

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Study Session to review CRISTA'S Master Development Plan Permit #201713-Quasi-Judicial Action
DEPARTMENT: Planning and Development Services
PRESENTED BY: Joseph W. Tovar, FAICP, Director
Steven Szafran, AICP, Associate Planner

PROBLEM/ISSUE STATEMENT:

CRISTA Ministries has applied for a Master Development Plan Permit (MDPP) to guide the growth of its campus over the next 15-20 years. The purpose of CRISTA'S Master Development Plan is to define the development of the CRISTA Campus in order to serve its users, promote compatibility with neighboring areas and benefit the community with flexibility and innovation.

The Planning Commission held an open record public hearing to learn about the proposal from staff and the applicant, and then took both oral and written testimony. The Commission extended the public hearing twice, for a total of three nights. The Commission's recommendation includes a review of the MDPP criteria and application of appropriate mitigations and conditions.

The request for a Master Development Plan Permit is a quasi-judicial action decided by the City Council in a closed record hearing; that is, using information provided by the Planning Commission from the record created at the public hearing before the Commission. Because it is quasi-judicial, the Council is only allowed by law to evaluate information in the record from the Planning Commission hearing, and therefore cannot receive information about the proposal, either oral or written, from outside sources.

The Council will review the Planning Commission record and its recommendation, and pose questions to the staff. Staff will respond to these questions if there is time, or address them in an upcoming staff report to be developed prior to Council action. In its responses, staff will rely on information existing in the Commission record. Council action on the recommendation is scheduled to occur on May 10, 2010.

FINANCIAL IMPACT:

The proposed Master Development Plan Permit would have no direct financial impact.

RECOMMENDATION

No action is required

Approved By:

City Manager 

City Attorney 

INTRODUCTION

The existing Shoreline Comprehensive Plan designation on the CRISTA site is "Campus", a specific land use category applied to all campuses in Shoreline. The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. All future development within the Campus Land Use is governed by a Master Development Plan.

CRISTA Ministries has applied for a Master Development Plan Permit to guide the growth of its campus over the next 15-20 years. The plan includes replacement of aging school buildings and senior housing buildings. The plan also includes relocating the early childhood center to the elementary school site, constructing a new senior housing building at the Cristwood site, constructing a new assisted living building on the corner of Fremont Avenue North and N. 190th Street, and constructing a new sports field.

BACKGROUND

The Firlands Tuberculosis Sanatorium was opened in 1911 and patients were admitted into eight temporary buildings. In 1913, the administration building and hospital (now the High School) were constructed. The administration building and high school are the two biggest Tudor style buildings on the campus and generally the most notable for their unique architecture. The Firland Sanatorium moved to the Fircrest Campus in 1947.

King's Garden (later renamed CRISTA) moved to the site in 1949. The CRISTA campus currently includes:

- The elementary school built in 1955 as part of the Shoreline School District.
- CRISTA broadcasting and radio tower - 1959.
- Cristwood senior housing complex built in 1984.
- CRISTA radio tower rebuilt in the mid-1980's (current tower on-site).
- Cristwood senior activity building built 1988.
- King's Garden Gym constructed in 1996.
- Arbor deli and greenhouse both constructed in 1997.
- Chestnut Court senior living built in 1998.
- CRISTA added a new elementary school building in 2000.

PROPOSAL

In the analysis below, projects are described and indicate if they are new or replacement buildings. These projects are shown on sheets A3-P and A4-P of the plan and are repeated here for clarity:

- **New Cristwood Senior Housing Building**

This is a new 64-unit senior housing building adjacent to the existing Cristwood senior housing complex. The building is 5 stories, 107,350 square feet with 63 underground parking stalls.

This building will add 220 vehicle trips per day with five am peak hour trips and seven pm peak hour trips onto N. 190th Street.

- **New Assisted Living Building**

This is a new building on the corner of N. 190th Street and Fremont Avenue. The building is 2-stories, 130,000 square feet with 40 underground parking stalls.

One condition is to restrict access from N. 190th Street so no additional trips will be generated from or to N. 190th Street.

By imposing the above condition, 426 daily vehicular trips with 22 am peak trips and 35 pm peak trips will be eliminated from N. 190th Street. This will result in daily volumes on N. 190th Street below 1,800, about 300 lower than current daily volumes.

- **New Practice Field**

This is a new 190' X 380' field that will be used for football practice and, at times, soccer games. In addition, some junior high football games will be held there.

There will be no lights and field usage will end at 8:00 pm.

Access and parking will come from the east near the Mike Martin Gym.

The proposed athletic field is shown not to generate additional traffic on N. 190th Street.

Neighbors will be part of the design process for the landscape buffer/wall adjacent to the proposed field.

- **New Early Childhood Center**

This is a new building on the northwestern portion of the elementary school site. The building will be one-story and 21,500 square feet.

The building will provide education for 140 students, a 40 student increase over the current early childhood center.

Access will be from Greenwood Avenue. Also accessed from Greenwood Avenue is a parking area for 40 cars. The parking area will provide parking for the early childhood center as well as the elementary school staff.

- **Performing Arts Building**

This is a new building where the early childhood center is currently located. The building is 2-stories (50-feet high) and 42,000 square feet. The building will house a great hall, classrooms and studios, and a theater.

Access to the performing arts building is from Greenwood Avenue.

- **Senior Residential Living Building 1**

This is a new building where the Crest Apartments are currently located. The building is 3-stories, 42-units, 60,000 square feet, with 42 underground parking stalls.

Access to this building is from CRISTA Lane.

- **Senior Residential Living Building 2**

This is a new building where the Royal Apartments and Broadcast buildings are currently located. The building is 3-stories, 54-unit, 150,000 square feet, with 65 underground parking stalls.

Access to this building is from King's Garden Drive.

- **Senior Residential Living Building 3**

This is a new building where Sylvan Hall, Martin Deli, Popular Court, and part of the nursing center are currently located. The building will be 3-stories, 92-units, 225,000 square feet, with 129 underground parking stalls.

Access to this building is from King's Garden Drive.

- **Math-Sciences, Greenhouse Building**

This is a new building where three portable classrooms are currently located. The building will be 3-stories and 46,500 square feet.

Access to the math/sciences building is from Greenwood Avenue.

- **King's Junior High**

This is a new building where the junior high is current located. The building will be 3-stories and 36,000 square feet.

Access to the junior high is from Greenwood Avenue.

- **King's Junior High Fitness Annex**

This is an addition to the King's Garden Gym. The addition is 2-stories and 17,000 square feet.

Access is from Greenwood Avenue.

- **Elementary School**

The elementary school will be a new building to replace the current elementary school. The school will be 3-stories and 111,000 square feet.

Access to the elementary school will be from Dayton Avenue, N. 195th Street and Greenwood Avenue.

On-site cueueing for the elementary school will be expanded to take more cars off of Dayton Avenue.

PROCESS

- This Master Development Plan Permit was submitted to the City on January 30, 2008.
- The permit was put on hold until approximately 11 months until the City adopted a process for master plans.

- Ordinance 507, adopting the master development process, was adopted by Council on December 8, 2008.
- CRISTA resubmitted their application with additional requirements stated in Ordinance 507 on March 6, 2009.
- A Public Notice of Application (NOA) with SEPA was posted on 4-foot by 4-foot signs on all sides of the property facing a public right-of-way, mailed to all residents within 1000 feet of the campus, and advertised in the Seattle Times on November 19, 2009.
- A Mitigated Determination of Nonsignificance was issued on December 22, 2009.
- A Public Notice of Hearing was also posted, mailed and advertised in the same manner as above on December 22, 2009. Additional notices of public hearing were advertised at each subsequent public hearing.
- An open record public hearing was held by the Planning Commission on January 21, 2010; the hearing was continued to February 18, 2010 and continued again to March 18, 2010.
- On March 18, 2010, the Planning Commission recommended on a 7-1 vote to approve CRISTA'S master plan with additional conditions.

Issues raised during the Planning Commission discussion and deliberations

A number of issues were raised during three nights of Public Hearing before the Planning Commission. The major issues were:

- Traffic impacts from proposed senior housing that would access on 190th
- Traffic impacts from the relocated early childhood center that would access on Greenwood north of 195th
- Impacts of tree removal from new athletic/practice field along 1st Avenue NE including concern about noise emanating from new practice field.
- Effect of increased development of CRISTA campus and associated drainage impacts

A number of other issues were raised as well. These are summarized in the "Public Comment" section of the Commission's Findings, Conclusions, and Recommendations (See attachment 1).

The Commission collected oral and written comment on these issues, deliberated, and developed a set of 24 conditions that were added to the 13 mitigations related to SEPA. The Commission concluded that its proposed conditions and mitigations address the impacts of the new development that is expected to occur over the next 15-20 years on the CRISTA campus.

RECOMMENDATION

No action is required.

ATTACHMENTS

1. Findings, Conclusions, and Recommendations of the Planning Commission

2. Master Development Plan Proposal (Maps)
3. Public Comment Letters (in alphabetical order) –Available in the Council office.
4. Planning Commission Minutes from January 21, February 18, and March 18, 2010

**CITY OF SHORELINE
PLANNING COMMISSION
FINDINGS, CONCLUSIONS AND RECOMMENDATION**

PROJECT INFORMATION SUMMARY

Project Description: Master Development Plan Permit ("MDPP") to guide the future development of CRISTA'S Campus over the next 20 years.

