and confirm existing conditions
- Solicit input on issues to be addressed relating to comprehensive plan, surface water, transportation, shorelines, and parks/recreation/open space.

NOTIFICATION

Residents of Shoreline were notified of the public meetings in several ways, including: *Shoreline Enterprise* City Source Column on September 12th and 19th; mailed postcard to City residents; press release issued to *Shoreline Enterprise* and neighborhood publications; City website; government access channel; and a September 10th presentation to Council of Neighborhoods. In addition, announcements of the public meetings were made at City Council and Planning Commission meetings.

PARTICIPATION

Approximately 60 people attended the September 24th public meeting, which ran from 6:30 to 8:30 p.m. This meeting was held at the Shoreline Conference Center to draw residents primarily from east Shoreline. A second open house was held at the Richmond Highlands Recreation Center the next evening to draw residents primarily from west Shoreline. Approximately 40 people attended the September 25th event, which ran from 7:30 p.m. to 9:00 p.m.

MEETING FORMAT

The public meetings had stations for each project topic: comprehensive plan, transportation, surface water, shorelines/critical areas, and parks/recreation/open space. Information was presented on boards, including maps, statistics, existing conditions, and existing and proposed goals.



PUBLIC COMMENT

Methods to Capture Comment

The public provided input at the public meetings several ways, including

- *Comment forms*, which targeted specific questions focusing on: 1) what issues should be addressed in the comprehensive plan update, and 2) what transportation, surface water, and parks/recreation/open space issues need to be addressed in the master plan.
- *Conversing with project team* members at each staffed station. Flipcharts were available for team members or the public to write their questions or comments.
- *Interaction with displays*; the public was asked to highlight additional areas of concern on display boards (e.g., using markers, post-it notes).

Comments Received By Project

Just over 40 comment forms and 8 typed pages of station flipchart notes were submitted at the open house events. Additional comments were received at the parks/recreation/open house station, including a matrix and post it notes speaking to usage and improvements. The comments received at both open house events were sorted by category and summarized below.

Comments by Topic Area

Comprehensive Plan and Land Use

Aurora Corridor:

- Assist local businesses disrupted along Aurora.
- Sacrifice planting space to retain merchants.
- Remove unkempt or non-remodeled businesses on Aurora, and replace with new viable businesses or greenery. The streetscape is not clean in front of many businesses.
- Provide an access street to businesses.
- Do not put an island down the middle of Aurora. A better plan is needed that does not harm or relocate business.
- Do not implement the Aurora Plan.
- City projects, like Aurora, are losing jobs for Shoreline.
- A clean Aurora will lead to more jobs.
- Scale back Aurora Avenue Project from \$30 million to \$7 million per mile.
- Finish all three miles of Aurora despite the City's lawyer stating that there is no project for the second and third miles of Aurora Avenue.
- Improve Aurora as an attractive, tree-lined, pedestrian friendly route with the support of businesses that serve the community.
- Provide a coffee shop on Aurora, which is large enough for neighborhood gatherings.

Accessibility:

- Improve access to Innis Arden Reserve, which contains a piece of public property that is very difficult to access.



- Create a position for City of Shoreline that addresses disabilities. Many deaf and deaf-blind people live in the City.

Quality of Life:

- Enhance quality of living for Shoreline residents, and control over-development by creating a walkable, attractive, friendly, safe, and visually pleasing environment.
- Make public health and safety paramount.
- Address noise pollution.
- Provide public art and plantings to perk up concrete and pavements.
- Consider architectural aesthetics.

Housing:

- Plan for medium density housing, such as condos.
- Increase affordable housing and assistance in Shoreline to increase access for low-income and homeless populations.
- Do not allow backyards to be sold to builders, who throw up huge, poorly made homes.
- Do not integrate housing types.
- Connect larger plots of land to support cluster housing and create a greenbelt community.
- Provide cottage housing in the Highlands.
- Provide regulation and education to support maintenance of rental housing.
- Increase home ownership and owned housing for low and moderate-income people.
- Do not prevent low-income senior housing from being built, such as at St. Dunsten's Church due to prohibitive EPA wetland regulations.
- Do not allow huge houses on postage-stamp sized lots.
- Do not allow unattractive apartments like in Lake City.
- Will the school bus barn at 165th and 15th be converted to housing?

Safety Concerns:

- Do not allow 6-foot and 8-foot fences in front yards? Criminals can hide by them. They also take away from the neighborhood appearance.
- Provide for school traffic safety.

Land Use:

- Mix residential, businesses, shopping areas, and parks to make walkable communities.
- Create a positive business core (not nude bars).
- Add centralized mid-high buildings to provide a "downtown feel" and increase commercial and residential density.
- Eliminate policies and tiny lot size requirements that create neighborhoods with no continuity.
- Create flexible front yard setbacks for carports in relationship to side yards (i.e. 18th Ave and 171st Street).
- Reduce population density.

- Increase density by changing parts of Shoreline, such as Innis Arden and Highlands, from R-4 to R-6 or greater.
- Provide an explanation for why the parcel of land between 188th and 192nd just east of Midvale is zoned R-8, but appears as mixed use on comprehensive plan.
- Write codes that prohibit cell towers from 500 feet near schools or neighborhoods.
- Do not allow variances for cell towers. Obey Shoreline's codes and laws that only allow cell towers in commercially zoned private property.

Business:

- Make room for clean industry to increase available jobs.
- Curtail regulations on small businesses.
- Provide map of 'buildable' properties to see where development is expected, including type of development.
- Do not bulldoze the property when upgrading businesses.
- Attract commercial businesses that appeal to kids/teens, such as music stores. There is not a good place for kids to go (preferably not a mall).

Other:

- Better utilize land at 165th NE and 8th NE behind homes. There are kids selling drugs in this area and teenage girls are afraid to walk there. Suggest converting it to an off-leash dog run with volunteer maintenance.
- Do not implement plan for 15th NE.
- Do not ignore the existing Framework Goals. How will this process improve the City's track record with areas such as Thornton Creek, the Aurora Corridor, and traffic associated with Shoreline Community College.
- Provide a place and infrastructure for the disabled since Fircrest is closing.

Parks, Recreation, and Open Space

Hamlin Park:

- Add new growth, including trees and native planting.
- Add swings to play areas.
- Provide pedestrian access to 150th.
- Provide marked trails with map boards.
- Designate park areas with planted medians in select areas, such as 15th. This would add to the park feel and lower speeds more along 15th.
- Do not add sports fields on the perimeter. It is very beautiful as is.

James Keough Park:

- Convert it to a park and ride lot.
- Provide noise buffering, additional trees, and soccer and baseball fields.
- Add shade near fields and playgrounds

Ronald Bog Park:

- Create an art walk at north end of park.



- Hold concerts at park in evening and daytime.
- Provide more trails and other amenities.
- Provide a similar environment to Snake Lake in Tacoma. It is a lake in a natural, native plant habitat.
- Remove the hybrid geese.
- Add a dog park. Too many people let their dogs go off leash in parks, which is hard on the vegetation and dangerous to small children, small dogs and wild life.
- Implement the plan to stock the water at Ronald Bog with fish.

Northcrest Park:

- Maintain this terrific park.
- Provide more greenbelts in the City similar to Northcrest Park. Apply this concept on a smaller scale to make more integrated community of neighbors.

Ridgecrest Park:

- Provide a vegetated freeway buffer.

Innis Arden Reserve:

- Provide trails, hiking, parking, signage, and increased access.
- Provide beach access from 14th NW near 175th -57th. Suggest other ways to access the reserve.

Boeing Creek:

- Enforce the leash law. Too many users release their dog deep into the park; scaring off wildlife, children, and other dogs.
- Keep the wooded parks, which are wonderful.
- Add a dog park.

Richmond Beach Park:

- Install showers to wash off sand and saltwater.
- Provide a volunteer-driven cleanup program of Richmond Beach in concert with an increase in City maintenance of the beachfront. There is a significant amount of debris that washes up on shore and an equally significant amount that is left by users of Richmond Beach.
- Use the south end as a dog beach. Provide volunteers for a dog park.

Paramount Park Natural Area:

- Remove lower trail section in Paramount Park Natural Area.
- Change name of park "open space" to "natural area."
- Reinforce the trail system, designed to be an in and out trail, not a loop, maximizes the habitat potential. The purposes of the restoration were to provide wildlife habitat, storm water storage and slow release, and passive recreation. The loop encourages joggers and is detrimental to the habitat value. Dogs should also be prohibited in the area for the same reasons.
- Improve accessibility to park so there is not a "secluded" feel.

- Keep the skateboard park, which is wonderful.
- Enjoy seeing the park so well used.
- Provide trees and swings in play area.

Twin Ponds:

- Provide more seating at soccer field.
- Maintain major horticultural plantings at this park.
- Provide trails and other amenities.
- Do not add more trails, which are adequate now.
- Provide sidewalks, concrete walkway or paths as needed throughout park.
- Use crushed rock or gravel for all walkways and paths.

Echo Lake:

- Enhance potential of this park, which is uninviting presently.
- Provide more amenities, such as a fishing dock, playground equipment, benches/tables, a picnic shelter, and barbeques.
- Work with residents to improve park atmosphere.
- Clean up goose by-products.

Level of Service – General:

- Maintain walking paths and sidewalks, which get heavy use.
- Maintain parks that appear tired and neglected.
- Place trash dispensers for dog owners, including a sign at park entrance with an explanation about picking up after your dog.
- Provide additional hiking paths, walking trails, and swings.
- Provide picnic tables and barbeques at all parks.
- Create soft surface walking trails with elevation gain and loss.
- Create more shade around playfields to provide shelter from sun.
- Provide more lighted soccer fields.
- Keep parks maintained naturally rather than with a manicured appearance.
- Make all parks more inviting and attractive.
- Maintain sport fields for the youth with safety as a top priority.
- Ensure adequate parking.
- Add nets on basketball hoops.

Other:

- Investigate loss of frogs in the small pond at foot of playfield, south of 175th and Meridian, after insect spray.
- Provide more trees along streets, such as Meridian.
- Provide smaller “pocket” parks, so neighborhoods have green space within walking distance from their homes.
- Add major horticultural planting somewhere in Shoreline.
- Ensure communication between critical areas and parks planning because the two are linked.

- Enlist neighborhood volunteers to help keep the parks clean.
- Convert Highlands to a public park.
- Excitement about the Interurban Trail.
- Keep Fircrest open because the public wants to find ways to utilize the facilities.
- Purchase land for sale to create more green space for the community.
- Appreciative of Cromwell, Hillwood and Richmond Beach Parks.
- Consider botanical gardens for open space.
- Enjoy the concerts in the park.
- Consider converting unused areas of parks in each part of the City to off-leash dog areas.
- Investigate a dog park donated by Little's Family.
- Add more skate parks.
- Provide access to Shorecrest High School's track.
- Plant trees around sport fields and playgrounds to provide shade from sun.
- Add neighborhood recreation meeting areas.
- Provide homeless populations with drug treatment and shelters so they do not frequent the parks/greenbelts.
- Provide another park in the area east of I-5 in Shoreline.

For each of the following services/activities that are provided in the community, participants indicated if they thought the service ranked most important, very important, somewhat important, least important/nice to have, or not sure by marking the corresponding column. Responses were tallied and are listed below.

SERVICE/ ACTIVITY	IMPORTANCE					
	Most Important	Very Important	Important	Somewhat Important	Least Important / Nice to Have	Not Sure
Preschool (5 and under)						
Indoor Playground	2	4	2	1	1	
Creative Dance	1	2	2		1	
Hands-on Art	2	4			1	
Lil' Kickers Soccer	2	1			1	
Youth (6 to 12 years)						
Youth Dance (ballet/jazz)	1		2		1	
Youth Art (cartooning, drawing)	1	3			1	
Gymnastics		1	4	1		
Martial Arts (Karate)	1		1	1		
Sports Camps/Leagues	6			1		
Swim Lessons	9	2	3			

SERVICE/ ACTIVITY	IMPORTANCE					
	Most Important	Very Important	Important	Somewhat Important	Least Important / Nice to Have	Not Sure
Teen (12 to 19 years)						
After-School Drop-in (Rec. & Annex)	9	1				
Late Night Program	2	4	1			
Hip Hop/Jazz Dance	1	4	3			
Teen Trips	2	3	1		1	
Adult (20+)						
Fitness Classes (yoga, aerobics, pilates, weight training, jazzercise)	4	5	2	1	1	
Adult Dance (Jazz, Swing, etc.)	2	2	2	1	1	
Cooking Classes	1	3	1	2	1	
League and Drop-in Sports	3	3	2			
Dog Obedience	2	3	3	1		
Seniors (55+)						
Senior Classes	2	7	1	2		
Nutrition Program	1	5	2		1	
Meals on Wheels	6	4	1		1	
Art Classes	1	5	1		1	
Trips & Tours	1	5	2		1	
Specialized Recreation (all ages)						
Respite Program (Choices)	1	2			1	
Trips and Tours		3			1	
Sports (Special Olympics)	2	4			1	
Family Programs/Community Events						
Celebrate Shoreline	8	2	2			
Swingin' Summer Eve	4	1	1			
Outdoor Concerts	8	3	2			
Hamlin Haunt	1	2	1			



SERVICE/ ACTIVITY	IMPORTANCE					
	Most Important	Very Important	Important	Somewhat Important	Least Important / Nice to Have	Not Sure
Facility Use						
Gym drop-in use	9	2	3			
Weight Room drop-in	6	2		1		
Nature & Environmental Programs	1					
Passive Recreation		1				
Wildlife Habitat		1				

Transportation

Traffic Calming/Cut-Through Traffic:

- Reduce speed on neighborhood streets, using traffic circles, roundabouts, and speed bumps. This is especially important on side streets and intersections of streets parallel to major arterials (i.e., 15th Avenue NE, Aurora Avenue, Dayton Avenue, and 22nd Avenue NE by 145th).
- Reduce and enforce speed limits on neighborhood and arterial streets, for safety reasons as well as to let people out of side streets and cul de sacs onto arterial streets. Specific streets mentioned where this is a concern were Dayton Avenue, Aurora Avenue, N 150th St, 15th Avenue between 163rd and 155th and 65th and 3rd between 155th and 162nd. Speed limit signs also need to be more visible and speed limits should be set based on topography.
- Add speed enforcement on Dayton Avenue to levels in Neighborhood Traffic Safety Program designated areas where police officers receive overtime pay.
- Plant medians at 15th and Hamlin Park to lower speeds and make the park more attractive.
- Train through traffic to stay on arterials.
- Make 167th between Meridian and Aurora Avenue unattractive as a route to the casino.
- Conduct traffic counts on 5th Avenue NE and 10th Avenue NE in Ridgecrest/North City to establish current use in order to effectively measure the impact to streets west and east of North City.
- Fund adequately the City's traffic calming, pedestrian, and transit goals, which are good.