Project File Number: 201713

Project Address: 19303 Fremont Avenue North

Property Owner: CRISTA Ministries

Staff Recommendation: Approval with conditions

FINDINGS OF FACT

A. Current Development

1. The subject parcel is generally located at 19303 Fremont Avenue North.
2. The CRISTA Campus is approximately 57 acres and is developed with schools, assisted senior care residential units, independent senior living residential units, broadcasting, and administrative offices for the CRISTA organization. The site is zoned CRISTA Campus Zone (CCZ) and has a Comprehensive Plan Land Use designation of Campus.
3. The first buildings on-site were constructed in 1913 (see history section below).
4. CRISTA has been at this location since 1949.
5. The campus currently houses 525 senior units (assisted living/nursing/and senior housing), approximately 1,200 students (elementary, Jr. High, and high school), and 840 employees.
6. The site is surrounded by low-density single-family homes zoned Residential-6 units per acre (R-6).
7. There are 13 different access points to the CRISTA Campus, including Fremont Avenue North, North 195th Street, Dayton Avenue North, Greenwood Avenue North, 1st Avenue NW, and North 190th Street.
8. There are existing sidewalks on Dayton Avenue North and North 195th Street adjacent to CRISTA'S elementary school.

9. CRISTA originally submitted for the Master Plan on January 30, 2008 prior to the City's major update of the master planning process.
10. On December 8, 2008, the City Council adopted Ordinance No. 507, which changed the Comprehensive Plan Land Use designation on these sites from Single-family Institution to Campus and rezoned all institutional sites (CRISTA, Shoreline Community College, Fircrest, and the Public Health Lab).
11. CRISTA submitted additional information on March 6, 2009 based on the revised requirements of Ordinance 507.

B. Comprehensive Plan Land Use Designations.

12. The City Council changed the Comprehensive Plan Land Use Designation for this site on December 8, 2008 under Ordinance No. 507. The site is designated Campus in the Comprehensive Plan. All adjacent parcels have a Comprehensive Plan Land Use designation of Low Density Residential except the City of Seattle water towers which are designated Public Facility. See *Attachment 1 (Comprehensive Plan Map)*.

C. Current Zoning and Uses

13. CRISTA Campus is zoned CRISTA Campus Zone (CCZ). All adjacent parcels are zoned R-6 and developed with single-family homes except the City of Seattle water towers that are zoned Public Facility. See *Attachment 2 (Zoning Map)*.
14. Uses on the CRISTA Campus include childcare, K-12 schools with related activities, independent senior housing, senior assisted living, nursing care, broadcasting, administrative offices, and various accessory uses including special events such as charity walks/runs.

D. History of the CRISTA Campus

15. The Firlands Tuberculosis Sanatorium was opened in 1911 and patients were admitted into eight temporary buildings. In 1913, the administration building and hospital (now the High School) were constructed. The administration building and high school are the two biggest Tudor style buildings on the campus and generally the most notable for their unique architecture.
 - The power house was constructed in 1913 and was detailed to evoke a castle.
 - The green house was constructed in 1913 and no longer exists.

- In 1920, Sylvan Hall was constructed. This building does not have the brick work like the hospital and administration building.
 - Also in 1920, a summerhouse was constructed. This building no longer exists.
 - The fire house was constructed in 1921.
 - Ward C (the Ambassador Apartments) was constructed in 1929. The building has been modified extensively throughout the years.
 - The junior high school was constructed in the 1930's. This building continues to house students.
 - The Firland Sanatorium moved to the Fircrest Campus in 1947.
16. King's Garden (later renamed CRISTA) moved to the site in 1949.
- The elementary school was built in 1955 as part of the Shoreline School District. CRISTA assumed ownership in the 1980's and continues to operate the elementary school.
 - CRISTA broadcasting and radio tower - 1959.
 - Cristwood senior housing complex was built in 1984.
 - CRISTA radio tower rebuilt in the mid-1980's (current tower on-site).
 - Cristwood senior activity building was built 1988.
 - King's Garden Gym was constructed in 1996.
 - Arbor deli and greenhouse were both constructed in 1997.
 - Chestnut Court senior living was built in 1998.
 - CRISTA added a new elementary school building in 2000.

E. CRISTA'S MDPP Proposal

17. The applicant has applied for an MDPP under SMC 20.30.353 to guide the future growth of the campus over the next 20 years. **The MDPP is attached as Attachment 3.** The building depictions on the MDPP do not represent the proposed footprint; the building footprint/building standards are set forth as text within the building depictions in the MDPP. Further, pages C1-C8 are not

considered as part of the MDPP; these are conceptual drainage and utility plans which will be required at the building permit stage. A summary of CRISTA'S MDPP proposal is set forth below.

18. The existing uses will continue. However, the buildings housing these uses would be remodeled, replaced, or demolished. In addition to new buildings, CRISTA has proposed a new athletic practice field in the southwest portion of the site.

19. The MDPP has been presented in three phases: 1-5 years, 5-10 years, and 10-20 years. See MDPP pages A5-5 through A10-15

20. Projects proposed in the first 5 years include:

- New practice field in the southwest portion of the site adjacent to 1st Avenue NW. In order to have a flat, usable space for sporting activities, a vacant home on CRISTA'S campus would be demolished and trees would be cleared. This area has historically been free of activity except for two vacant houses that were used by CRISTA as rental housing;
- New Cristwood Park North independent senior housing building replaces Cristwood activity center and revised the parking and circulation pattern around Cristwood;
- Relocate Cristwood hobby shop to the other side of Cristwood Drive;
- New senior building east of the stadium to replace the Crest senior apartments, Oaktree Court assisted living, E-wing for nursing center, and Ambassador Apartments (also included in years 10-15);
- New 3,500 square foot office on east side of King's Garden Drive;
- New senior housing on the east side of King's Garden Drive to replace the Royal apartments and garages, Intercristo buildings, the broadcast buildings and the women's ministries buildings;
- New King's jr. high will replace the old King's junior high school;
- New addition to existing King's Garden Gym;
- New math/science building will replace secondary portables 1 and 2;
- New greenhouse will replace the existing greenhouse;
- Science buildings 1, 2, and 3 will be demolished and replaced by a new parking area;
- Schirmer storage will be demolished without replacement.

21. Projects proposed in years 5-10 include:

- Performing arts building will replace the Castle children center, bus garage, and service station that would be demolished;
- Skilled nursing facility will replace the Castle infant center, grounds building, and a large portion of open space on the corner of N.190th Street and Fremont Avenue;

- New senior housing on the west side of King's Garden Drive will replace senior community administration building, transmission buildings for radio tower (tower will not move), Sylvan Hall, Popular Court, Vernon Martin Deli, Vivian Martin Community Center;
- Early childhood center on the elementary school site;
- Schirmer Auditorium and King's music building will be demolished for a plaza areas.

22. Projects proposed in years 10-20 include:

- Chestnut Court will be converted from assisted living to independent living and;
- Elementary School will be completely rebuilt and includes new play areas, open spaces, circulation, and landscaping areas.

23. **Proposed Development Standards.** SMC 20.30.353(D) sets forth development standards for MDPPs and provides that the standards may be modified to mitigate significant off-site impacts of implementing the master development plan in a manner equal or greater to the code standards. CRISTA has proposed the following development standards:

DEVELOPMENT STANDARD	Max allowed by SMC 20.30.353(D)	Proposed by Applicant in MDPP
Front, side, and rear yard setbacks from right-of-way	None specified; City Council can determine	10'
Front, side, and rear yard setbacks from R-6 Zones	20' at 35' height, 2:1 stepback ratio up to 65'	30'
Max. Building Coverage	None specified; City Council can determine	70%
Max. Hardscape	None specified; City Council can determine	85%
Height	65'	65'
Density (residential development)	48 dwellings per acre	24 dwellings per acre
Total Units (potential)	2,736	630

24. Sheets A3-P and A4-P proposed maximum development thresholds for new senior living buildings and new school buildings. If approved, these will become the development standards that building permit applications will comply with. For example, on sheet A3-P, CRISTA labels the Skilled Nursing Facility/Assisted Living Facility as 2-stories, 160 unit, 65,000 square foot footprint, and 130,000 square foot total building size. This would be the maximum building envelope authorized by the MDPP.

25. **Density:** CRISTA proposes to add more independent senior units and reduce assisted living units in the MDPP. Currently, CRISTA has 277 independent senior units and 248 assisted living units. In the MDPP, CRISTA proposes 475 independent senior housing units and 155 nursing and assisted living units. Overall, the total number of senior units would increase by 104 units over the 20 year MDPP.
26. **Traffic Analysis:** CRISTA incorporated a traffic mitigation plan in its MDPP.
27. **Stormwater and Impervious Areas:** CRISTA submitted conceptual stormwater plans to demonstrate compliance with the City's stormwater requirements. Currently, the site is 40% impervious area. The proposed master plan would increase the impervious area to approximately 49%.
28. **Retention of Significant Trees.** CRISTA has provided an inventory of all significant trees on the site. Sheets TR1 and TR2 of the MDPP proposal show approximately 1,337 significant trees spread among 57 acres. CRISTA proposes to retain 66% of the significant trees on-site.
29. **Sign Standards:** As part of its MDPP proposal, CRISTA proposes installation of on-site signage.
30. **SEPA Mitigations:**

The State Environmental Protection Act (SEPA) requires projects of this magnitude to analyze all potential environmental impacts generated by the proposal. The City reviewed the expanded SEPA checklist prepared by the applicant and determined that implementation of the MDPP will not result in significant environmental impacts if the conditions established in the MDNS are implemented.

Based on CRISTA'S MDPP proposal, the SEPA Responsible Official issued a Mitigated Determination of Nonsignificance (MDNS) for the MDPP proposal. Thus, the MDPP proposal must include the following SEPA mitigations:

- a. To further mitigate traffic impacts, CRISTA shall:
- Limit the number of students (pre-school, elementary, junior and high school) to 1,610. City staff will verify enrollment with CRISTA after every 5 year phasing schedule. Staff may approve an increase of up to 10% in the enrollment cap, provided that the increase does not result in any new or expanded school facilities, and traffic impact analysis is provided to determine whether additional traffic mitigation measures are warranted by the increase.
 - Limit the amount of independent senior housing to 475 units. Total senior housing shall be limited to 630 units.

- Review its Transportation Management Plan (TMP) and modify as needed to encourage alternate modes of travel and reduce the project's impacts on the adjacent roadways and intersections.
 - Construct improvements to existing pedestrian facilities internal to the site to further promote non-vehicular travel to the site from the surrounding areas.
 - Develop a traffic control plan for special events including sporting, theatre, and performing arts, to be approved by the City of Shoreline. Utilize temporary traffic control as needed during these events to meet the conditions of the plan.
 - Install the following roadway modifications:
 - N 195th St – Widen the roadway to accommodate a Two-Way Left-Turn Lane (TWLTL) between Greenwood Ave N and Fremont Ave N. In order to properly transition to the TWLTL, an eastbound left-turn pocket will be required at Greenwood Ave N/N 195th St, and a westbound left turn pocket at Fremont Ave N/N 195th St. The TWLTL will consist of two 11ft wide lanes and an 11ft wide center turn lane. Projects that will trigger the required roadway modifications: King's Junior High, Early Childhood Center, Great Hall or Elementary School.
 - Fremont Ave N/N 195th St – left turn pockets will be required in all directions at this intersection. Projects that will trigger the required roadway modifications: Residential Living on King's Garden Drive North, King's Junior High, Early Childhood Center, Great Hall, Elementary School, or Residential Living on King's Garden Drive South.
 - Fremont Ave N/N 190th St – N 190th St shall be widened to accommodate three lanes: an eastbound left turn & thru lane, an eastbound right turn lane, and a westbound lane. Projects that will trigger the required roadway modifications: New Practice Field, Cristwood Park North, or Skilled Nursing Facility.
 - Upon issuance of the first building permit under the Master Development Plan, CRISTA shall contribute to the City \$20,000 to fund the implementation of other traffic calming measures not listed above as approved by City staff to be used in the Hillwood neighborhood. These funds will be used by the City of Shoreline to build traffic control devices to help manage any unanticipated traffic problems on local streets in the Hillwood neighborhood area during the CRISTA campus master plan implementation. Traffic control devices can include speed tables, traffic circles, or stationary radar signs. Any funds unused after 6 years after the final building permit is issued would be returned to CRISTA.
- b. To mitigate potential unreasonable impacts to wildlife, a professional in wildlife biology shall submit a report prior to the issuance of a clearing and

grading permit for the proposed practice field. The report must address expected impacts to wildlife during construction of and after completion of the proposed practice fields; implementation of any recommendations will be a condition of the clearing and grading permit.

c. To mitigate impacts to historical buildings:

- CRISTA shall nominate the exterior of the High School and Administration Building for Landmark status through the State Register of Historical Places.
- For structures identified in the Shoreline Historic Inventory List that are being modified/replaced; the applicant shall work with the Shoreline Historical Museum and King County's Historic Preservation Officer to implement a program that includes signage, photos, and narratives on the historical value of the property. The interpretive signage shall be accessible from the public sidewalk. The program must be approved before issuance of a permit involving structures in the historic core of the campus. In addition, substantial documentation should be done, using the standards and guidelines of the Historic American Building Survey (photos, plans and written history using archival stable media) for buildings proposed to be demolished and/or modified.

d. To mitigate noise and aesthetic impacts:

- A landscape buffer and/or sound barrier wall between the street and proposed practice field is required and design of the buffer/barrier shall be reviewed between the neighbors to the west, CRISTA and City Staff, with ultimate approval authority vested in the City. The height and design for the buffer and sound barrier wall must be approved by the City before any permits for the field can be issued.
- The practice field shall not include lights, large bleachers (defined as seating for more than 80 people), PA systems, signage, or public entrances from 1st Avenue NW. If internal access to the field (between the proposed field and Mike Martin Gym) is not ADA accessible, CRISTA must provide ADA accessible parking near the practice field from 1st Ave NW.

e. To mitigate impacts to air and soil quality, a qualified professional in the field of hazardous materials shall inspect any building or buildings proposed to be remodeled or demolished. Results of the inspection and any recommended mitigating conditions must be submitted to the City prior to issuance of any demolition or building permits.

F. SEPA and MDPP Procedural Compliance

31. Planning and Development Services issued a MDNS on December 22, 2009.

32. Staff analysis of the proposed Master Development Plan Permit includes information submitted in a pre-application meeting on December 17, 2008, an Early Community Input Meeting on January 29, 2009, a neighborhood meeting conducted on February 19, 2009, public comment letters, traffic report, site visits, and the Hillwood Neighborhood Association meeting of April 20, 2009.
33. A Public Notice of Application (NOA) was posted on 4-foot by 4-foot signs on all sides of the property facing a public right-of-way, mailed to all residents within 1000 feet of the campus, and advertised in the Seattle Times on November 19, 2009.
34. A Public Notice of Hearing was also posted, mailed and advertised in the same manner as above on December 22, 2009. Additional notices of public hearing were advertised at each subsequent public hearing.
35. An open record public hearing was held by the Planning Commission on January 21, 2010; the hearing was continued to February 18, 2010 and continued again to March 18, 2010.
36. No administrative appeal is available; the MDPP may be appealed to Superior Court after the City Council takes action.

G. Public Comment

37. 100 comment letters were received during the comment period (some commenters have sent multiple letters/emails). Public comment was requested three times (once during the NOA in May 1, 2008, again on March 26, 2009, and finally on November 19, 2009).
38. The public comment letters identified common issues about the CRISTA MDPP proposal. Common issues are drainage, trees, practice field, historical preservation, traffic, and other miscellaneous topics.

Drainage: Public comments addressed increased surface parking lots, flooding of adjacent streets, and requiring low-impact development techniques.

Practice field: Public comments addressed noise impacts from activities on the field; loss of trees to build the field; limit hours of use, limit use to CRISTA students only, no lights or bleachers or loudspeakers, no signs, build a sound barrier wall, limit size of field.

Trees: Public comments addressed concern about loss of trees and loss of wildlife habitat.

Historical Preservation: Public comments addressed significant buildings should be nominated for landmark status.

Traffic: Public comments addressed that the traffic report should consider the cumulative impacts from Point Wells, CRISTA and Town Center; CRISTA does not contribute money to maintain City streets; traffic from CRISTA is already significant; traffic from special events; traffic from buses; new entry to early childhood center from Greenwood Ave N; CRISTA should not be allowed to access local streets; and CRISTA should build an entrance from Richmond Beach Road.

Other topics: Potentially hazardous dust from demolition; history of bad relations between CRISTA and the surrounding neighborhood; CRISTA takes without giving back to the community; CRISTA does not pay taxes; CRISTA does not honor past agreements; and CRISTA has outgrown its campus.

H. ANALYSIS OF THE MDPP CRITERIA

The purpose of the Master Development Plan is to define the development of property zoned campus or essential public facilities in order to serve its users, promote compatibility with neighboring areas and benefit the community with flexibility and innovation.

Master Development Plan Permit Criteria

Criteria # 1. Is the project designated as either campus or essential public facility in the Comprehensive Plan and Development Code and is it consistent with goals and policies of the Comprehensive Plan?

The Planning Commission finds:

39. CRISTA is designated as CRISTA Campus Zone (CCZ). The MDPP proposal is consistent with the applicable MDPP policy of the Comprehensive Plan (Land Use Policy 43), which states:

LU43: The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. Existing uses in these areas shall constitute allowed uses in the City's Development Code. If development of any new use or uses is proposed on a site that is designated Campus, an amendment to the Comprehensive Plan and Development Code will be required. All development within the Campus Land Use shall be governed by a Master Development Plan.

These areas include:

1. CRISTA Ministries Campus: CRISTA Ministries is an approximately 55

acre campus that provides such services and uses as education, senior care and housing, broadcasting, headquarters for humanitarian missions, relief and aid to those in need and specialized camps. Although the services that are provided are not public, the campus provides housing for nearly 700 Senior citizens and education for 1,200 Pre-K to High School students.

Existing uses in these areas as of Ordinance #507 Adoption Date shall constitute allowed uses in the City's development code. If development of any new use is proposed on a site that is designated Campus Land Use, an amendment to the Comprehensive Plan and the Development Code will be required.