Safety:

- Add streetlights to reduce accidents and increase visibility at many locations throughout the City, including Aurora Avenue, and on 160th from Aurora to Dayton Avenue. A long-term program to add streetlights throughout the City should be



created. Streetlights should be added along streets with sidewalks in order to increase safety at night.

- Remove new curbing and slope at 165th Avenue and Aurora Avenue eastbound that is dangerous and results in poor visibility.
- Remove traffic configurations that cause frequent accidents, such as at the left turn signals on NE 14th and 20th NE on 145th St.
- Create an arterial traffic safety program.

Operations:

- Add a traffic signal and crosswalk on 160th and Linden Avenue (next to Sears).
- Increase left turn pocket at 175th by Top Foods to Aurora Avenue.
- Add stoplights at intersections with NE 170th and NE 15th.
- Remove traffic lights on 15th Avenue from 17th to 205th that hinder traffic flow.
- Place traffic lights triggered by cars at an intersection at 160th, Greenwood, and Innis Arden Way.
- Post more signs directing drivers to I-5, such as at 15th and 175th, and 15th and 155th.
- Move transition from 2 lanes to 1 lane on 185th Avenue due to the large amount of traffic congestion in that location. 18th Avenue should remain 2 lanes until it reaches Ashworth or Meridian.
- Add mail drop boxes and turnouts all along 15th Avenue. Too many cars making the turn from eastbound 175th to southbound 15th Avenue make sudden, often not indicated turns into post office.
- Accommodate better cross-town traffic (east to west).
- Mitigate traffic on Meridian Avenue, which is already difficult, and trucks trying to access the transfer site will make it worse.
- Improve intersection at Aurora Avenue and 205th, which does not work well in peak travel times.
- The 175th interchange at I-5 works well today.
- Ask King County to conduct a traffic study and make proper upgrades to 165th and Meridian.
- Address access issues around the Shoreline Community College.
- It is very easy to get around the City to go shopping.
- Review the Westminster/155th area.

Aurora Corridor Project:

- Consider smaller improvements to Aurora Avenue, such as those proposed by the Shoreline Merchants Association.
- Encourage local companies to open on Aurora Avenue, rather than national chains.
- Create an area on Aurora Avenue where local ethnic restaurants can provide food, community service organizations can raise funds, and people can sit and enjoy music.
- Implement more consistent traffic control between 163rd and 155th.
- Widen Aurora Avenue, limit access, and add more buses to the route.
- Implement the Aurora Plan, as proposed by the City.
- Do not favor the plan for Aurora Avenue.
- Where will funding for future phases of the Aurora plan come from?

- Do not implement the plan to add an island down the middle of Aurora, as it will hurt businesses.
- Improve traffic flow on Aurora Avenue so that trips stay off of neighborhood streets.
- Scale back the plan for Aurora Avenue so that less right-of-way is required, the cost is reduced, and businesses are saved.
- Address gridlock on Aurora Avenue.
- Replace empty buildings and add plantings to Aurora Avenue; major arterials should still be attractive.
- Add trees on Aurora Avenue.

Street Classifications:

- Make 8th Avenue NW from Richmond Beach Road to 205th a collector arterial.
- Revisit the designations of streets as arterial, feeder arterial, and residential. Many residential streets have signage, lane markings, and speed of arterials. There are also discrepancies in what traffic calming measures can be applied to collector arterials versus minor arterials (i.e., speed bumps on Spring Dale, but not Dayton).
- Put the amenities in place to accept changes to street classification. Neighborhood collector streets should have sidewalks in place, shoulders for bicyclists, and adequate safe crossings for non-vehicular traffic.
- Do not make 165th a collector arterial, as it is currently classified. This is a residential street and should be kept that way.
- Do not make 167th between Ashworth and Wallingford a collector arterial due to its steepness.
- Keep 15th Avenue NE at its current 4 lanes. It is the only north-south arterial besides Aurora Avenue and more congestion will be added to neighborhood streets if the capacity of 15th is reduced.
- Extend the narrowing of 15th Avenue NE to three lanes north to 124th and sidewalks widened to serve the condominiums on the east side of the street.

Pedestrians:

- Build more sidewalks in Shoreline – in all neighborhoods; on Ashworth Avenue North; on Fremont Avenue North; on 15th along Hamlin; on Perkins Way NE from NE 15th west for 5 to 20 blocks; in the vicinity of schools; on Aurora Avenue between 163rd and 155th; between 65th and 3rd, east of 15th NE; and north of 185th.
- Widen sidewalks on 155th Avenue.
- Do not install sidewalks on side streets.
- Remove the roving eyes lights and replace by pedestrian triggered red crossing lights.
- Add white crosswalk lines at 150th and Aurora Avenue, 10th NE and NE 162nd, and NE 155th and 9th NE for safe crossing at Paramount Park.
- Add pedestrian crossing lights at NE 170th and 15th NE.
- Remove crosswalk at 170th and Aurora Avenue, as it is too dangerous to have high school students crossing the street, especially in the winter.
- Add embedded crosswalks in Shoreline, such as those at 17th and Wallingford.
- Make Aurora an attractive, tree-lined, and pedestrian friendly route with businesses supported that serve the community.

- Make streets walkable, i.e., 2 lanes with bicycle paths.
- Extend the time of walk signals and add adequate sidewalks, especially around schools, to improve pedestrian safety.
- Add a pass through on local streets with dead ends to other local streets so pedestrians do not have to walk on adjacent arterials.
- Remove the flowerbeds on the northeast corner of 154th and Meridian in order to decrease the danger for children walking to school and others.
- Maintain the crosswalks at 160th and 172nd, which are overgrown and cause unsafe conditions for pedestrians. The shrubs should be trimmed and crosswalks added with traffic stopping for pedestrians.
- Remove wheelchair logos from all curbs.
- Increase accessibility for disabled persons in Shoreline, such as better views of traffic signals.
- Increase pedestrian safety on 155th and 8th NE next to the skateboard park as skateboarders dart out between parked cars.

Bicycles:

- Build more bicycle facilities, including bicycle lanes, in the City of Shoreline.
- Improve visibility of bicyclists in traffic lanes.
- Remove parked cars at 155th and 8th NE next to the skateboard park, which take up bicycle lanes.
- Encourage non-motorized transportation, such as walking and biking.
- Change 185th and 155th to 3 lanes with bicycle lanes, which is a great improvement and should go forward on 15th NE.
- Add more bicycle trails (or at least a continuous sidewalk system) so that walking or riding to the local parks is not in the street.
- What happened to the connective bicycle path from Aurora Avenue to 15th NE along North 155th?
- How will the Interurban trail cross Aurora?

Parking:

- Add more street parking.
- Do not remove street parking so that streets can be widened. Often times, parking is eliminated for homes that do not have driveways.

Transit:

- Add more buses, including express routes, in Shoreline. Increase the frequency of transit will encourage more riders during work hours.
- Build more bus shelters in Shoreline.
- Add buses on route 41 from Northgate to downtown.
- Add a bus route on 155th to Shoreline Community College.
- Increase bus service from Jackson Park to Bellevue. It is limited to three times in the morning and evening and is slowed down by insufficient carpool lanes in the University District.
- Reinstate Route 377 on 15th Avenue NE, as it was the only bus to go downtown.

- Transit service on Aurora Avenue works well as do the park and ride facilities.
- Expand Bus service in Shoreline, especially to reduce the environmental effects of traffic congestion.
- Encourage public transportation, carpooling, and use of alternative fuels.
- Actively work to bring the monorail to Shoreline.
- Campaign against light rail and work to expand bus service.
- The citizens of Shoreline are paying money to Sound Transit and should receive increased transit service in return.
- Why is 150th a bus route?
- How will Sounder trains serve Shoreline?
- What if Shoreline had its own bus service?

Freight:

- Explore a way to reduce the number of trucks on the highways due to pollution and safety issues.

Surface Water and Critical Areas

Thornton Creek:

- Stop further development of Thornton Creek.
- Day-light the Thornton Creek drainage.
- Protect Thornton Creek. The *Thornton Creek Basin Characterization Report* does not indicate the full extent of wetlands existing from NE 155th south along the edge of I-5. The report misidentifies the watercourse draining into the north end of Twin Ponds as a natural watercourse and does not identify the natural watercourse that extends from behind the church at NE 155th south along the base of I-5 to Peverton Pond, which is described as an artificial watercourse.
- Remove the concrete bed in Thornton Creek along I-5.

Stream Protection:

- Compromise on buffers, if the resource is adequately protected.
- Day-light streams.
- Add more than minimal buffers. Buffers should be sufficient to prevent damage to the resource.
- Do not use streams as ditches.

Tree Protection:

- Protect trees.
- Advocate for tree retention by providing education and technical assistance to the public.
- Consider using trees for stabilization on steep slopes.
- Add more trees.
- It takes 100 years to grow one tree. They clean the air.
- Protect healthy trees by preventing cuts.
- Retain tree to help with surface water problems. Trees take up a lot of water!

Educational Programs:

- Adopt and enforce a regulation to prevent motor oil and paint from entering storm drains. This starts with education.
- Promote natural yard care.
- Restrict chemical and fertilizer use on lawns, and commercial yard spraying in residential neighborhoods.
- Implement an aggressive public education program to promote environmentally sound lawn and garden care. Work with the neighborhood groups in putting together informational sessions at their regular meetings.

Critical Area Protection:

- Enforce the City's critical area ordinances.
- Do not place picnic tables in critical areas, such as Twin Ponds.
- Increase native plant populations in wetlands to reduce erosion and water temperatures, and to increase habitat values.
- Keep the native habitat that is close to streams.
- Renew the storm drainage signs.
- Complete an environmental assessment of Shoreline – and protect its resources. The City is attacking the environment (i.e. Aegis, Thornton Creek, and stalled inventory of environmental resources).
- Remove off leash areas to protect the natural environment.
- Maintain 100-foot setbacks in critical areas.
- Improve water quality at Echo Lake, which has a high phosphorous content. Residents along the lake are very concerned about the water quality. They notice oil sheens after rain.
- Monitor closely the new development at the south end of Echo Lake to avoid environmental impacts.

Flooding Concerns:

- Address flooding that occurs along NE 11th and NE 175th.
- Proceed with original plan to open up the creek, as Ronald Bog endures flooding.
- Address flooding that occurs in the 1700 block, specifically NE 177th. There is a lake on the south side of street, and a runoff stream on the north side.
- Address flooding that occurs at NE 11th and NE 175th. Pump excess water because the dip on 10th fills up rapidly with heavy rain and floods the surrounding area. Present construction plans do not provide an adequate outlet for pond water.

Drainage Concerns:

- Implement a storm drainage project for 15th, between 10th NE and 12th NE. Only include sidewalks, if trees remain and no front yards are reduced along 175th.
- Implement a basin plan for Hamlin Creek in coordination with Seattle. High flows result in flooding and erosion, and prevent re-naturalization of the creek in a ditch along 20th.
- Remove invasive plant species in favor of native plants to slow flows.

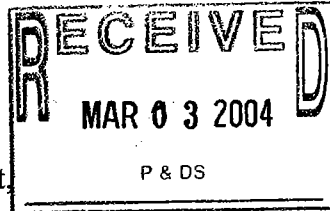
- Add complexity and storage.
- Do more detention on Hamlin Creek in Fircrest.
- Take Hamlin Creek out of the pipe.
- Address sidewalks in front of new in-fill that disrupts, diverts, and creates water flow problems (see 163rd and Linden). One, lot-long gutter, does not make an improvement.
- Address problem with water in crawl spaces on the west side of Corliss between 185th and 190th.
- Address drainage concern along Meridian Avenue at Ronald Bog.
- Address land sinking at Corliss between 175th and 178th.
- Address drainage problems associated with large, grass play areas. They can stay boggy for long periods.
- Address drainage concern at Ronald Bog Park.
- Bring to landowner's attention trees that pose a hazard to drainage pipes.
- Address water problem that occurs at 32nd Avenue NE between 145th and 149th Avenue NE. The duplexes and apartments being built on 32nd are contributors.
- Increase water filtration of streams that feed Twin Ponds to decrease pollution. The green belts surrounding unearthed streams slow water down and provide a better filtration system.