Criteria #2. Does the master development plan include a general phasing timeline of development and associated mitigation?

The Planning Commission finds:

40. A general phasing timeline is provided in the MDPP proposal. CRISTA has developed their plan to occur over a 15-20 year period. The majority of the work is demolition and replacement of aging facilities. The Master Plan has been broken up into 5 year phasing schedules on the following sheets of the CRISTA Campus Master Plan: A5-5 through A10-15.
41. The MDPP proposal does include associated mitigation for the development. Most of the mitigations will be completed before the first building permit may be issued. Some mitigation is based on specific development projects. Specific mitigations are set forth under the appropriate criterion that follows:

The MDPP proposes a 15-20 year phasing plan for student and resident populations:

	Existing	5 Years	10 Years	15 Years	Total	Change
Schools						
Jr High	250	250	250	250	250	0
Senior High	500	500	500	500	500	0
Elementary	720	720	720	720	720	0
Early Childhood	100	100	100	140	140	Increase by 40
Totals	1,570	1,570	1,570	1,610	1,610	Increase by 40
Senior Living						
Cristwood	199	Add 64			263	Increase by 64

CRISTA	78	Demo 78 Add 96	Add 92	Add 18	206	Increase by 128
Assisted Living	81	Demo 30	Demo 16 Add 70	Demo 35	70	Decrease by 11
Skilled Nursing	167	Demo 53	Add 90	Demo 114	90	Decrease by 77
Totals	525				629	Increase by 104

Note: Counts are based on space capacity
School enrollment is 80% of capacity
Senior living census is closer to 95% occupancy

Criteria #3. Does the master development plan meet or exceeds the current regulations for critical areas (if critical areas are present)?

The Planning Commission finds:

42. CRISTA'S MDPP proposal, as amended, complies with the adopted critical area regulations. CRISTA's MDPP identifies landslide hazard areas, including some greater than 40% – see Slope Map Exhibit sheet SL1 and SL2. CRISTA will be required to site all buildings outside of steep slope areas at the time of building permit submittal; any proposed development in the MDPP will be evaluated at the building permit stage for compliance with Chapter 20.80 SMC.

Criteria # 4. Does the proposed development use innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design (including low impact development stormwater systems and substantial tree retention) to mitigate impacts to the surrounding neighborhoods?

The Planning Commission finds:

43. The MDPP proposal requires that future development on the CRISTA campus be guided by sustainable design and construction practices. CRISTA intends to employ sustainable practices to steer design, construction, and site development toward not only energy efficiency, but also community development.
44. The MDPP proposal shows storm drainage flow control, water quality treatment measures and uses LID techniques in its Level 1 Downstream Analysis. The Analysis recommends other measures in developing final drainage concepts for the MDPP including:
- Using pervious concrete for new plaza areas and other internal hardscapes;

- Using downspout infiltration systems if soil conditions support their feasibility;
- Providing downspout dispersion systems where feasible; and
- Providing downspout perforated sub-out connections to the conveyance system.

The Level 1 Downstream Analysis also recommends that low impact design should be employed to reduce stormwater quantities and quality impacts where these design concepts could include but are not limited to:

- Maximizing retention of native forest cover and restoring disturbed vegetation to intercept, evaporate, and transpire precipitation;
- Preserving permeable, native soil and enhance disturbed soils to store and infiltrate stormwater;
- Retaining and incorporating topographic features that slow, store, and infiltrate stormwater;
- Minimizing total impervious area and eliminate effective impervious surfaces; and
- Utilizing a multidisciplinary approach that incorporates planners, engineers, landscape architects, and architects at the initial phase of the project.

45. The MDPP proposal retains 66% of the significant trees on-site. By retaining 66% of the significant trees, CRISTA more than doubles the amount of significant tree retention currently required by the SMC 20.50.290-.370.

46. The MDPP proposes tree replacement ratios of 1:1 with replacement trees being at least 8 feet high for evergreen trees and 3-inch caliper for deciduous trees, which is greater standard than set forth in SMC 20.50.360(c)(1) which requires replacement trees of 6 feet high for evergreens and 1.5-inch caliper for deciduous trees.

The Planning Commission further finds that under CRISTA's proposed MDPP:

47. The tree replacement section of the MDPP does not specify that replacement trees are on-site; tree replacement on-site is required to meet criteria #4.

48. In order to more fully meet criteria #4, the 66% retention of significant trees set forth in the MDPP should be adjusted to reflect that *not less than* 66% of significant trees shall be retained.

49. There are unmitigated impacts to the neighbors adjacent to Fremont Avenue North. To ensure adequate screening of the proposed nursing facility on the corner of Fremont and N 190th, the Planning Commission recommends the following condition be added to the MPDD:

- a. All significant trees with trunks located within 60 feet from the Fremont Avenue right-of-way line, north of 190th Street and south of King's Garden Drive, shall be retained and enhanced with understory. The understory shall consist of drought tolerant vegetation native to the area. Understory vegetation shall be planted in areas that do not disturb the critical root zone of the significant trees in this area. All such trees shall be documented as protected trees. Any removed trees shall be replanted with a similar species and proximity at a ratio recommended by a certified arborist.

50. Additional conditions are needed to mitigate the impacts of CRISTA's buildings and structures to the surrounding neighborhood. To mitigate the impact of the structures, the Planning Commission recommends the changes to the development standards, as outlined in the following table:

DEVELOPMENT STANDARDS	Max allowed by SMC 20.30.353(D)	Proposed by Applicant in MDPP	Planning Commission Recommendation
Front, side, and rear yard setbacks from right-of-way	None specified; City Council can determine	10'	20'
Front, side, and rear yard setbacks from R-6 Zones	20' at 35' height, 2:1 stepback ratio up to 65'	30'	20'
Max. Building Coverage	None specified; City Council can determine	70%	55%
Max. Hardscape	None specified; City Council can determine	85%	65%
Height	65'	65'	65'
Density (residential development)	48 du/ac	24 du/ac	24 du/ac
Total Units (potential)	2,736	630	630

51. Energy efficient and environmentally sustainable architecture is not mandated in the CRISTA's proposed MDPP plan. To ensure this type of architecture is constructed, residential structures must meet 3-star Built Green Standards; non-residential structures must meet 3-star Built Green Standards or equivalent (e.g., LEED certified).
52. Low impact development techniques for stormwater systems are not clearly set forth in CRISTA's plan. To ensure low impact development techniques are employed in the development, all site and associated building improvements and development shall utilize low impact development techniques as specified by the most current version of *Low Impact Development Technical Guidance Manual* for

Puget Sound to the fullest extent feasible as indicated through continuous hydrological modeling as outlined in the 2005 Dept Of Ecology Manual adopted by the City of Shoreline.

Criteria # 5. Is there both sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) in the transportation system (motorized and nonmotorized) to safely support the development proposed in all future phases or will there be adequate capacity and infrastructure by the time each phase of development is completed? If capacity or infrastructure must be increased to support the proposed master development plan, has the applicant identified a plan for funding their proportionate share of the improvements?

The Planning Commission finds:

53. The City Traffic Engineer has determined that, with mitigations suggested by the applicant and the Commission, the MDPP will not overburden Shoreline's transportation system.
54. CRISTA will be responsible for funding all required mitigations before a building permit may be issued (refer to sidewalk triggers in MDPP conditions and roadway improvement triggers in SEPA mitigations).
55. CRISTA'S MDPP proposal sets forth the following sidewalk mitigations, which have been refined by staff. Sidewalk improvements are implemented based on the project. These proposed internal sidewalks and trails will supplement the existing pedestrian activity and safety on the site and for all phases of the project. Design and placement of the sidewalk will be determined by the Public Works Department.

The list of mitigations and project triggers are:

- The entire length of N. 190th Street between Fremont Ave to Cristwood Park Drive (triggers: New Practice Field, Cristwood Park North, Residential Living on CRISTA Lane, or Skilled Nursing Facility).
 - North 195th Street between Fremont Ave and Greenwood Ave (triggers: King's Junior High, Early Childhood Center, Great Hall, or Elementary School).
 - Fremont Ave between N.190th Street and N.195 Street (triggers: New Practice Field, Residential Living on King's Garden Drive North, King's Junior High, Skilled Nursing Facility, or Residential Living on King's Garden Drive South).
 - Greenwood Avenue North between N.195th Street and N. 196th Place (triggers: Early Childhood Center or Elementary School).
56. CRISTA'S MDPP proposal sets forth the following traffic mitigations, which have been refined by staff. Traffic improvements are also implemented based on

what project CRISTA decides to build. The list of CRISTA-proposed mitigations and project triggers are:

- N 195th St – Widen the roadway to accommodate a Two-Way Left-Turn Lane (TWLTL) between Greenwood Ave N and Fremont Ave N. In order to properly transition to the TWLTL, an eastbound left-turn pocket will be required at Greenwood Ave N/N 195th St, and a westbound left turn pocket at Fremont Ave N/N 195th St. The TWLTL will consist of two 11ft wide lanes and an 11ft wide center turn lane. Project triggers: King's Junior High, Early Childhood Center, Great Hall or Elementary School.
- Fremont Ave N/N 195th St – left turn pockets will be required in all directions at this intersection. Project triggers: Residential Living on King's Garden Drive North, King's Junior High, Early Childhood Center, Great Hall, Elementary School, or Residential Living on King's Garden Drive South.
- Fremont Ave N/N 190th St – N 190th St shall be widened to accommodate three lanes: an eastbound left turn & thru lane, an eastbound right turn lane, and a westbound lane. Project triggers: New Practice Field, Cristwood Park North, or Skilled Nursing Facility.