Runoff Concerns:

- Address runoff from Linden to 184th. The area southeast of the fire station floods in heavy rain.
- Address sediment and oil runoff from the Shoreline Park and Ride that feeds directly into Echo Lake causing pollution. Work trucks hose down at the park and ride and the water goes directly into the drain.

ATTACHMENT A-3

PUBLIC COMMENT CORRESPONDENCE RECEIVED TO DATE



15517 27 Ave NE
Shoreline, WA 98155
March 3, 2004

Shoreline Planning Department

This letter addresses shared concern about a quote in the Shoreline City's web site February 21, 2004 about the Comprehensive Plan changes. The quote is from the Director of Shoreline Planning and Development Services, Tim Stewart. "We will be looking at ways to protect or enhance environmental resources as part of these comprehensive plans,"

The use of the language to protect or to enhance in this statement may very likely make the difference in how our city measures up to the objectives stated in the Washington State Growth Management Act. May this letter be another reminder that it is crucial to allow for thoughtful review by the public. Who you listen to will influence and possibly determine how our city manages itself in the future. I'd like to think that this wording was simply an oversight. Then I could set this matter aside and get on with the many duties of my day but I must say that I share Patty Crawford's fear that the use of the word "or" in this statement could cause problems.

The words protect and enhance mean very different things. You can not have it both ways. Either we protect or we don't. To enhance means we don't.

There are no basic contradictions between the Growth Management Act and the natural environment. The Comprehensive Plan is adopted under the Growth Management Act and is designed to save the habitat.

When dealing with human resources the motto, *do no harm*, is imperative. When dealing with environmental resources it is mandatory. The instructions within the Growth Management Act serve to guide cities to save the habitat not to weaken it. To *do no harm* has application when planning for the use of the land. From my perspective it is a wise principle from which we can take our guidance.

From that protective principle it follows that the plans for environmental resources must serve to save the habitat. The courts have successfully upheld the laws that enforce the protection of buffer zones around sensitive areas.

To enhance means to advance, augment, or elevate; to make or become greater, as in value or desirability.

Patty Crawford's observation here is what I too fear. Perhaps the reason is as she expected. Does it open the door to developers who then will be allowed to "enhance" a sensitive area as a mitigation for hurting the environment. As she says, mitigation rarely works. . . Let's get our priorities straight. Who are you going to listen to when it comes to harmful actions toward environmental resources? Who is to be the judge of whether they are harmful or not? Is it advantageous for the planners to listen to the thoughtful review by the public? Those on the planning commission need to be sure the Council members all understand that changes in the code must not violate the preservation of the natural habitat. The original intention of the Growth Management Act serves as our guiding document. Let's not tamper with it.

Bettelinn Krizek Brown

A handwritten signature in cursive script that reads "Bettelinn Krizek Brown".

Forwarded 3/23/04

Jeff Ding

From: master plan
Sent: Tuesday, March 23, 2004 8:21 AM
To: Jeff Ding
Subject: FW: NTSP for Ashworth Avenue N. between 175th and 185th

-----Original Message-----

From: Sue Kerrigan [mailto:kerrigan18019@yahoo.com]
Sent: Monday, March 22, 2004 9:14 PM
To: master plan
Subject: NTSP for Ashworth Avenue N. between 175th and 185th

We are very supportive of the effort to slow down the traffic between 175th and 185th Sts. We live at 18019 Ashworth Avenue North. We have four children and worry about them walking and riding bikes in the neighborhood because of the high traffic speeds through our neighborhood. Our next door neighbor witnessed the death of a motorcycle driver at the end of our easement on Ashworth Avenue North. She was a young teen at the time. The cab company on 185th uses our neighborhood to cut through these streets to save time. I walk home from the bus from 175th on Ashworth Av. N. most nights and to the bus in the morning at 175th from Ashworth Av. N, and it's amazing how fast people drive through our neighborhood. It is seldom that you notice a police vehicle anywhere in this area. People have figured that out and take advantage of this.

We believe that if a stop sign were placed on Ashworth at 180th St. that this would go a long way to slowing traffic down on Ashworth since it wouldn't be a flat out, non-stop run between 175 and 185th. We believe that any move like this would encourage more traffic to stay on Meridian and Aurora where the streets are signaled.

Another substantial problem on Ashworth is at 185th which we believe should have a stop signal rather than a flashing light. We go to the Covenant Church at 185 and Ashworth, and it's like taking your life in your hands many times trying to get across 185th St. We encourage this action to reduce the possibility of accidents at this location - we have seen a number of them over the years.

Please let us know if there is anything we can do to help in this effort to slow traffic down on Ashworth - we're convinced it will save lives in the future.

Do you Yahoo!?

Yahoo! Finance Tax Center - File online. File on time.

Forwarded 3/18/04

Jeff Ding

From: master plan
Sent: Thursday, March 18, 2004 8:17 AM
To: Jeff Ding
Subject: FW: Transportation Master Plan

-----Original Message-----

From: Steve Helme [mailto:Shelme@seattle.telecomsys.com]
Sent: Wednesday, March 17, 2004 12:53 PM
To: master plan
Subject: Transportation Master Plan

Dear Sirs:

The section of Ashworth between 175th and 185th, now having limited access due to the turn restriction median on 175th, is clearly a residential neighborhood. I would like the traffic reduced to 25 miles per hour as is the norm for other Shoreline residential neighborhoods.

Steve Helme
shelme@comcast.net
206.533.1992
18316 Ashworth Ave N

Forwarded 3/16/04

Jeff Ding

From: master plan
Sent: Tuesday, March 16, 2004 8:19 AM
To: Jeff Ding
Subject: FW: Ashworth Ave N

-----Original Message-----

From: Samuel Clark Buxton [mailto:sbuxton@uwashington.edu]
Sent: Monday, March 15, 2004 7:52 PM
To: master plan
Subject: Ashworth Ave N

Ashworth is a residential street with a speed limit of 30 mi/hr. Additionally, sections of Ashworth have limited shoulders for pedestrians to walk. The shoulders are narrow and slope into drainage ditches. Reducing the speed limit to 25 mi/hr and increasing the shoulders would improve safety and quality of life for both walkers and bicycle riders. Please consider these improvements for the Comprehensive Plan.

Sincerely, Barbara Brunner Buxton

Forwarded 2/23/04

Jeff Ding

From: master plan
Sent: Monday, February 23, 2004 8:23 AM
To: Jeff Ding
Subject: FW: Comprehensive Plan Changes

-----Original Message-----

From: Patty Crawford [mailto:loveyourplants@qwest.net]
Sent: Saturday, February 21, 2004 5:51 PM
To: master plan
Cc: Janet Way
Subject: Comprehensive Plan Changes

Dear Planning Commission :

As I read the description on the web about the Comprehensive Plan changes I noticed a quote that alarmed me.

"We will be looking at ways to protect or enhance environmental resources as part of these comprehensive plans," explains Shoreline Planning and Development Services Director Tim Stewart.

Shouldn't "or" be and.

I am afraid Mr. Stewart said "or" for a reason.

Developers will be allowed to "enhance" a sensitive area as a mitigation for hurting the environment. Mitigation rarely works for the environment as planned and never makes up for adding the permanent and chronic impacts of a building where there was none.

While we preserve our city's natural features, development can still occur along side the protective buffers rather than along side a stream. This is the scenario the Comprehensive Plan and our code spells out, quite clearly.

Why is our Planning Department selling out our city? The Comprehensive Plan is very clear as to our desire as citizens to have our environs in our city enhanced, only while being preserved and protected.

If these protections are being messed with or changed during this updating of the Comprehensive Plan, the citizens need to know now. Show us the changes so we have proper time to counter the desires of our reckless Planning Department.

The citizens will hire expert witnesses to counter any degradation in our environmental protections. This should be a no-brainer. It is time to reel in the profit driven attitude that is costing everyone and follow the laws. Not change them.

The citizens appeals to court to protect buffer of sensitive areas have been successful, multiple times! These court rulings should hold substantial weight. As much weight as is given to the City

Attorneys predictions of what he feels should be.

How about a BIG 11 Rules. Rule Number #11 Listen to the citizens. Review the Court decisions for yourself. Review the Development Code. Make decisions without the predetermined results that are given out by staff.

Sincerely, Patty Crawford / Twin Ponds Fish Friends

Forwarded 2/23/04

Jeff Ding

From: master plan
Sent: Monday, February 23, 2004 8:23 AM
To: Jeff Ding
Subject: FW: comments to the Comprehensive Plan

-----Original Message-----

From: Nmiller9235@aol.com [mailto:Nmiller9235@aol.com]
Sent: Friday, February 20, 2004 2:07 PM
To: master plan
Subject: comments to the Comprehensive Plan

Public Beach Access and a new Park on Richmond Beach Drive NW????

It appears that the RB Council may be attempting to push through a request to the City of Shoreline that does **not** have the vote, or support, of the majority of Richmond Beach residents. The recommendations in question, are to create public beach access at Point Wells (at the North end of RB Drive NW), as well as open up the Metro Pump Station (about mid way down on the street) as a public park. You can read this February 11, 2004 draft in its entirety on the website at www.richmondbeachwa.org.

Although having the desire to work in concert with the City of Shoreline, what the residents of Shoreline proper may want, versus what the residents of Richmond Beach may want, could be very different. At times, polar opposites. There are many, many local RB residents who do NOT want this new public park and/or public beach access on Richmond Beach Drive NW. There is a wonderful public park a short distance away at RB Saltwater City Park which is easy to reach, has ample parking, lighting, a bridge to the beach, picnic areas, and facilities. And, as discussed in a previous letter to the editor, beach lovers will always find creative ways of enjoying and accessing the beach at many locations.

Requesting the City to develop any, much less TWO, public beach access points on RB Drive NW, is **not** the desire of home owners who would directly feel the impact for years to come. These home owners would see thousands of new visitors (not necessarily residents) park in front of their homes, who could potentially damage their property, leave litter in the street and on the beaches, have late night parties and noise, and vandalize cars and property. These home owners could also have additional "visitors" to the beach that may not be necessarily welcome. Parents would need to keep a closer eye on their children playing in the area, due to this new influx of a wide variety of people, good and bad, locals and nonresidents. Basically, the quiet enjoyment on this street would be taken away immediately, and forever. Not to mention the increase in danger.

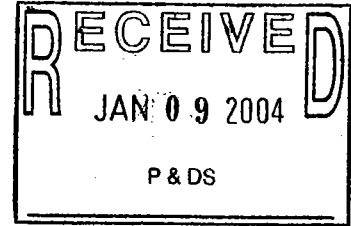
We believe the focus for Richmond Beach should be on negotiating mitigation funds from the City of Shoreline, which will reduce the negative impact and

imposition during the several-year Brightwater Project. Controlling heavy/loud construction traffic and noise, ensuring street safety, reducing of the dozens of additional trucks by receiving barge/dock use approval; reviewing contamination possibilities and cleanup costs, controlling potential environmental hazards, ensuring security, etc., should be the primary focus for RB.

Thank you for your time, and your consideration,

N. Miller, and other concerned Richmond Beach residents

Forwarded 1/12/04



From: Ginger Botham [foxdusty@yahoo.com]
Sent: Thursday, January 08, 2004 1:01 PM
To: City Council
Subject: Shoreline Comp Plan comments

Virginia Botham
16334 Linden Avenue North
Shoreline, WA 98133
foxdusty@yahoo.com
206-542-7793
January 8, 2004

City of Shoreline:

Re: Comprehensive Plan Update 2004

I have participated in the Shoreline Comprehensive Plan and Shoreline municipal code changes from January 1998 onward. I have received and reviewed subcommittee meeting notes of the Shoreline Planning Commission and staff doing preliminary proposed changes to the current Shoreline comprehensive plan (Nov and Dec 2003). These are my early comments.

The Shoreline Comprehensive Plan gives direction to our City and guides all who govern: staff, lawyers, City Council and the Hearing Examiner and Superior Court judges. Changes to the Shoreline Municipal Code must follow the Shoreline Comprehensive Plan guidelines. Our quality of life here is dependent upon how our Comprehensive Plan, our laws and our City employees and Council protect our environment, both natural and man-made.

Our first Comprehensive Plan gives strong lip service to environmental protections, as did our original municipal code, adopted from the King County code. Thus far most changes to the Shoreline Municipal Code and to the Shoreline Comprehensive Plan have weakened our environmental protections as they have eased regulations and restrictions on development. Occasionally Shoreline has moved so far beyond community values that even Shoreline has had to reverse its code changes. For example, R-6 lot size has gone from 7200 square feet to 1,200 square feet to

5,000 square feet and then back to 7,200 square feet.

Another example of legalizing non-community values is our new 'reasonable use' code which allows development within stream and wetland buffers and within landslide hazard areas. This 'reasonable use' code has been created to allow development that was illegal and should have remained illegal. Our most recent group of 'non-controversial procedural-only changes' to the Shoreline Municipal Code was a sloppy retroactive permitting of construction at the Aegis site with construction within the wetland buffer.

I believe that Washington State law requires that our city update its Comprehensive Plan at least once every five years and no more frequently than once a year. I believe we have updated our Plan approximately once each year, weakening it again and again. I specifically oppose any change to the Environmental Elements of the Comprehensive Plan. Changes to these parts would lessen the authenticity of the document as originally composed.

Our standard for all changes should be supported by facts, by the best available science and by a mandate of our citizens. Changes to this document change the direction of our City. We should not change the Comprehensive Plan without just cause. We must ensure that the legal protections of our natural environment are upheld and strengthened, not weakened. Conflicts with the Development Code or other documents should be solved by revoking the recent code changes or changing the other document.

When we adopted the land use map, we met our mandated growth targets and included a large buffer. We have no need to increase density of land use to meet targeted and mandated growth. Most who wish to increase Shoreline's density beyond what we have committed to have financial ties to development interests and are looking to fill their own pockets instead of working to preserve and improve Shoreline's quality of life.

Every new infill house overburdens our inadequate infrastructure. Shoreline was developed with sewers

and water lines and surface water collection sized to 7,200 square foot lots or larger. When TWO houses were added to my block, new water lines had to be added and paid for by the people on my block. The same story re-occurs with every new infill project. We long-time Shoreline residents do not benefit from the new infill, but we pay the economic costs and the developers profit.

Sincerely,

Ginger Botham

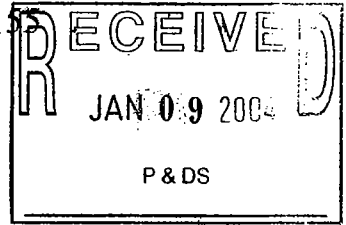
Ginger & Ric Botham
foxdusty@yahoo.com
542-7793

Almost anyone can stand adversity. To test a person's character, give him or her power.
-Abraham Lincoln

Do you Yahoo!?
Yahoo! Hotjobs: Enter the "Signing Bonus" Sweepstakes
<http://hotjobs.sweepstakes.yahoo.com/signingbonus>

Forwarded 1/12/04

15517 27 Ave. NE
Shoreline, WA. 98155
January 9, 2004



Dear City of Shoreline:

I would like to offer my advice regarding the impending update to the City of Shoreline Comprehensive Plan.

The Comprehensive Plan for Shoreline is the governing document of the City. It is intended to give direction to our City and guide those who govern. The quality of life here in Shoreline is dependent on the readiness of the City Council and the various departments to protect our natural environment. The citizens of Shoreline anticipate this kind of cooperation. Environmental protections, as stated by the founding participants in the original document, are given high priority; they provide strength to this document and should remain as written. I think it is vital to preserve, uphold and implement the environmental protections within it.

The Washington State Growth Management Act requires cities to update their comprehensive plans about every five years. I understand that Shoreline is up against a deadline. I specifically oppose any change to the Environmental Elements of the Comprehensive Plan. Changes to these parts would lessen the authenticity of the document as originally composed. The standard for changes should be supported by facts, the best available science and a mandate of the citizens. Now is the time to give this matter very careful analysis. To change this document without just cause, after only five years as a City, is unacceptable.

The State of Washington has determined the restrictions which we as a city are bound by law to follow. It is a matter of principle because the objectives of this primary document determine how all other regulating documents must comply. As a consequence the future of our natural environment is subject to those directives. We will be governed by this logic. The changes made to Shoreline's Sensitive Area Codes have allowed developers to construct structures within wetland buffers. This ruling needs to be revoked. In order to ensure that the legal protections of the natural environment are upheld it is important that the entire procedure for making changes be done with proper public process. Daytime meetings are difficult for working citizens to attend. Meetings therefore should be scheduled during the evenings to allow for thoughtful review by the public.

Bettelinn Krizek Brown

Forwarded 12/8/03

Jeff Ding

From: master plan
Sent: Monday, December 08, 2003 8:26 AM
To: Jeff Ding
Subject: FW: Public, part of process?

-----Original Message-----

From: Patty Crawford [mailto:loveyourplants@qwest.net]
Sent: Friday, December 05, 2003 4:29 PM
To: master plan
Subject: Public, part of process?

Dear City of Shoreline:

This Comprehensive Plan review is supposed to be built around the citizen and our plans for the future of our city. Why are we not allowed to be a real player in this process yet? We want to be. I would like to comment on that lack of opportunity for the public to **attend workshops**, mainly the Land Use group which meets in the middle of the day.

Also, not **allowing oral comment** at any workshops deters people from participating, for if you are not involved in the meeting, your role is to? Attending a meeting just to monitor and not be involved is not a good use of time and not appealing to busy citizens. This is proven by the lack of public attendance at these workshops.

Written comments excepted at the end of the meeting further pushes public comment away, and completely out of the meeting. This policy makes public comment an afterthought. Has there been any written comments at the end of these meetings from the public? The present process is not working to involve the public?

If issues are not relayed when they are relevant, it is almost impossible to inject them later. Can the public be assured the process will still be flexible by the time we can become involved. If it is already a ridged plan when the public gets to comment, the results will reflect this and not fit the citizens desires for their city. I hope this is an important issue for this process, and the public can become a active participant in this process as soon as possible.

Please reply, Patty Crawford / Twin Ponds Fish Friends & Parkwood Neighborhood

Forwarded 12/8/03

Jeff Ding

From: master plan
Sent: Monday, December 08, 2003 8:26 AM
To: Jeff Ding
Subject: FW: Comments for master planning

-----Original Message-----

From: Corbitt Loch [mailto:CLOCH@cityofdesmoines.com]
Sent: Friday, December 05, 2003 2:36 PM
To: master plan
Subject: Comments for master planning

1. Sidewalks, sidewalks, sidewalks! Develop a long-range (20-year?) plan to systematically build sidewalks throughout Shoreline. Perhaps start with sidewalks on one side of the street until most of the City is done. Of course, prioritizing by linkages, destinations, facilities is important.
2. Sidewalks needed specifically along 195th Street and 196th Street between 24th Ave. NW and Richmond Beach Drive. These two neighborhood collector streets are the routes for buses and semi trucks. Lots of trucks are going to and from Wells Point. Meanwhile, there are lots of pedestrians on these streets. They are routes to the beach, Richmond Beach Library and Park, neighborhood commercial areas, Syre Elementary, etc. East-west residential streets in the area function ok without sidewalks now because there are much lower traffic volumes. It is very dangerous to see children walking along the fog line while semi's and buses zoom by.
3. Stop allowing the short-platting of lots that create new homes in what was the back yards of existing residences. This development approach is unattractive and looks cheap. Looks like everyone is selling out their neighborhood. Where the City wants higher density and housing capacity, utilize the cottage housing development that you are now doing so well.
4. Continue to create lots of gateway images at the entrances of Shoreline, and create unique streetscape images throughout the community that create cohesion. Shoreline needs identity. The gateway images signal when travelers are entering/leaving Shoreline, and repeated themes or images build identity and cohesion. For example, street signs could be a different color or design than those used nearby. Simple little things like this can help Shoreline create the self-identity that it needs.
5. Continue to promote redevelopment of the properties along Aurora. It's soooo ugly now. Limit free-standing sign height to 12 feet. Prohibit flashing signs.

Corbitt Loch
2437 NW 196th Street
Shoreline, WA 98177
cloch@cityofdesmoines.com
(206) 870-6568

Forwarded
11/24/03

Jeff Ding

From: master plan
Sent: Monday, November 24, 2003 8:19 AM
To: Jeff Ding
Subject: FW: I hope you take the problem at 175 and 10th ne and rethink???

-----Original Message-----

From: wils633@aol.com [mailto:wils633@aol.com]
Sent: Saturday, November 22, 2003 12:29 AM
To: master plan
Subject: I hope you take the problem at 175 and 10th ne and rethink???

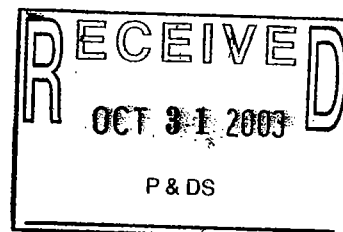
please make sure you do not keep flooding the neighborhood with the surface water that you are suppose to get off the road. If you continue to flood my back yard we will be asking you to purchase the house at 17400 10th ave ne in shoreline and you can build some sort of retaining pond to fix your problem thank you Tina Wilson

10-25-2003

Attention: Mr. Jeff Ding
City of Shoreline Master Plans and Comprehensive Plans

Re; 1. Pedestrian Safety
2. Traffic Safety
3. Road Surface Repair/overlay

Forwarded to Jill M, Paul H
and consultants.



Dear Jeff,

This is a request for providing Pedestrian Safety, Traffic Safety, and Road surface repair/overlay on 155th St. North starting at Greenwood Ave. N. & through the intersection of 1st Ave. N.W. and 155th St. N.

Dear Jeff,

My neighbors and I who reside in the Highland Terrace Elementary School Neighborhood are requesting that 155th Street North, beginning at Greenwood Ave. N. to at least 1st Ave. N.W. be resurface (asphalt overlay) and include some sort of pedestrian walk-way and at least a Yield sign at 1st Ave. N.W. and 155th street N. to prevent traffic and pedestrian accidents. Better yet a Stop sign would be preferred but may not be possible at that intersection. In addition, there could be a painted crosswalk strip at 155th N. and Greenwood and also at 155th St. N. and 1st Ave. NW

Summary of Contents:

- #1. & #2. Damage to road surface by large trucks and rainwater penetrating the roadway.
- #3. Pedestrian safety.
- #4. Traffic calming at 155th St. N. & 1st Ave. N.W.
- #5. Potholing near the intersection of 155th St. N. and Greenwood Ave. N.

Here are some illustrations about the problems with this street:

#1. Many large trucks over the last three + years have been using 155th Street North to haul many loads of soil, asphalt, large cranes, earth moving equipment etc, for construction projects in the Highlands residential area and renovations to the Highlands golf course.

This street was built to "King County Rural Standards" years ago and was not meant to take the punishment from those big trucks.

On the Eastern half of the said street, water may be penetrating beneath the road surface that may be compromising the foundation of the roadway.

The evidence of damage is quite visible along the Northern side of the street. There is a lot of "alligating" (cracks in the road) where the water can seep though the road surface. On a rainy day there are puddles along the Northern edge of the road about one inch deep. It is believed that the puddling is caused by the depressed road surface from those heavy trucks.

#2. Another place that shows sub-surface compaction is where the storm water sewer cover is projected up into the roadway apparently caused by those big trucks loaded with soil, asphalt, and heavy machinery. When I moved into my present residence in February of 1996 that manhole cover was level with the street surface as I recall. About a year ago I had asked the City of Shoreline's Customer Response Team to have a crew pack some asphalt around the cover to prevent cars from severely damaging tire sidewalls that leads to tire blowouts. The job to build up the street surface was done but it is only a temporary fix that doesn't address the causative problem.

#3. Provide for separation of foot and vehicle traffic. Pedestrians including Highland Terrace Elementary School students who use 155th St. N. are at the mercy of drivers because there is no designated place to walk but on the edge of the street. Another very hazardous time for pedestrians is when it is dark at night and raining. The glaring lights of on-coming vehicles and the darkness impedes one's ability to detect people

walking on the side of the roadway especially when it is raining. As there are no designated walkways the pedestrians walk on the roadway. One especially dangerous place for pedestrians is at 155th and Greenwood Ave. N. Several times over the last year my wife and I have come perilously close to being run over by cars coming onto 155th St. N. from Greenwood Ave. The existing addition to the North side of the roadway gives a false sense of security to pedestrians as this extension seems to simulate a walkway due to the visible crack or separation of the original asphalt roadway and the addition of about 24+ inches added later.

#4. Due to the shading effect of the trees, (on the South side of the street) from the Highlands gate to 1st Ave. N.W., traffic coming out of the highlands is difficult to see especially at certain angles of the sun. Different times of the day create different kinds of blinding shadowing problems. I and a number of my neighbors have almost been involved in traffic accidents there. In addition, automobiles parked along the South side of 155th street North, facing Eastward, in effect, practically make this a one-way street because there isn't a full off-street shoulder to allow safe parking. Vehicles meeting on the street further endanger pedestrians walking along the North side of the street, as the roadway is too narrow to accommodate the vehicles and pedestrians at the same time.

#5. Potholing problem: At the Eastern end of the street there was severe potholing going on last year and the year before. The first repair hardly lasted a year and the second time it was repaired some of the spot repairs seem to be holding much better but a new pot hole is developing and could reach the nearly 6 or 8 inches of depth by almost eighteen or more inches in diameter of one of the bigger pot holes that was repaired last year.

In summary: Because of the inadequacy of the road surface strength, built to rural traffic standards, and the narrow roadway with inadequate space for safely parking of cars and due to the fact that the street surface is showing compromising signs of structural deterioration, and the absence of pedestrian safety accommodations, I and a number of residents from the Highland Terrace Blockwatch and the Highland Terrace Neighborhood Association have signed a petition requesting the said street section be placed on the City of Shoreline's renovation and repair schedule.

Sincerely yours,

Robert J. Barta bbarta@FiveStarTeacher.com
Highland Terrace Neighborhood Association Representative,
and Highland Terrace Blockwatch Leader.
15703 1st Ave. N.W.
Shoreline, WA. 98177-3625
206-368-3173

P.S. Please find enclosed signatures of other neighborhood residents who are also requesting what has been proposed in this document. Most all signed at the Highland Terrace Blockwatch Nighout event in August 2003.

Thank you for your attention to this request Jeff.