The Planning Commission further finds that:

57. Additional infrastructure-related improvements are needed to meet criteria #5, specifically: the applicant shall provide the City with funds to provide signage to prohibit parking on 1st Avenue NW (adjacent to the proposed practice field), 1st Avenue NW between 193rd and 195th, and Palantine Avenue (between N 195th Street and N 193rd Streets) as determined desirable by residents of those streets and approved by the City.
58. Additional funds are likely needed for additional infrastructure to support future MDPP development. Thus, CRISTA shall deposit a total of \$20,000 (in 2010 dollars CPI-U Seattle) with the City of Shoreline to fund the implementation of other City-approved traffic calming measures not specifically listed in the MDPP, to be used in the Hillwood neighborhood. These funds will be used by the City of Shoreline to build traffic control devices to help manage any unanticipated transportation problems on streets in the Hillwood neighborhood area attributable to the CRISTA campus master plan implementation. Transportation solutions can include speed tables, traffic circles, pedestrian improvements, stationary radar signs, or other devices deemed suitable by the city's traffic engineer.

The \$20,000 (in 2010 dollars) shall be deposited in two \$10,000 installments. The first \$10,000 shall be deposited prior to issuance of the first construction permit. The second \$10,000 shall be deposited prior to issuance of temporary Certificate of Occupancy of the first building over 4,000 square feet.

Any funds unused after 5 years from the date of deposit shall be returned to CRISTA.

Upon City request, CRISTA shall provide additional implementation fund deposits at a rate equivalent to \$20,000 (in 2010 dollars) as a result of staff updated analysis of traffic and mobility at up to two subsequent points through the duration of the plan.

59. An additional condition is needed to ensure that there is sufficient capacity and infrastructure to support development under the MDPP. Thus, when the applicant applies for a building permit for development during the term of the MDPP approval that generates 20 new pm peak trips at the nearest intersection or decreases the level of service standard, the applicant will review the traffic model output to determine the continuing accuracy of prior traffic modeling (including growth in background traffic) and whether additional transportation mitigation is warranted and submit to Shoreline staff to evaluate.

Criteria #6. Is there sufficient capacity within public services such as water, sewer and stormwater to adequately serve the development proposal in all future phases, or will there be adequate capacity available by the time each phase of development is completed? If capacity must be increased to support the proposed master development plan, has the applicant identified a plan for funding their proportionate share of the improvements?

The Planning Commission finds:

60. CRISTA has submitted letters from the City's water and sewer purveyors showing that there is sufficient capacity within public services to adequately serve the development proposal in all future phases. This is supported with documentation provided by Seattle Public Utilities, dated 01/29/08 and Ronald Wastewater District, dated 01/28/08.
61. The existing storm drainage system will have sufficient capacity to adequately serve the development proposal in all future phases as provided in the Level 1 Downstream Analysis and the Master Civil Plans that accompany the MDPP proposal.

The Planning Commission further finds:

62. Criteria #6 will also be supported by the condition requiring utilization of LID techniques for stormwater systems (see finding #52).

Criteria # 7. Does the master development plan proposal contain architectural design (including but not limited to building setbacks, insets, facade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or

recreation areas, retention of significant trees, parking/traffic management and multimodal transportation standards that minimize conflicts and create transitions between the proposal site and adjacent neighborhoods and between institutional uses and residential uses?

The Planning Commission finds:

63. CRISTA proposes to expand its facilities by either infilling empty portions of campus or demolishing and rebuilding those structures which are of inferior quality. The MDPP proposes to create connecting pathways/sidewalks (where possible) and landscaping patterns that recognize and respect the campus setting. The fact that the campus serves students as well as seniors' means that open space and recreational areas will be important design considerations.
64. Under the MDPP proposal, landscape design including street frontage landscape, landscape buffers and parking lot landscape shall be in accordance with the Shoreline Development Code. There are two places on Campus that will have more stringent standards: the sound barrier wall and landscape buffer adjacent to the proposed practice field and along Fremont Ave between N. 190th Street and King's Garden Drive where the City is requiring retention of significant trees within 60 feet of the right-of-way.
65. CRISTA's modified MDPP only allows vehicular access to the new assisted living building from King Garden Drive.

The Planning Commission further finds that:

66. The proposed MDPP does not adequately show how it will minimize conflict with the adjacent neighborhoods resulting from any changes or increases to parking. Thus, in order to ensure any conflict is minimized, a parking management plan must be submitted before a Certificate of Occupancy is issued for the first project. The parking management plan shall analyze redistributing parking at high demand areas to where capacity is available, additional pedestrian connections on-campus, sharing of parking areas, additional wayfinding and directional parking signs, and enforcement. The parking management plan shall analyze offsite parking impacts and suggested mitigations.
67. The proposed MDPP does not adequately mitigate impacts to neighbors to the west of the proposed practice field. To mitigate these impacts:
 - a. Frontage improvements on 1st Avenue NW will be determined by the City's Development Review Engineer.
 - b. Hours of use for the proposed practice field shall be limited to no later than 8:00 pm.
 - c. Staff will work with neighbors to the west and CRISTA to design a sound barrier wall and landscaping on the western edge of the property adjacent

- to the proposed practice field. Ultimate approval of the specifications and performance of the sound wall and landscaping rests with the City.
- d. The size of the practice field shall be limited to 190' X 380'. The cleared area is limited to the area depicted by the Practice Field Study (126,000 square feet) provided that additional area may be allowed to be cleared for shoring. Tree removal shall not exceed values shown on the Practice Field Study.
 - e. As part of the tree replacement requirements, CRISTA shall provide 1 tree every 10 feet along the south and west boundary of the new practice field.
 - f. Access to the practice field from 1st Avenue shall be restricted; provided that:
 - i. If there is no internal ADA access to the field (between the practice field and Mike Martin Gym), CRISTA must provide ADA accessible parking from 1st Ave NW and ADA access from that parking space to the field.
 - ii. If the Fire Department requires access to the practice field from 1st Ave NW, the Fire Department will be provided access. CRISTA maintenance workers may also use this access.
68. The proposed MDPP plan does not adequately minimize construction impacts to the surrounding neighbors and does not provide strong enough best management practices for erosion and sedimentation controls to be implemented during construction. Thus:
- a. Construction shall be limited on the CRISTA campus to 8am – 7pm Monday –Friday and 9 am- 7pm Saturday and Sunday. The applicant shall submit a noise abatement plan with permit applications that recognize the sensitivity of the neighborhood on weekends and holidays to high noise levels.
 - b. All temporary erosion and sedimentation controls (TESC) plans shall meet Washington State Department of Transportation BMP's as long as plans don't conflict with City of Shoreline's TESC standards.
69. To further ensure criteria #7 is met, all new and remodeled buildings must be subject to additional administrative design review by the City.
70. To further ensure criteria #7 is met, CRISTA shall study alternative access to early childhood center from either an alternate location on Greenwood Avenue N, North 195th Street, or Dayton Avenue N.

Criteria #8. Has the applicant demonstrated that proposed industrial, commercial or laboratory uses will be safe for the surrounding neighborhood and for other uses on the campus.

The Planning Commission finds:

71. The MDPP does not introduce any changes in use on the campus. The current uses and proposed uses are consistent with the CCZ zoning land use matrix.

CONCLUSION

The Applicant has met all procedural requirements in the Development Code. The Applicant's proposed MDPP plan, as amended and conditioned by the Planning Commission, meets criteria 1-8.

- Criteria 1:** As set forth in finding of fact #39, CRISTA's proposed MDPP meets Criteria 1.
- Criteria 2:** As set forth in findings of fact #40-#41, CRISTA's proposed MDPP meets Criteria 2.
- Criteria 3:** As set forth in finding of fact #42, CRISTA's proposed MDPP meets Criteria 3.
- Criteria 4:** As set forth in findings of fact #43-#47, CRISTA's proposed MDPP requires future development be guided by sustainable design and construction practices, includes analysis that shows low impact development stormwater systems, retains 66% of significant trees on-site and proposes a 1:1 tree replacement ratio with evergreen trees at least 8 feet in height and deciduous trees of 3 inch caliper. However, additional conditions set forth in findings of fact #47-52 are needed to ensure Criteria 4 is met. The Commission concludes that, with the additional conditions recommended in findings of fact #47-52 added to the MDPP, CRISTA's proposed MDPP, as conditioned, meets Criteria 4.
- Criteria 5:** As set forth in findings of fact #53-#56, CRISTA's proposed MDPP does provide assurances that adequate capacity and infrastructure in the transportation system either exists or will be provided to safely support the MDPP development, and provides a plan for funding the improvements. However, additional conditions set forth in findings of fact #57-59 are needed to ensure Criteria 5 is met. The Commission concludes that, with the additional conditions in findings of fact #57-59 added to the MDPP, CRISTA's proposed MDPP, as conditioned, meets Criteria 5.
- Criteria 6:** As set forth in findings of fact #60-#62, CRISTA's proposed MDPP, as conditioned, meets Criteria 6.
- Criteria 7:** As set forth in findings of fact #63-65, CRISTA's proposed MDPP does include site design, landscape design, including buffers for the practice field, and open space that minimizes conflicts and creates transitions to adjacent neighborhoods as well as residential uses. However, additional conditions set forth in findings of fact #66-70 are needed to ensure Criteria 7 is met. The Commission concludes that, with the additional conditions

in findings of fact #66-70 added to the MDPP, CRISTA's proposed MDPP, as conditioned, meets Criteria 7.