Robert Barta

A Highland Terrace Elementary School Neighborhood petition to resurface 155th Street North from 155th and Greenwood Ave. North Westward to the entrance gate of the Highlands. Resurfacing to include a safety barrier-walk-way for pedestrians and a stop sign at the outlet road where it intersects 1st. Ave. Northwest.

Whereas 155th Street North was not constructed to withstand heavy industrial traffic damage sustained from large earth moving vehicles and other construction equipment used on projects in the Highlands, and whereas the tree shadowed outlet street from the Highlands obscures exiting traffic from the Highlands, and whereas pedestrians, including school children, are at the mercy of traffic, and whereas the street in places is showing signs of damage from surface water seeping under the roadway, we citizens of the City of Shoreline endorse the proposal stated above. Sponsored by the Highland Terrace Neighborhood Association and the Highland Terrace Blockwatch.

SIGNATURE	PRINT NAME	ADDRESS	DATE
1 Robert Barta	Robert Barta	15703 1st Ave NW	8-5-03
2 Pat Prince	Pat Prince	15720 Palatine	8-5-03
1 Orange Shuey	Arantza Shuey	15717-1 st NW	8-5-03
4 Pearl Flickinger	Pearl Flickinger	15704 1 st NW	8-5-03
1 Selena Neman	SELENA NEMAN	15722-1st Ave NW	8-5-03
1 Marilyn Ridge	MARILYN RIDGE	15730 2nd Ave NW	8-5-03
1 Tom Nien	TOM NEMAN	15722 1 st NW	8-5-03
5 Joan Williams	Joan Williams	233 N 160 th 98133	8-5-03
Peter Williams	Peter Williams	"	"
5 Gay Quinn	GREG QUINN	225 N 160 th	8-5-03
1 Tracy Owen	TRACY OWEN	121 NW 156	8-5-03
2 Ben Shuey	Ben Shuey	15717 1 st N.W	8/5/03
3 Jan Christophersen	Jan Christophersen	152 N 155 th	8/5/03
4 Carl Christophersen	CARL CHRISTOPHERSEN	152 N. 155 th	5 Aug 03
1 Ann McKnight	Ann McKnight	15609 2nd Ave NW	8-05-03

A Highland Terrace Elementary School Neighborhood petition to resurface 155th Street North from 155th and Greenwood Ave. North Westward to the entrance gate of the Highlands. Resurfacing to include a safety barrier-walk-way for pedestrians and a stop sign at the outlet road where it intersects 1st. Ave. Northwest.

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SIGNATURE	PRINT NAME	ADDRESS	DATE
6 Brenda Devereux - Grawinski	Brenda Devereux - Grawinski	15735 Palatine N Shoreline 98133	8/5/03
7 Chris M. Mohr	Chris M. Mohr	15710 Greenwood Ave N. Shoreline 98133	8/5/03
8 Laura Payton	Laura Payton	15721 Palatine N Shoreline, 98133	8.5.03
9 Jennie Wilson	Jennie Wilson	15708 2nd Ave NW	8/5/03
10 LOUANN SUTHERLAND	LOUANN SUTHERLAND	106 NW 156	8/5/03
11 Katje Hickers	Katje Hickers	217 N. 160 th St 98133	8/5/03
12 Flory Velazquez	Flory Velazquez	15904 1st Ave.	8/5-03
13 Luis Velazquez	Luis Velazquez	15904 1st Ave	8/5/03
14 Nancy Johnson	Nancy Johnson	15514 Palatine Ln	8/5/03
15 Thomas Wilson	J. Thomas Wilson	15708 2nd Ave NW	8/5/03
16 Miriam Salamonik	MIRIAM SALAMONIK	15617 1 st NW	8/5/03
17 Jill Sismat	JILL SISMAET	109 NW 159th St.	8/5/03
18 Ray Sismat	Ray Sismat	111 NW 154th	8/5/03
19 Nancy Wyen	Nancy Wyen	15727-2nd NW	8-5-03

✓

A Highland Terrace Elementary School Neighborhood petition to resurface 155th Street North from 155th and Greenwood Ave. North Westward to the entrance gate of the Highlands. Resurfacing to include a safety barrier-walk-way for pedestrians and a stop sign at the outlet road where it intersects 1st. Ave. Northwest.

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SIGNATURE	PRINT NAME	ADDRESS	DATE
<i>Linda Fitzgerald</i>	Linda Fitzgerald	19616 1st Ave N	8-5-03
<i>Paul A. Wien</i>	Paul A. Wien	15727 2nd NW	8/5/2003
<i>Cynthia L. DeVine</i>	Cynthia L. DeVine	15722 2nd Ave NW	8/5/2003
<i>William J. Thompson</i>	William J. Thompson	15734 15th Ave NW	8/5/03
<i>Victoria A. Thompson</i>	Victoria A. Thompson	15734 15th Ave NW	8-5-03
<i>Rosanne M. Turner</i>	Rosanne M. Turner	15755 Palatine	8-5-03
<i>Leah K. Ketherington</i>	Leah K. Ketherington	15714 Palatine	8-5-03
<i>John S. Worthen</i>	John S. Worthen	100 NW 155 th St	10-21-03

master plan

From: Nelson, Christine [cnelson@shore.ctc.edu]

Sent: Friday, October 17, 2003 11:34 AM

To: master plan

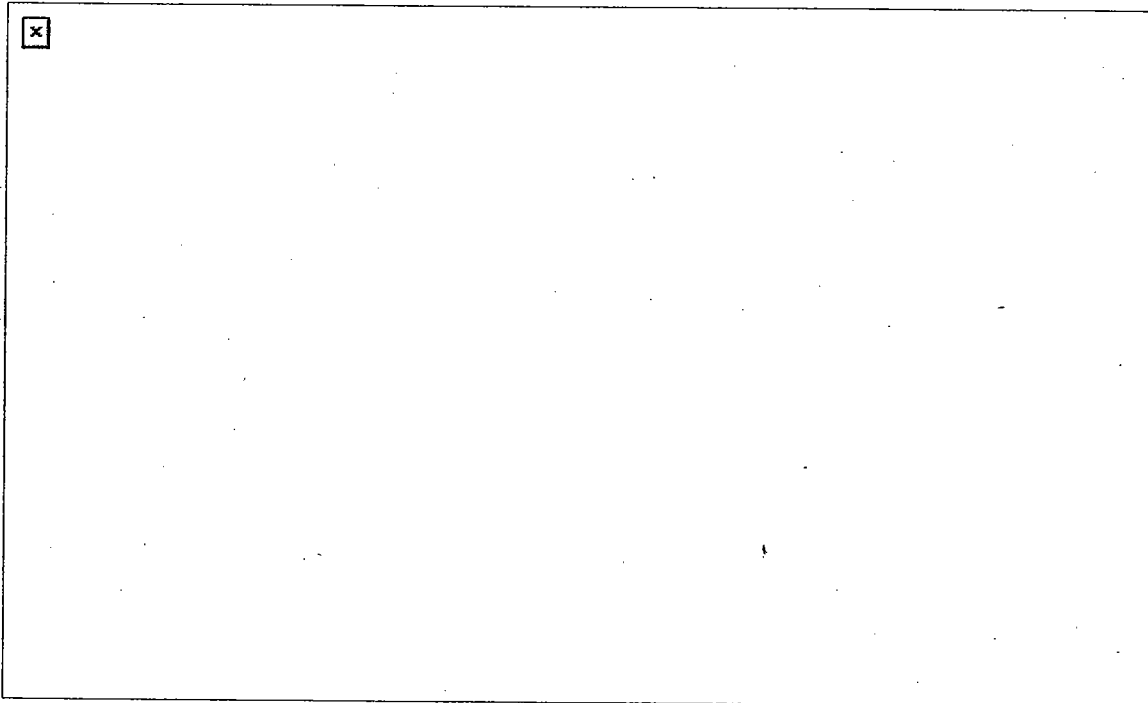
Subject: comments on SCC traffic

I live across the street from Shoreline Community College, and I work at SCC, so I walk to work. We all know that the traffic at 160th and Greenwood through the Innis Arden turnoff, and on along Innis Arden to the west end of campus is very problematic.

Some of my comments as a regular pedestrian in the area:

- 1) Why is the speed limit 35? People drive through there like bats out of hades.
- 2) My particular concern is the pedestrian walkway along Innis Arden from its beginning at Greenwood to the main entrance of SCC. There is a curb for the first half, then none. The forest comes right to the edge of the pavement, so it is impossible to walk off-pavement. There is a solid white line along the edge of the driving lane. One area that concerns me is where this "walking lane" suddenly narrows on a curve to about a sidewalk's width (4 feet?). Vehicles passing through cut that corner (at 35 mph). I am concerned that they will be upon a pedestrian before they can react, especially with wet streets and/or darkness. The lighting there is very poor. (And it is dark at 8am and 5pm for a part of the winter.)

Cars and buses park on the wider stretches of that walking zone between Greenwood and the SCC main entrance. There is even a bus stop where buses stop over. When buses or cars stop too near the woods side, pedestrians are forced to go out into the street to get around them. Here again, I am concerned about cars passing too close and too fast to these parked vehicles. And one particular situation fries me: there is a Metro maintenance person with a pickup and a trailer who sometimes parks at that narrow place I mentioned in the paragraph above. This forces a pedestrian way out into the traffic lane at that swerve in the road.



Jeff Ding

From: Anna Kolousek
Sent: Friday, October 17, 2003 11:14 AM
To: Jeff Ding
Subject: FW: Highland Terrace Elementary School

-----Original Message-----

From: master plan
Sent: Friday, October 17, 2003 8:22 AM
To: Anna Kolousek
Subject: FW: Highland Terrace Elementary School

FYI- Here is a comment I received on the website yesterday. I will forward it on to Joy and Paul.

-----Original Message-----

From: Miriam Tencate [mailto:miriam.tencate@shorelineschools.org]
Sent: Thursday, October 16, 2003 5:03 PM
To: master plan
Subject: Highland Terrace Elementary School

Greetings,

Tiia-Mai Barrett, a parent of a student at Highland Terrace Elementary School attended a City of Shoreline Public Input meeting on September 24. She indicated that the Stormwater and Environment Group had asked the public to identify flood and other problem areas. She suggested that perhaps the city would be willing to assist us in fixing our flooding playground.

When it starts to rain, the center of our lower playfield floods -- making it nearly unusable all winter. Students are allowed to play on the sides of the field, but cannot use the center portion due to the drainage problem. We certainly could use the City's assistance in fixing this situation.

Do you know if this would be possible?

I look forward to hearing from you.

Thanks you,

Miriam Tencate

—
Miriam Tencate
Principal
Highland Terrace Elementary School
(206)361-4343

Jeff Ding

From: Anna Kolousek
Sent: Friday, October 17, 2003 11:13 AM
To: Jeff Ding
Subject: FW: Public Comment NOT adequate

-----Original Message-----

From: master plan
Sent: Friday, October 17, 2003 8:23 AM
To: Anna Kolousek
Subject: FW: Public Comment NOT adequate

FYI-Here is another comment I received on the website yesterday as well. I will forward on to Joy and Paul.

-----Original Message-----

From: Janet Way [mailto:tworthington@earthlink.net]
Sent: Thursday, October 16, 2003 10:59 AM
To: master plan
Subject: Public Comment NOT adequate

To whom It may concern:

Please consider this a part of my "ongoing comment" dialogue for the Comp Plan Updates.

Tonite (10/16), I've learned that there is indeed a Workshop Committee Meeting for the Planning Commission. Commissioner David Harris was kind enough to call me personally to inform me of the time and date, an act of kindness that I really do appreciate. I've also learned from Lanie Currie that there is apparently no opportunity for the citizens to comment or participate in the workshop.

FOR THE RECORD - I OBJECT!! This is antithetical to the mission of the City and the Growth Management Act. The purpose of having a Comp Plan is to prevent sprawl (we're told) and make plans for communities where people live, work and play, and theoretically to better our collective lives.

How is this possible if the public is only allowed to participate through frustrating "Open Houses", where we're overwhelmed by consultants and fancy graphics, which show very little detail about what the consequences will be of this process. Or we're invited to speak, no more than 2-3 minutes every week or two, to the Planning Commission or Council, OR send in a comment like this into the void.

I would respectfully like to suggest that you invite members of the public to "sit in" on your committees and help provide expertise and information. Let them bring along experts to advise the commissioners.

This is NOT acceptable for public policy or process. We MUST include the citizens in a meaningful way, since they are the very reason for having the process and a City. They hold the information which is the key to solving our stormwater, traffic and park issues.

I will add on to these comments again in the near future. I ask to be made a "Party of Record" "with Legal Standing" on this matter. Please keep me posted of any and all meetings which are to be held in this regard.

Sincerely,

Janet Way
President of Thornton Creek Legal Defense Fund
and Paramount Park Neighborhood Group
40 NE 147th St.
Shoreline, WA 98155
365-4477



HELP PLAN YOUR FUTURE!

Transportation ■ Surface Water ▲ Recreation ■ Parks ■ Open Space

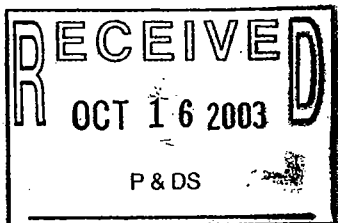
Planning Commission

Surface Water and Environment Workgroup Meeting October 2, 2003

The City of Shoreline is planning for the future and needs your comments. Tonight's meeting is about the City's surface water and environmental policies. Comments about these topics are welcome as are comments on other planning projects.

1. Do the goals and policies in the Comprehensive Plan regarding the environment (those in the Environmental Element) continue to represent the values of the community or do they need to be updated to be consistent with the community's values?

SEE REVERSE SIDE / PAGE 2



2.

What other comments do you have about the City's environmental goals and policies?

Our society has recognized that personal freedoms must co-exist with public impact. Consider how smoking has been limited to accommodate the health concerns of non-smokers. I feel we should think about our trees in the same way. When a tree is removed from our environment, it affects:

1. air quality
2. water quality
3. wildlife sanctuary
4. storm water runoff
5. value of nearby properties and property tax
6. emotional comfort levels of pedestrians and drivers
7. noise abatement
8. sunlight/privacy screening

Please revise the code that allows private landowners to radically impact both the present and the future of our big trees - SEE LTR DTD 10/15/03

3.

Do you have questions or comments about the other master plans or comprehensive plan updates?

SIGN UP AND FIND OUT MORE!

Name: *BONI BIERY*

Organization (if applicable):

Address: *903 N 188TH*

E-mail Address: *BKBIERY@GTE.NET*

FOR MORE INFORMATION

Call (206) 542-4499

Send an e-mail masterplan@ci.shoreline.wa.us

Visit the website <http://www.cityofshoreline.com/cityhall/projects/masterplan/index.cfm>

October 15th, 2003

To whom it may concern:

For years, people have commented on how quickly Lynnwood was over built; one apartment or condo complex after another. I have always been glad I lived in Shoreline where people respected the value of trees. The other day, as I was driving through Lynnwood I there were more tall evergreens there than in my own neighborhood. It made me very upset.

The removal of mature trees often has significant impact to neighboring properties. I have personally experienced this. Years ago, before Shoreline was a city, a neighbor removed a whole row of mature Douglas Firs along my Eastern property line. I had no warning to try to reverse his decision and no funds to take legal action. The value of my home immediately dropped about \$10K and left me with shade plantings fully exposed to the sun. The loss of those trees also resulted in two neighbors moving to Snohomish County were they could see trees again.

"Trees bring natural elements and wildlife habitats into urban surroundings, all of which increase the quality of life for residents of the community." ⁽¹⁾

"Trees alter the environment in which we live by moderating the climate, improving air quality, conserving water, and harboring wildlife." ⁽¹⁾

"Trees are the oldest and largest living things on the earth, and they are a good measure of the health and quality of our environment. Trees are the original multi-taskers. Trees provide social, ecological and economic benefits. Their beauty inspires writers and artistes, while their leaves and roots clean the air we breathe and the water we drink."

As our cities expand and our population moves to increasingly urbanized areas, American Forests recognizes the ecological value of urban trees as an important conservation issue. Though it is inherently understood that trees improve our environment, until recently it was difficult to quantify these effects. American Forests has synthesized decades of proven research with Geographic Information Systems (GIS) and Remote Sensing technologies to accurately measure the value of urban trees.

American Forests has conducted Urban Ecosystem Analyses in nearly 20 cities around the country documenting the loss of tree cover in our cities. These analyses report the value of trees not only in terms of their ecological benefits, but also in a language that decision makers understand – dollars....

...Our studies clearly show that trees in many urban areas have not received the attention they need and deserve. As a result, they have been disappearing at alarming rates (see the National Urban Tree Deficit). Many cities have seen a decline in natural tree cover by as much as 30% over the last several decades.

... With the tools that American Forests has built, you can understand your local ecology and communicate to decision makers the value of trees to your city....”⁽²⁾

“Removing vegetation or covering the ground with pavement and buildings prevents water from soaking into the soil. During rainstorms, this water flows across the ground, picking up oil, pesticides, fertilizers, grit or anything else that will float, dissolve or be moved along. These pollutants are carried into surface and ground water.”⁽³⁾

Tips to control runoff. “Plant more trees and shrubs. They capture and hold a lot of rain before it reaches the ground. Wherever possible, keep existing trees, bushes and plants.”⁽³⁾

Tax dollars are precious; Shoreline taxpayers could avoid, or reduce spending them to control storm water runoff and the pollutants carried by it. At the same time, preserving big trees adds to property values, thereby generating additional property tax income for the city.

“The Urban Ecosystem Analysis technique conducted in San Antonio used satellite and aerial imagery, Geographic Information System technology, and scientific research to calculate the benefits trees provide to the urban environment. American Forests’ City green® computer software was used to analyze the environmental benefits of the Greater San Antonio Area.

The findings show that in the Greater San Antonio Area, the existing tree cover reduces stormwater runoff by 678 million cubic feet during a storm event. Stormwater construction costs to contain this amount of stormwater is valued at \$1.35 billion (using \$2 per cubic foot construction cost).”⁽⁴⁾

(1)International Society of Arboriculture; ISA Trees are Good

(2)American Forests; “Urban Forests-Trees Working Where People Do”
<http://www.americanforests.org/graytoegen>

(3)Public Works - Surface and Storm Water Management (SSWM), Port Orchard, WA.,
“Keeping Stormwater Runoff Clean”
<http://www.kitsapgov.com/sswm/tips.htm#CR>

(4)News from American Forests, “Trees to Save San Antonio Millions of Dollars Annually”
<http://americanforests.org/news/display.php?id=91>

Please consider the following ideas/concepts for code revision:

- Track the number of trees harvested, and those lost to the wind, fire, snow or slides.

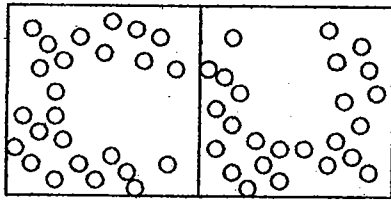
It doesn't matter why a tree is lost for this – only that a resource has been lost and the skyline altered. We can't afford to wait until Seattle does an aerial survey to learn how many trees are being lost each month.

- Revise code to reduce the rate trees can be removed.

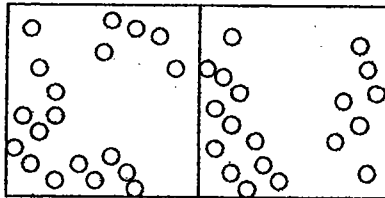
The current code allows trees of significant size to be removed at a much greater rate than replacements (when/if planted) can ever grow to maturity; bearing in mind that trees reach maturity in about 25 years, long before they attain a replacement trunk diameter of "significant" size.

- Consider revising the allowable number of trees removed per land parcel. Perhaps there could be an established level of density per parcel. A minimum density could help preserve the big trees that denote our city. When there is a subdivision, this would require trees be planted to meet the minimum density.

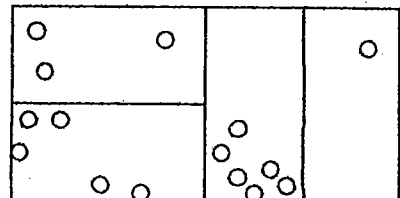
The way I understand the code, each time a lot is subdivided, the counting begins anew. So imagine there are two adjoining parcels of land.



During the course of 3 years, the owner of each parcel can and does cut down 6 significant trees.



Then imagine the lots are subdivided, and each "new" parcel loses 6 trees in the next 3 years. By my count that means the land area of the original two parcels will lose 36 significant trees in total, over a 6 year period. There are few adjoining parcels of land with enough significant trees to withstand this level of cutting.



I've been told Lake Forest Park requires a plan be submitted prior to removal of a single tree from private property. This seems more restrictive than necessary. However, I feel we need to do something soon to protect our skyline.

- Revise code to require notification of neighbors 30 days before planned cutting.

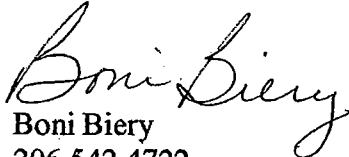
This would allow for neighbors to discuss the planned changes, offer alternatives, and/or make prudent changes on their own property.

- Change code where variance/exception determinations are made by one person.

I feel that these determinations are too important to rest on a single perspective; perhaps a diverse group of three

Thanks for the opportunity to present my suggestions. Please feel free to contact me if you have questions or would like to discuss these ideas.

Sincerely,



Boni Biery
206.542.4722
bksiery@gte.net

Enclosures:

- (1) International Society of Arboriculture; ISA Trees are Good
- (2) American Forests; "Urban Forests-Trees Working Where People Do"
- (3) Public Works - Surface and Storm Water Management (SSWM), Port Orchard, WA., "Keeping Stormwater Runoff Clean"
- (4) News from American Forests, "Trees to Save San Antonio Millions of Dollars Annually"
- (5) Washington State Department of Ecology: Water Quality Home, Water Quality Guide: Erosion Control



Public Works ~ SSWM

614 Division Street, MS-26A * Port Orchard, WA * 98366

Phone (360) 337-7290 or (800) 825-4940

Fax (360) 377-6845

Hours of Operation: 8:00 am - 4:30 pm



Keeping Stormwater Runoff Clean

Tips for:

Lawn & Garden

Sidewalks & Driveways

Septic System Users

Controlling Runoff

Even More Tips

Prepare your Home Before it Rains

Tips to control runoff

Removing vegetation or covering the ground with pavement and buildings prevents water from soaking into the soil. During rainstorms, this water flows across the ground, picking up oil, pesticides, fertilizers, grit or anything else that will float, dissolve or be moved along. These pollutants are carried into surface and ground water.

Retain natural ground cover whenever possible.

Stabilize areas of bare soil with vegetation as soon as possible after grading.

Plant more trees and shrubs. They capture and hold a lot of rain before it reaches the ground. Wherever possible, keep existing trees, bushes and plants.

Avoid landscaping plastic. Large plastic sheets used to prevent erosion or weeds create as much runoff as paved streets. Use burlap on hillsides and perforated landscaping fabrics on level areas.

Limit use of bark mulch. It creates toxic leachate that may enter water courses. Limit use of bark mulch to areas that do not drain directly into storm sewers or open water.

Don't connect roof downspouts to ditches or storm sewers. Direct the water over lawns or construct French drains (gravel-filled trenches) whenever possible.

<http://www.kitsapgov.com/sswm/tips.htm#CR>



News From American Forests

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Trees to Save San Antonio Millions of Dollars Annually New study shows financial and environmental benefits of urban trees

Contact: [Rachel Brittin](#), (202) 955 - 4500 x 234

SAN ANTONIO (Nov 12, 2002) According to a new study by conservation organization AMERICAN FORESTS, the Greater Area of San Antonio, Texas is saving more than \$70 million annually from tree cover. AMERICAN FORESTS' conducted an Urban Ecosystem Analysis (UEA) of 788,000 acres of the Greater San Antonio Area, including Bexar County and its surrounding suburbs. The analysis shows changes in tree cover over time as well as measures the value of the area's tree cover for stormwater management, air quality, and energy conservation.

[Print Article](#)

[E-mail Article](#)

The study not only calculated the functional value of trees, but also serves as an introduction for the city leaders to learn about ways to use tree cover as an asset—building a “green” infrastructure for future city management decisions. American Forests will work with the community over the next year to integrate trees into planning and management operations.

“Based on this study, City Public Service (CPS) will develop a comprehensive tree planting and preservation program called ‘Planting Our Future,’ that will help improve air quality in San Antonio and save CPS customers on air conditioning costs,” said Milton Lee, CPS general manager and CEO.

The Urban Ecosystem Analysis technique conducted in San Antonio used satellite and aerial imagery, Geographic Information System technology, and scientific research to calculate the benefits trees provide to the urban environment. AMERICAN FORESTS' CITYgreen® computer software was used to analyze the environmental benefits of the Greater San Antonio Area.

The findings show that in the Greater San Antonio Area, the existing tree cover reduces stormwater runoff by 678 million cubic feet during a storm event. Stormwater construction costs to contain this amount of stormwater is valued at \$1.35 billion (using \$2 per cubic foot construction cost).

Besides reducing stormwater runoff, the Greater San Antonio Area's tree canopy provides other benefits including the removal of 17 million pounds of pollutants a year, a value estimated at \$42.1 million annually. The city's urban forest currently stores an estimated 7 million tons of carbon and sequesters nearly 56,000 tons of carbon each year.

Trees also help shade and cool the Greater San Antonio Area. Long, hot summers force residents to use their air conditioners at an approximate cost of \$555 dollars per

home annually. Residential shade trees were shown to save each home an average of \$76 a year. Assuming that 67.8 percent of the area's residences have air conditioners (U.S. Census Bureau), the estimated annual residential savings totals \$17.7 million.

These benefits become more important with the realization that tree canopy has been lost over the last 15 years. The analysis compared classified Landsat TM satellite images between 1985 and 2001 and revealed a 23% loss in heavy tree canopy cover (50 percent or greater tree cover) over this time period. Fortunately, the area still retains a 20% canopy cover. Similar loss patterns were found within the San Antonio Region, which includes portions of Wilson, Guadalupe, and Comal Counties (13%). Not surprising, the most dramatic loss occurred within the City of San Antonio (39%).

The report makes a number of recommendations for these and other decision-makers. The study suggests the city develop public policies that increase tree cover and promote green infrastructure. Second, the community should include trees and the values associated with trees when making land-use decisions. Lastly, the analysis recommends that the community should set tree cover goals and institutionalize a system to maintain this goal.

If the tree canopy were increased from 20 to 25 percent (American Forests' recommended 25% for arid regions of the US) benefits would increase substantially. Trees would provide an additional 65 million cubic feet in avoided stormwater storage valued at \$129 million, sequester an additional 3,000 tons of carbon annually, and absorb an additional 3 million pounds of air pollutants valued at \$8.5 million per year. If you add annual stormwater and air pollution improvement values together, trees provide an additional \$17.5 million annually.