Criteria 8: As set forth in finding of fact #71, CRISTA's proposed MDPP meets Criteria 8.

RECOMMENDATION

The Planning Commission recommends approval of CRISTA'S MDPP subject to the following amendments and conditions:

1. The MDPP building depictions and placements are not approved; only the building standards in text on sheets A3-P and A4-P as set forth in the MDPP is approved. Any placement of structures in the MDPP that violates Chapter 20.80 SMC is not approved.
2. Significant tree retention shall be no less than 66%.
3. Tree replacement ratios shall be 1:1 with replacement trees being at least 8 feet high for evergreen trees and 3-inch caliper for deciduous trees.
4. All significant trees that are fully within 60 feet of Fremont Avenue right-of-way line, north of 190th Street and south of King's Garden Drive, shall be retained and enhanced with understory. The understory shall consist of drought tolerant vegetation native to the area. Understory vegetation shall be planted in areas that do not disturb the critical root zone of the significant trees in this area. The trees included in this mitigation shall be reflected in CRISTA'S revised tree plan (sheets TR1 and TR2). All such trees shall be documented as protected trees. Any removed trees shall be replanted with a similar species and proximity at a ratio recommended by a certified arborist.
5. Sidewalk improvements shall include the following:
 - The entire length of N. 190th Street between Fremont Ave to Cristwood Park Drive (triggers: New Practice Field, Cristwood Park North, Residential Living on Crista Lane, or Skilled Nursing Facility).
 - North 195th Street between Fremont Ave and Greenwood Ave (triggers: King's Junior High, Early Childhood Center, Great Hall, or Elementary School).
 - Fremont Ave between N.190th Street and N.195 Street (triggers: New Practice Field, Residential Living on King's Garden Drive North, Skilled Nursing Facility, or Residential Living on King's Garden Drive South).
 - Greenwood Avenue North between N.195th Street and N. 196th Place (triggers: Early Childhood Center or Elementary School).
6. The applicant shall provide the City with adequate funds to install signage to prohibit parking on 1st Avenue NW (adjacent to the proposed practice field), 1st Avenue NW

(between 193rd and 195th) and Palatine Avenue (between N 195th Street and N 193rd Streets).

7. Administrative design review shall be required for all new or remodeled buildings that are located within the CRISTA Campus. Administrative design review will address building design (design must be compatible with existing architecture), building bulk, building placement (both consistent with the approved MDPP), and green building methods. New buildings must meet King County Built Green 3-Star, or equivalent, standards. An Administrative design review shall be processed concurrently with associated building permits to ensure consistency with the approved Master Development Plan.
8. CRISTA shall submit a parking management plan before the first project is completed. The parking management plan shall analyze redistributing parking at high demand areas to where capacity is available, additional pedestrian connections on-campus, sharing of parking areas, additional wayfinding and directional parking signs, and enforcement. The parking management plan shall analyze offsite parking impacts and suggest mitigations.
9. Frontage improvements on 1st Avenue NW shall be installed as determined by the City's Development Review Engineer or Public Works Director to mitigate impacts to neighbors to the west of the proposed practice field.
10. Access to the practice field must comply with the following:
 - a. If there is no internal ADA access to the field (between the practice field and Mike Martin Gym), CRISTA must provide ADA accessible parking from 1st Ave NW and ADA access from that parking space to the field.
 - b. If the Fire Department requires access to the practice field from 1st Ave NW, the Fire Department will be provided access. CRISTA maintenance workers will be provided access as well.
11. To mitigate potential noise from the practice field, staff will work with the neighbors to the west and CRISTA to design a sound barrier wall and landscaping on the western edge of the property adjacent to the proposed practice field. Ultimate approval of the specifications and performance of the sound wall and landscaping rests with the City.
12. CRISTA shall deposit a total of \$20,000 (in 2010 dollars adjusted by CPI-U Seattle) with the City of Shoreline to fund the implementation of other City-approved traffic calming measures not specifically listed in the MDPP, to be used in the Hillwood neighborhood. These funds will be used by the City of Shoreline to build traffic control devices to help manage any unanticipated transportation problems on streets in the Hillwood neighborhood area attributable to the CRISTA campus master plan implementation. Transportation solutions can include speed tables, traffic circles, pedestrian improvements, stationary radar signs, or other devices deemed suitable by the city's traffic engineer.

The \$20,000 (in 2010 dollars) shall be deposited in two \$10,000 installments. The first \$10,000 shall be deposited prior to issuance of the first construction permit. The second \$10,000 shall be deposited prior to issuance of temporary Certificate of Occupancy of the first building over 4,000 square feet.

Any funds unused after 5 years from the date of deposit shall be returned to CRISTA.

Upon City request, CRISTA shall provide additional implementation fund deposits at a rate equivalent to \$20,000 (in 2010 dollars) as a result of staff updated analysis of traffic and mobility at up to two subsequent points through the duration of the plan.

14. Limit hours of use of the proposed practice field to no later than 8pm.
15. All replacements trees must be onsite.
16. Residential structures must meet 3-star Built Green Standards; non residential structures must meet 3-star Built Green Standards or equivalent (like LEED Certified).
17. Maximum building coverage shall be 55%. Maximum hardscape shall be 65%.
18. Limit construction hours on the CRISTA campus to 8am – 7pm Monday –Friday and 9 am- 7pm Saturday and Sunday. The applicant shall submit a noise abatement plan with permit applications that recognize the sensitivity of the neighborhood on weekends and holidays to high noise levels.
19. CRISTA shall limit the size of the practice field to 190' X 380'. The cleared area is limited to the area depicted by the Practice Field Study (126,000 square feet) provided that additional area may be allowed to be cleared for shoring. Tree removal shall not exceed values shown on the Practice Field Study.
20. As part of tree replacement requirements; CRISTA shall provide 1 tree every 10 feet along the south and west boundary of the new practice field.
21. When the applicant applies for a building permit for development during the term of the MDPP approval that generated 20 new pm peak trips at the nearest intersection or decreases the level of service standard, the applicant will review the traffic model output to determine the continuing accuracy of prior traffic modeling (including growth in background traffic) and whether additional transportation mitigation is warranted and submit to Shoreline staff to evaluate.
22. All site and associated building improvements and development shall utilize low impact development techniques as specified by the most current version of *Low Impact Development Technical Guidance Manual for Puget Sound* to the fullest

extent feasible as indicated through continuous hydrological modeling as outlined in the 2005 Dept of Ecology Manual adopted by the City of Shoreline.

23. All temporary erosion and sedimentation controls (TESC) plans shall meet Washington State Department of Transportation BMP's as long as plans don't conflict with City of Shoreline's TESC standards.
24. Study alternative access to early childhood center from either an alternate location on Greenwood Avenue N, North 195th Street, or Dayton Avenue N.

Upon City Council approval, CRISTA shall modify its MDPP proposal to reflect the amendments and conditions set forth above.

Date: 3/29/2010

By: 
Planning Commission Chair

ATTACHMENTS

Attachment 1 -Vicinity Map of Comprehensive Plan Land Use Designations

Attachment 2 - Vicinity Map of Zoning Designations

Attachment 3 – CRISTA'S MDPP Proposal



OWNER

CRISTA MINISTRIES
19303 FREMONT AVENUE NORTH
SEATTLE, WA 98133
(206) 546-7200 PH

CONTACTS: KYLE ROQUET - OWNER'S REPRESENTATIVE
KROQUET@CRISTA.NET
MARK MAYNARD
MMAYNARD@CRISTA.NET

CONSULTANTS

PROJECT MANAGER
COVENANT SOLUTIONS
5700 OLD ORCHARD ROAD
SICKLE, IL 60077
(206) 900-6900 PH

CONTACT: REBECCA NETH TOWNSEND
RNTOWNSEND@COVENANTSOLUTIONS.ORG

ARCHITECT

KILBURN ARCHITECTS LLC
1861 EAST OLIVE WAY, SUITE 200
SEATTLE, WA 98102
(206) 692-5211 PH

CONTACTS: R. TODD KILBURN AIA
TKODD@KILBURNARCHITECTS.COM
GEORGE SCHWEKART AIA
GEORGE@KILBURNARCHITECTS.COM

CIVIL ENGINEER

TRIAD ASSOCIATES
12112 115TH AVENUE NE
KIRKLAND, WA 98034-6292
(425) 821-8448 PH

CONTACTS: BARBARA STANKE, PE
BSTANKE@TRIADASSOCIATES.NET
DONALD HILL, PE
DHILL@TRIADASSOCIATES.NET
DENISE LUTIN, LANDSCAPE ARCHITECT
DLUTIN@TRIADASSOCIATES.NET

TRANSPORTATION ENGINEER

THE TRANSPO GROUP INC.
11730 118TH AVENUE NE, SUITE 600
KIRKLAND, WA 98034-7120
(425) 821-3065 PH

CONTACT: JENNIFER LOWE
JENNIFER.LOWE@TRANSPOGROUP.COM

EDUCATION FACILITIES CONSULTANT

BROADVIEW ASSOCIATES, LTD
11028 1ST AVENUE NW
SEATTLE, WA 98177
(206) 365-9400 PH

CONTACT: CHERI HENDRICKS
CHERI@BROADVIEW.US

ARBORIST

ROBERT W. WILLIAMS, CONSULTING ARBORIST
10326 45TH AVENUE NE
SEATTLE, WA 98125
(206) 365-9400 PH

CONTACT: ROBERT W. WILLIAMS
RWYNN@COMCAST.NET

DRAWING INDEX

ARCHITECTURAL

A0-1 COVER PAGE
A0-2 VICINITY MAP / ADJACENT ZONING
A1-E ZONING STANDARDS / DESIGN STANDARDS
A1-E EXISTING SITE PLAN-SOUTH CAMPUS
A2-E EXISTING SITE PLAN-NORTH CAMPUS
A3-P PROPOSED MASTER PLAN-SOUTH CAMPUS
A4-P PROPOSED MASTER PLAN-NORTH CAMPUS
A5-S 5 YEAR PLAN-SOUTH CAMPUS
A5-S 5 YEAR PLAN-NORTH CAMPUS
A7-10 10 YEAR PLAN-SOUTH CAMPUS
A8-10 10 YEAR PLAN-NORTH CAMPUS
A8-15 15 YEAR PLAN-SOUTH CAMPUS
A10-15 15 YEAR PLAN-NORTH CAMPUS

CIVIL

C1 SOUTH CAMPUS - CONCEPTUAL COMPOSITE UTILITY PLAN
C2 NORTH CAMPUS - CONCEPTUAL COMPOSITE UTILITY PLAN
C3 SOUTH CAMPUS - CONCEPTUAL SEWER PLAN
C4 NORTH CAMPUS - CONCEPTUAL SEWER PLAN
C5 SOUTH CAMPUS - CONCEPTUAL WATER PLAN
C6 NORTH CAMPUS - CONCEPTUAL WATER PLAN
C7 SOUTH CAMPUS - CONCEPTUAL STORM DRAINAGE PLAN
C8 NORTH CAMPUS - CONCEPTUAL STORM DRAINAGE PLAN
C9 SOUTH CAMPUS - EXISTING IMPERVIOUS AREAS
C10 NORTH CAMPUS - EXISTING IMPERVIOUS AREAS
C11 SOUTH CAMPUS - DEVELOPED IMPERVIOUS AREAS
C12 NORTH CAMPUS - DEVELOPED IMPERVIOUS AREAS

FRONTAGE IMPROVEMENTS

F1 SOUTH CAMPUS - STREET FRONTAGE IMPROVEMENTS
F2 NORTH CAMPUS - STREET FRONTAGE IMPROVEMENTS

TREE RETENTION

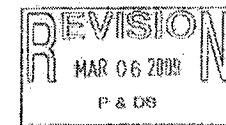
TR1 PRELIMINARY TREE RETENTION PLAN-SOUTH CAMPUS
TR2 PRELIMINARY TREE RETENTION PLAN-NORTH CAMPUS

SLOPE MAP

SL1 SOUTH CAMPUS - SLOPE MAP EXHIBIT
SL2 NORTH CAMPUS - SLOPE MAP EXHIBIT

SENSITIVE AREAS

SA1 SOUTH CAMPUS - SENSITIVE AREAS EXHIBIT



201713



KILBURN
ARCHITECTS LLC
1861 East Olive Way
Seattle, WA 98102
Tel: 206.692.5211
Fax: 206.692.1863
www.kilburnarchitects.com

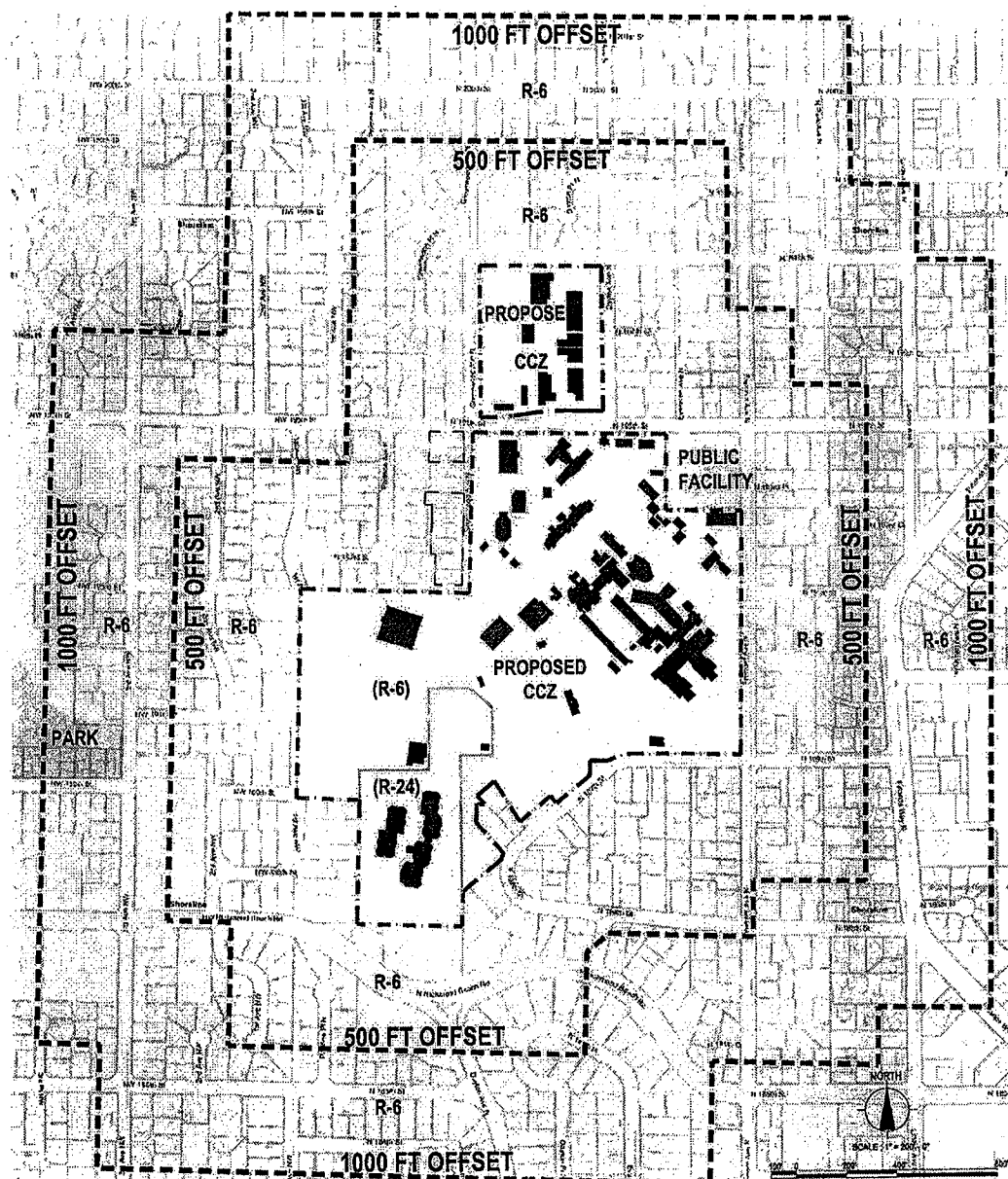
CRISTA MINISTRIES
CAMPUS
MASTER PLAN

CALL BEFORE YOU DIG
1-800-424-0558

CRISTA
19303 Fremont Ave N
Seattle, WA 98133
WATER PLAN PRE-APPLICATION
December 10, 2007
MASTER PLAN SUBMITTAL
March 6, 2009

3
COVER SHEET

A0-1



KEY		ZONING DESIGNATION	
	EXISTING BUILDING	R-6:	RESIDENTIAL, 6 UNITS / ACRE
	PROPERTY LINE (CCZ ZONING BOUNDARY)	R-24:	RESIDENTIAL, 24 UNITS / ACRE
	500 FT OFFSET	CCZ:	CRISTA CAMPUS
	EXISTING ZONING BOUNDARY		PUBLIC FACILITY
			PARK