The results of the study will be used by San Antonio's Alamo Forest Partnership, a consortium of public, private, and nonprofit agencies and organizations, spearheaded by City Public Services, who want to take a proactive approach to planning and managing the area's natural resources. "Alamo Forest Partnership's objectives include improving the climate by helping to lower urban temperatures to offset the 'heat island effect' in the downtown area; urging the planting of native tree species; encouraging water conservation by promoting xeriscape planting and self-sustaining irrigation systems; enlisting community involvement; and educating the public on the value of urban trees," said Jenna V. Terrez, City Public Service environmental analyst and AFP project manager.

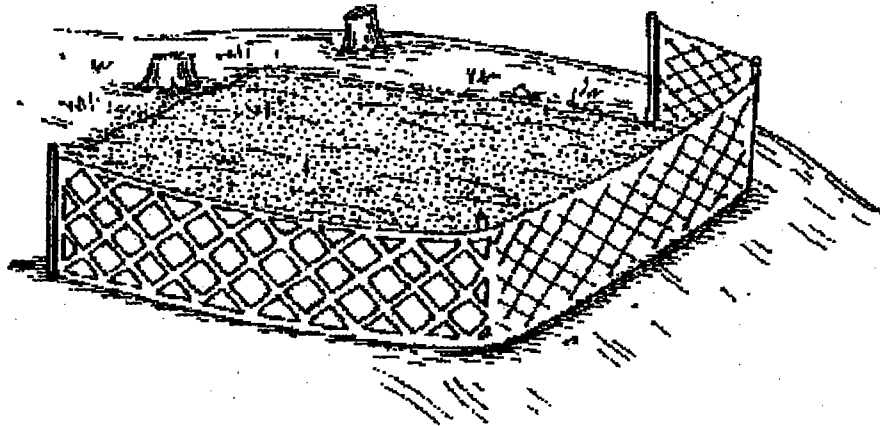
Trees help reduce stormwater runoff by intercepting rainwater on its leaves, branches and trunk, where it evaporates, or slowly soaks into the ground, reducing peak flow after a storm. Trees also reduce the volume of runoff. Municipalities must spend millions of dollars for flood control systems and sewer infrastructure to handle stormwater runoff.

"The study shows that San Antonio's trees are a vital municipal asset," said Gary Moll, Vice President of AMERICAN FORESTS' Urban Forest Center. In the next phase of the study, we will use high resolution, multi-spectral imagery to exam these numbers more closely and analyze them by different land cover and land use

- Avoid disturbing soil in the autumn. Plan activities such as plowing, logging and construction for good weather, so vegetation covers the soil and protects it during rainy and freezing seasons.



- When selecting a building site, avoid naturally wet areas or areas that may be unstable. Protect such areas before the rains start. Fabric fencing is a good erosion control method.
- Think carefully how to divert runoff from erosion-prone areas. Keep sites small, disturbing only the amount of land absolutely necessary.
- Save natural vegetation wherever possible, as a buffer zone and soil stabilizer.
- Plant temporary vegetative cover (annual grasses or clovers) on sites that must remain exposed during the winter.
- Use commercial hydromulch, straw or hay to help stabilize exposed or steep areas until vegetation is established.
- If you have a wetland on your property, cherish and protect it. Order **At Home with Wetlands: A Landowner's Guide**. Call Ecology's publications office at (360) 407-7472 or e-mail and ask for publication #90-31.



For information and help: Contact your local conservation district, Soil Conservation Service agent, or your county cooperative extension office.

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January, 1999

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Urban Forests – Trees Working Where People Do

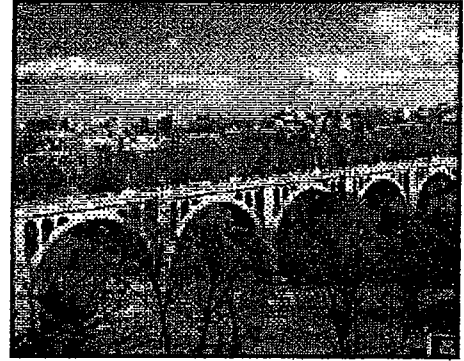
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[Urban Tree Deficit](#)

Trees are the oldest and largest living things on the earth, and they are a good measure of the health and quality of our environment. Trees are the original multi-taskers. Trees provide social, ecological, and economic benefits. Their beauty inspires writers and artists, while their leaves and roots clean the air we breathe and the water we drink.



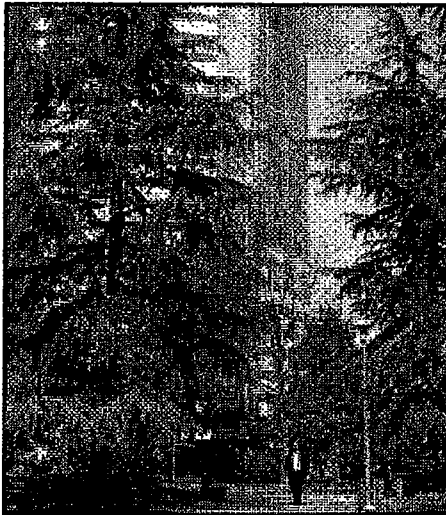
As our cities expand and our population moves to increasingly urbanized areas, American Forests recognizes the ecological value of urban trees as an important conservation issue. Though it is inherently understood that trees improve our environment, until recently it was difficult to quantify these effects. American Forests has synthesized decades of proven research with Geographic Information Systems (GIS) and Remote Sensing technologies to accurately measure the value of urban trees.

American Forests has conducted Urban Ecosystem Analyses in nearly 20 cities around the country documenting the loss of tree cover in our cities. These analyses report the value of trees not only in terms of their ecological benefits, but also in a language that decision makers understand—dollars. To see a detailed report of the Washington DC metro area click on the following link.

Calculating The Value of Nature

Trees are nature's public utilities. American Forests has quantified the work that urban trees do in the following areas:

- Stormwater Management
- Air Quality Improvement
- Energy Conservation



Our studies clearly show that trees in many urban areas have not received the attention they need and deserve. As a result, they have been disappearing at alarming rates (see the National Urban Tree Deficit). Many cities have seen a decline in natural tree cover by as much as 30% over the last several decades.

American Forests has also developed the tools that local communities need to analyze and understand their own areas. CITYgreen software is a desktop GIS program that calculates the value of trees in urban environments. With the tools that American Forests has built, you can understand your local ecology and communicate to decision makers the value of trees to your city. See how other communities have used CITYgreen software successfully (see Success Stories).

CITYgreen has taken a very important role in education of our children. Teachers that have used CITYgreen in their classrooms find that the activities are student centered; inter disciplinary; and provide real world benefits to the local communities. See CITYgreen@school for more tools and information.

American Forests organizes the National Urban Forest Conference every two years, bringing together a broad range of people interested in improving the urban environment. This includes city planners, engineers, foresters, legislators and many others.

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CFC # 0901

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Benefits of Trees

Most trees and shrubs in cities or communities are planted to provide beauty or shade. These are two excellent reasons for their use. Woody plants also serve many other purposes, and it often is helpful to consider these other functions when selecting a tree or shrub for the landscape. The benefits of trees can be grouped into social, communal, environmental, and economic categories.



Social Benefits

We like trees around us because they make life more pleasant. Most of us respond to the presence of trees beyond simply observing their beauty. We feel serene, peaceful, restful, and tranquil in a grove of trees. We are "at home" there. Hospital patients have been shown to recover from surgery more quickly when their hospital room offered a view of trees. The strong ties of people and trees are most evident in the resistance of community residents to removing trees to widen streets. Or we note the heroic efforts of individuals and organizations to save particularly large or historic trees in a community.

The stature, strength, and endurance of trees give them a cathedral-like quality. Because of the potential for long life, trees are frequently planted as living memorials. We often become personally attached to trees that we or those we love have planted.

Communal Benefits

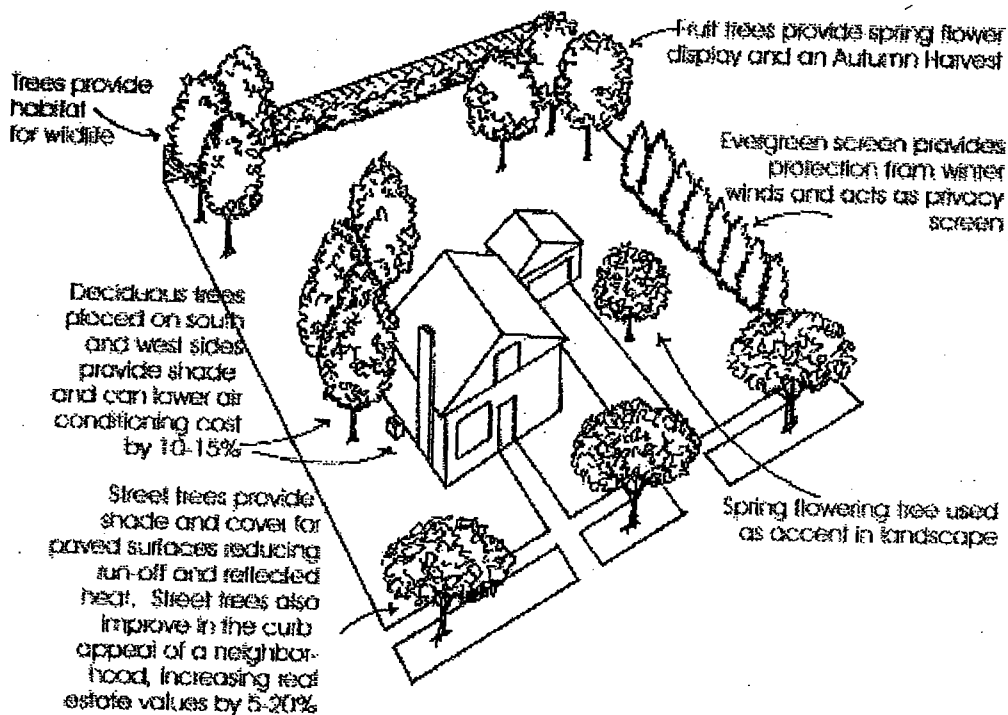
Even though trees may be private property, their size often makes them part of the community as well. Since trees occupy considerable space, planning is required if both you and your neighbors are to benefit. With proper selection and maintenance, trees can enhance and function on one property without infringing upon the rights and privileges of neighbors.

City trees often serve several architectural and engineering functions. They provide privacy, emphasize views, or screen out objectionable views. They reduce glare and reflection. They direct pedestrian traffic. They provide background, soften, complement, or enhance architecture.

Trees bring natural elements and wildlife habitats into urban surroundings, all of which increase the quality of life for residents of the community.

Environmental Benefits

Trees alter the environment in which we live by moderating climate, improving air quality, conserving water, and harboring wildlife. Climate control is obtained by moderating the effects of sun, wind, and rain. Radiant energy from the sun is absorbed or deflected by leaves on deciduous trees in the summer and is only filtered by branches of deciduous trees in winter. We are cooler when we stand in the shade of trees and are not exposed to direct sunlight. In winter, we value the sun's radiant energy; and because of this, we should plant only small or deciduous trees on the south side of homes. Wind speed and direction can be affected by trees. The more compact the foliage on the tree or group of trees, the greater the influence of the windbreak. The downward fall of rain, sleet, and hail is initially absorbed or deflected by trees and this provides some protection for people, pets, and buildings. Trees intercept water, store some of it, reduce storm run-off, and the possibility of flooding. Dew and frost are less common under trees because less radiant energy is released from the soil in those areas at night.



Temperature in the vicinity of trees is cooler than that away from trees. The larger the tree, the greater the cooling. By using trees in the cities, we are able to moderate the heat island effect caused by pavement and buildings in commercial areas.

Air quality can be improved through the use of trees, shrubs, and turf. Leaves filter the air we breathe by removing dust and other particulates. Rain washes the pollutants to the ground. Leaves absorb carbon dioxide from the air to form carbohydrates that are used in the plant's structure and function. In this process, leaves also absorb other air pollutants - such as ozone, carbon monoxide, and sulfur dioxide and give off oxygen.

By planting trees and shrubs, we return to a more natural, and less artificial environment. Birds and other wildlife are attracted to the area. The natural cycles of plant growth, reproduction, and decomposition are again present, both above and below ground. Natural harmony is restored to the urban environment.

Economic Benefits

Property values of landscaped homes are 5-20% higher than those of non-landscaped homes.

Individual trees and shrubs have value, but the variability of species, size, condition, and function makes determining their economic value quite difficult. The economic benefits of trees can be both direct and indirect.

Direct economic benefits are usually associated with energy costs. Air conditioning costs are lower in a tree-shaded home. Heating costs are reduced when a home has a windbreak. Trees increase in value from the time they are planted until they mature. Trees are a wise investment of funds since landscaped homes are more valuable than non-landscaped homes. The savings in energy costs and the increase in property value directly benefit each homeowner.

The indirect economic benefits of trees are even greater. These are available to the community or region. Lowered electricity bills are paid by customers when power companies are able to use less water in their cooling towers, build fewer new facilities to meet peak demands, use reduced amounts of fossil fuel in their furnaces, and need fewer measures to control air pollution. Communities can also save if fewer facilities must be built to control storm water in the region. To the individual these savings are small, but to the community, reductions in these expenses are often in the thousands of dollars.

Thornton Creek Watershed Oversight Council
C/o Seattle Public Utilities
Key Tower, Fifth Floor
Seattle, WA 98104

Rec'd on October 3, 2003

Shoreline
Stormwater & Environment Workgroup
17544 Midvale Avenue North
Shoreline, WA 98133-4921

Dear Members of the Stormwater & Environment Workgroup:

The Thornton Creek Watershed Oversight spent considerable time over two meetings discussing action items from the Thornton Creek Action Agenda (an extraction from the Thornton Creek Watershed Plan) that would be good to include in Shoreline's Comprehensive Growth Management Plan. Please consider the following items that will help us in goals of restoring and preserving Thornton Creek and its tributaries:

Stormwater

1. Seattle should share results of studies on infiltration techniques and Shoreline should start incorporating them into their sidewalk, street, and road building.
2. Target natural Drainage System improvements to right of ways in unimproved areas draining to key creek systems for infiltration, detention and treatment of stormwater runoff.
3. Revise land use and critical areas codes based on research conducted.
4. Purchase additional property in targeted areas to improve groundwater recharge and stormwater treatment (i.e. older homes that flood frequently)
5. Incorporate policies to promote pervious surfaces into new neighborhood design guidelines.
6. Integrate creative alternatives to traditional sidewalks, curbs and gutters into drainage projects where soils and or site conditions can accommodate it.
7. Map existing drains, ditches and culverts (coordinate with Seattle and their GIS).
8. Study flows in Thornton and Hamlin Creek and share information with Seattle.

9. Evaluate and/or study options to provide financial incentives to private property owners and to develop programs to create financial incentives to businesses and/or homeowners to better manage surface water runoff. Exchange info with Seattle because they have just started looking at this type of program.
10. Educate homeowners and businesses on the importance of keeping storm drains and ditches free of leaves and inlets free from trash. Coordinate fall clean up activities.
11. Develop a pilot program to promote water re-use through rainwater cisterns and/or gray water systems.

Non-Point

1. Reduce fecal coliform exceedances.
2. Eliminate breaks, leaks and illicit sewer connections as identified that discharge into Thornton Creek and Hamlin Creek.
3. Collect additional information on locations and frequency of exceedances of State standards for water temperature and dissolved oxygen (Twin Ponds and Ronald Bog for example).
4. Determine what pesticides and herbicides are being used by public agencies in the Thornton Creek watershed and reduce their use over time. Through education and outreach, reduce use of pesticides and herbicides by residents and business owners also.
5. Exchange information with Seattle and evaluate the effectiveness of devices installed to treat stormwater runoff from streets and parking lots.
6. Incorporate water quality improvements into CIP projects.
7. Conduct an outreach and inspection program for priority commercial, multifamily, industrial, institutional and government-owned sites within the watershed to reduce non-point pollution.
8. Continue and improve where possible existing programs to inform the public about non-point pollution and how they can reduce it. Complement the regional non-point pollution messages by targeting the Thornton Creek Watershed (including Hamlin).

Habitat

1. Restrict development in riparian corridors and wetlands areas.
2. Help streamside property owners control erosion, invasives, and improve habitat. (Seattle has started this type of program. Exchange information)
3. Encourage builders to retain areas of native vegetation on their site through incentives and variances or building credits, and encourage them to use natural techniques to manage storm water.
4. Inventory and assess the condition of riparian habitats all along Thornton and Hamlin Creek.
5. Encourage native plant use through various programs.

Habitat Continued

- 6. Increase the number of trees and understory shrubs in habitat areas where needed. Increase the number street trees.**
- 7. Develop programs to resue tres that are cut down and to salvage native plants from sites that are being developed for use in riparian and wetland habitats.**
- 8. Develop a program to accept land donations to Shoreline Parks Dept.**

Regulations and Enforcement

Note: the overall issues of land use/critical areas code, enforcement, and citizen involvement.

- 1. Assure proactive enforcement of existing watershed related Stormwater and Drainage Control Codes and regulations.**
- 2. Advertise ways to report environmental problems.**
- 3. Review and modify the Environmental Critical Areas and Land Use codes to provide additional stream and wetland protection based on watershed studies and findings.**
- 4. Restrict development in riparian corridors and wetland areas.**
- 5. Involve citizens in the review of notification procedures relating to development of new code or revisions to existing codes, and to development projects.**
- 6. Address short plat and subdivision impacts in the Thornton Creek and Hamlin watersheds. Reduce and restrict in targeted areas key to the health of the stream system.**

Implementation

- 1. Improve coordination between Seattle, Shoreline, King County and within agencies and cities concerning the watershed, including water quality and quantity, restoration, protection, habitat, and related or similar issues.**
- 2. Develop a formal agreement between Seattle and Shoreline, that states the manner in which these two governments will work together, and sets forth mutual expectations of ways the Thornton Creek watershed will be protected.**
- 3. Report health of Thornton Creek in Shoreline, Improvements made, findings and watershed related activities to the Watershed Oversight Council annually.**
- 4. Provide coordination among City technical staff to improve management of steams and wetlands.**
- 5. Track progress of action agenda implementation.**

Monitoring

1. Support citizen monitoring programs
2. Monitor and evaluate CIP projects and other habitat projects for success and any adaptive management needed.

Education - Tim Stewart advised us there are many programs and methods already being used in Shoreline.

If you have any questions about these action items, or wish to meet with members of the Thornton Creek Watershed Oversight Council, please contact Kathy Minsch at 614-1441.

Respectfully,



Cheryl Klinker, Member
Thornton Creek Watershed Oversight Council



HELP PLAN YOUR FUTURE!

Transportation ■ Surface Water ■ Recreation ■ Parks ■ Open Space

Planning Commission

Surface Water and Environment Workgroup Meeting October 2, 2003

The City of Shoreline is planning for the future and needs your comments. Tonight's meeting is about the City's surface water and environmental policies. Comments about these topics are welcome as are comments on other planning projects.

1. Do the goals and policies in the Comprehensive Plan regarding the environment (those in the Environmental Element) continue to represent the values of the community or do they need to be updated to be consistent with the community's values?

See letter from
Thornton Creek Watershed
Oversight Council -
Tim Stewart suggested we submit
for Workgroups consideration.
- Cheryl Klinker
252 0096

Note: At time workgroup
decides which definitions
it wants to look at changing,
can Tawo Council get copy
of their list? Send to (please)
Kathy Minsch at Seattle Public Utilities.

Thankyou

Jeff Ding

From: master plan
Sent: Tuesday, September 30, 2003 3:54 PM
To: Jeff Ding
Subject: FW: Aurora comments

-----Original Message-----

From: Tiia-Mai [mailto:tiia_mai@yahoo.com]
Sent: Friday, September 26, 2003 12:55 PM
To: master plan
Subject: Aurora comments

September 26, 2003

City of Shoreline Comment,

I believe one of the most visible improvements to the City of Shoreline would be to clean up Aurora. That traffic is so slow. What should be a ten-minute drive to my kid's soccer practice takes twenty minutes. I'll be the first to admit that 70% of the time I take the side streets through the neighborhoods. I know that I'm not the only person driving the neighborhood streets. If you can improve Aurora traffic flow... the neighborhoods would see a great improvement.

The city should take advantage of the great family businesses that has already sprung up off Aurora. I would hate to see Aurora turn into national chains or local chains that could be anywhere... the East coast, Redmond or Marysville. That's ugly and that's boring.

I want to live somewhere that's fun, invigorating and stirs my imagination. We should make building codes that don't allow many chain stores on Aurora? We don't want to create middle-America strip mall alley with distant headquarters that don't care about us. We want family businesses and boutiques. When local people succeed, they contribute back to the neighborhood in numerous ways. They become volunteers, leaders as well as donate financially. Aurora also needs more clothing stores, gift shops, bookstores, music, hobby, toy stores, repair shops and so on.

I wanted to point out one of the wonderful unique characteristics of North Aurora. I absolutely love all the authentic Asian and Mexican restaurants. I can go into a Korean restaurant (the strip mall North of Sears) where there is no English. The waitress has to hand me a menu with pictures. It's great food. It's authentic food. One of my very favorite places on Aurora was literally a trailer parked in a parking lot with Mexican food. It was the type of food that you would miss when you go on vacation. Sadly it disappeared one day. This is a crazy idea, but so crazy it just could be cool. Why couldn't there be an area on Aurora (or in Shoreline) with a pretty covered tent and picnic tables, some grass, and plenty of parking where you allow ten restaurant trailers. It could have ethnic foods, BBQ, ice cream and even the

Rotary Club raising money for charity. Maybe near a park where the public can sit and hear concerts. It needs to have a little class, be clean, be unique and have permits and bathrooms. It's such a unique cool and crazy idea. People love great cheap festival food. We also need a Saturday market.

Let's get inspired by city projects that have succeeded. Pike Place market only allows artist and one-of-a-kind restaurants (the Starbucks was the first one.) Crossroads Mall was dying until they put in an ethnic food court and had live music on Friday and Saturday nights. The Umbrella Factory in Rhode Island has an artist village. Saturday Markets around the world attract tourist from around the world. All these projects draw crowds, become tourist destinations and make people feel wonderful to be human.

To further celebrate Aurora's unique cultures, the city could have artwork, statues, street poles, planter pots or signage that celebrates its different characteristics.

No city needs strip clubs and casinos. It's less than twenty percent of the population that enjoy these types of businesses. In the meanwhile it cost city resources. It attracts crowds that don't give back to the welfare of the community. It scares off the other eighty percent that do spend money and care.

My last point is that the city needs more trees everywhere. It needs trees on Aurora so the streets aren't so hot. It especially needs trees at sports fields and playgrounds so parents and kids don't bake in the sun. It needs trees in schools grounds.

The City Council did a great job on interurban trail. What a great idea. Thanks for asking the public for their onions. It's a great feeling to know that I may contribute.

Tiia-Mai Barrett

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ATTACHMENT B

PREVIEW OF PRIORITIZATION CRITERIA

Potential Criteria for Prioritizing Infrastructure Projects
City Council Workshop
April 19, 2004

The staff and consultant team are preparing to meet with the community about capital improvement projects that may, or may not, become part of the Comprehensive Plan and/or Master Plans for transportation, storm water, parks and recreation, and general government facilities.

The preliminary lists of project ideas appear to cost significantly more than the City's current revenues for capital improvements. As a result, priorities will need to be established.

On the following pages are draft lists of factors or criteria that could be used to establish priorities. At the Council Workshop on April 19th, the project team will ask Councilmembers for reactions, questions, and suggestions for these lists of criteria.

We encourage Councilmembers to point out criteria that are too technical, their meaning is not clear, or they do not seem to be meaningful or practical. We also encourage Councilmembers to suggest additional criteria (each page has some blank lines at the bottom for "other" criteria).

We will use Council's suggestions to improve the criteria that we take to the community to assist them in responding to and prioritizing proposed capital improvement projects.

1. What factors should be used to prioritize street and intersection projects?

- Capacity
- Safety
- Green Streets
- Neighborhood Traffic
- Economic Development
- System Renovation and Preservation
- Multi-modal
- Improve Traffic Flow, Reduce Delays
- Other _____
- Other _____

2. What factors should be used to prioritize bicycle projects?

- Connects to the Interurban Trail
- Links to a School
- Links to a Park
- Connects to the "Grand Loop" (bike trail loop within the City's boundaries)
- Potential Access to the Burke-Gilman Trail
- Other _____
- Other _____

3. What factors should be used to prioritize pedestrian projects?

- School Access
- Located on an Arterial
- Connects to Community Facilities (parks, library, human services)
- Connects to an Existing Sidewalk
- Completes the Grand Loop
- Connects to a Bus Line
- Access to Shopping
- City Gateway
- Links 3 Major Destinations
- Other _____
- Other _____

4. What factors should be used to prioritize surface water projects?

- Flood Risk
- System Renovation and Preservation
- Stream Protection
- Habitat Establishment
- Regional Consistency with Basins
- Support Transportation Projects
- Support Parks Projects
- Protect Property
- Minimize Nuisance Flooding
- Water Quality
- Other _____
- Other _____

5. What factors should be used to prioritize parks and recreational facilities projects?

- Improve Existing Parks
- Community Need for Facilities
- Potential for Obtaining Funding
- Project Costs
- Underserved Area of City
- Potential Loss to Other Uses
- Ability to Maintain in the Future
- Improves Neighborhood Park Level of Service
- Improves Community, Urban and Regional Park Level of Service
- Improves Nature Area and Nature Trail Level of Service
- Improves Shoreline and Beach Access Level of Service
- Improves Paved Multi-Purpose Trail Level of Service
- Improves Athletic Field Level of Service
- Improves Indoor Facility Level of Service
- Other _____
- Other _____

6. What factors should be used to prioritize general capital improvements projects?

- Convenience for Public
- Quality of Service to Public
- Efficiency of Government Operations
- Other _____
- Other _____

7. What ideas can be presented for balancing the costs and revenues for capital improvements projects?

- Grants
- Bonds
- Increase SWM rates
- Use portion of SWM fees for drainage portion of road and/or park projects (but causes reduction of SWM fees for SWM projects)
- Reduce costs of individual projects (change design or technology, value engineering, etc.)
- Increase the tax base through economic development
- Reduce levels of service (thus reducing need for some projects)
- Prioritize projects (defer or eliminate low priority projects)
- Other _____
- Other _____

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