ZONING STANDARDS		ALLOWED / REQUIRED	CITY OF SHORELINE MUNICIPAL CODE
MAXIMUM DENSITY	(R-6)	24 U.S. / ACRE	SAC 20.01.000 (CCZ)
MINIMUM LOT WIDTH		NO LIMIT	SAC TABLE 20.01.000 (CCZ)
MINIMUM LOT AREA		NO LIMIT	SAC TABLE 20.01.000 (CCZ)
SETBACKS	ABUTTING R-6	FRONT 30'-0"	SAC TABLE 20.01.000 (CCZ)
		REAR 20'-0"	
	ABUTTING RIGHT-OF-WAY & PUBLIC FACIL.	SIDE 10'-0"	
		REAR 10'-0"	
BASE HEIGHT	ABUTTING R-6	AT SETBACKS +15'-0"	SAC TABLE 20.01.000 (CCZ)
		INCREMENTS +10'-0"	
	ABUTTING RIGHT-OF-WAY & PUBLIC FACIL.	AT SETBACKS +15'-0"	
		INCREMENTS +10'-0"	
BUILDING HEIGHT MEASUREMENT		AVERAGE EXISTING GRADE METHOD	SAC 20.01.000.C.2 (CCZ)
ADDITIONAL HEIGHT PROVISIONS	ROOFTOP FEATURES (STAIRWELLS, MECHANICAL, ELEVATOR, etc.)	+15'-0" BEYOND HEIGHT LIMIT	SAC 20.01.000.C.4 (CCZ)
	ROOFTOP FEATURES (STAIRWELLS, MECHANICAL, ELEVATOR, etc.)	+10'-0" BEYOND HEIGHT LIMIT	
	ROOFTOP FEATURES (STAIRWELLS, MECHANICAL, ELEVATOR, etc.)	+10'-0" BEYOND HEIGHT LIMIT	
	ROOFTOP FEATURES (STAIRWELLS, MECHANICAL, ELEVATOR, etc.)	+10'-0" BEYOND HEIGHT LIMIT	
MAX. BUILDING COVERAGE	(R-24)	75%	SAC 20.01.000.C.6 (CCZ)
MAX. IMPERVIOUS SURFACE	(R-24)	85%	SAC 20.01.000.C.7 (CCZ)

DESIGN STANDARDS

FENCES & WALLS	FRONT YARD 15'-0"	SAC 20.01.000.A.1 (CCZ)
	SIDE & REAR 6'-0"	(See 20.01.000.A.1)
LIGHTING STANDARDS & POLE HEIGHT	PARKING LOT 25'-0"	SAC 20.01.000.B.1 (CCZ)
	SPORTS FIELD 100'-0"	(See 20.01.000.B.1)
DATABASE & RECYCLING	LOCATION	COLLECTION POINTS DISPENSED THROUGH SITE
	SCREENING	2' COLLECTION POINT FOR EVERY 10' OF 8'-0" WALL FOR AN OUTDOOR COLLECTION SPOT
		AWAY FROM STREET & PEDESTRIAN ACCESS
ROOF MECHANICAL EQUIPMENT	SCREENING	GROUPED TOGETHER, INCORPORATED INTO ROOF DESIGN, AND/OR THOROUGHLY SCREENED
RADIO / COMMUNICATION TOWER	MAXIMUM HEIGHT	+15'-0" FROM GROUND TO TOP OF ALL STRUCT. OR COMM. COMPONENTS ATTACHED TO STRUCT.
LANDSCAPE	LANDSCAPE DESIGN	INCLUDE STREET FRONTAGE LANDSCAPE, LANDSCAPE BUFFERS & PARKING LOT LANDSCAPE
	TREE PLANTING	INCLUDING TREE REPLACEMENT & SITE RESTORATION
	NEW PLANTINGS SHALL BE INDIGENOUS TO THE REGION & SHALL INCLUDE PLANT MATERIAL SUPPLIED TO THE FOLLOWING:	
	DECAIDUOUS TREES	ACER CIRCINATUM / FINE MAPLE CORNUS KUSUSA / CHINESE DOGWOOD PYRUS CALLERYANA / FLOWERING PEAR
	CONIFEROUS TREES	PIEDMONT OAK / WENDERS / DOUGLAS FIR THUJA PLICATA / WESTERN RED CEDAR TRISIA WERTENSMANN / WESTERN HEMLOCK
	SHRUBS	ARISTOLIA UNED / STRAWBERRY BUSH HELIOTROPIS / BEEPER / BLUE OAT GRASS LAMNOLA ANGUSTIFOLIA / LAVANDER MANDALINA ADOLESCENS / OREGON GRAPE RIBES SANDWICHII / RED FLOWERING CURRANT VACCINIUM OXYMELIS / EVERGREEN HICKORY
	GROUND COVER	ARCTOSTAPHYLOS UNIV. / KORNICUM GALATHEA GALLORY / SALIC. POLYTRICHUM M. / M. / SHED FERN 25 SF MAX. TOTAL DRAINAGE 25 SF PER 100 SF
SIGN STANDARDS	FREESTANDING SIGN	MAX. AREA 25 SF MAX. HEIGHT 4'-0" MAX. NUMBER 1 PER STREET FRONTAGE
	DRIVEWAY ENTRANCE / EXIT	MAX. AREA 4 SF MAX. HEIGHT 4'-0" MAX. NUMBER 1 PER DRIVEWAY

KILBURN
ARCHITECTS LLC
1881 East Olive Way
Suite 200
Seattle, WA 98102
Tel: 206.462.9211
Fax: 206.462.1403
www.kilburnarch.com

CRISTA MINISTRIES
CAMPUS
MASTER PLAN

CALL OR FAX YOU OR
1-800-424-2559

CRISTA
MINISTRIES

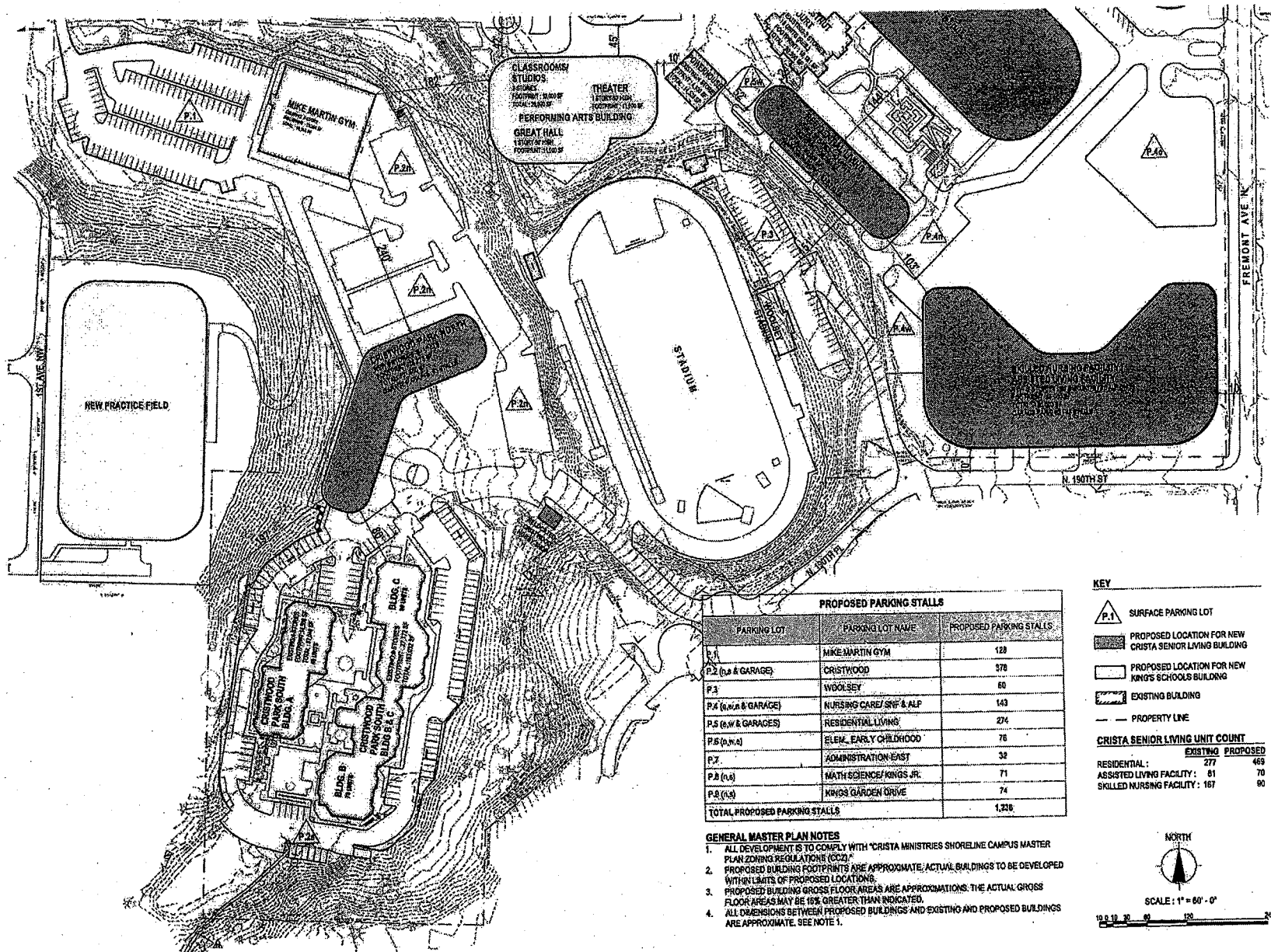
18700 Fremont Ave N
Seattle, WA 98133

MASTER PLAN PRE-APPLICATION
December 20, 2017

MASTER PLAN SUBMITTAL
March 8, 2019

VICINITY MAP /
ADJ. ZONING /
ZONING / DESIGN
STANDARDS

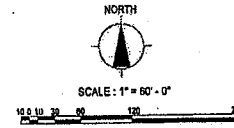
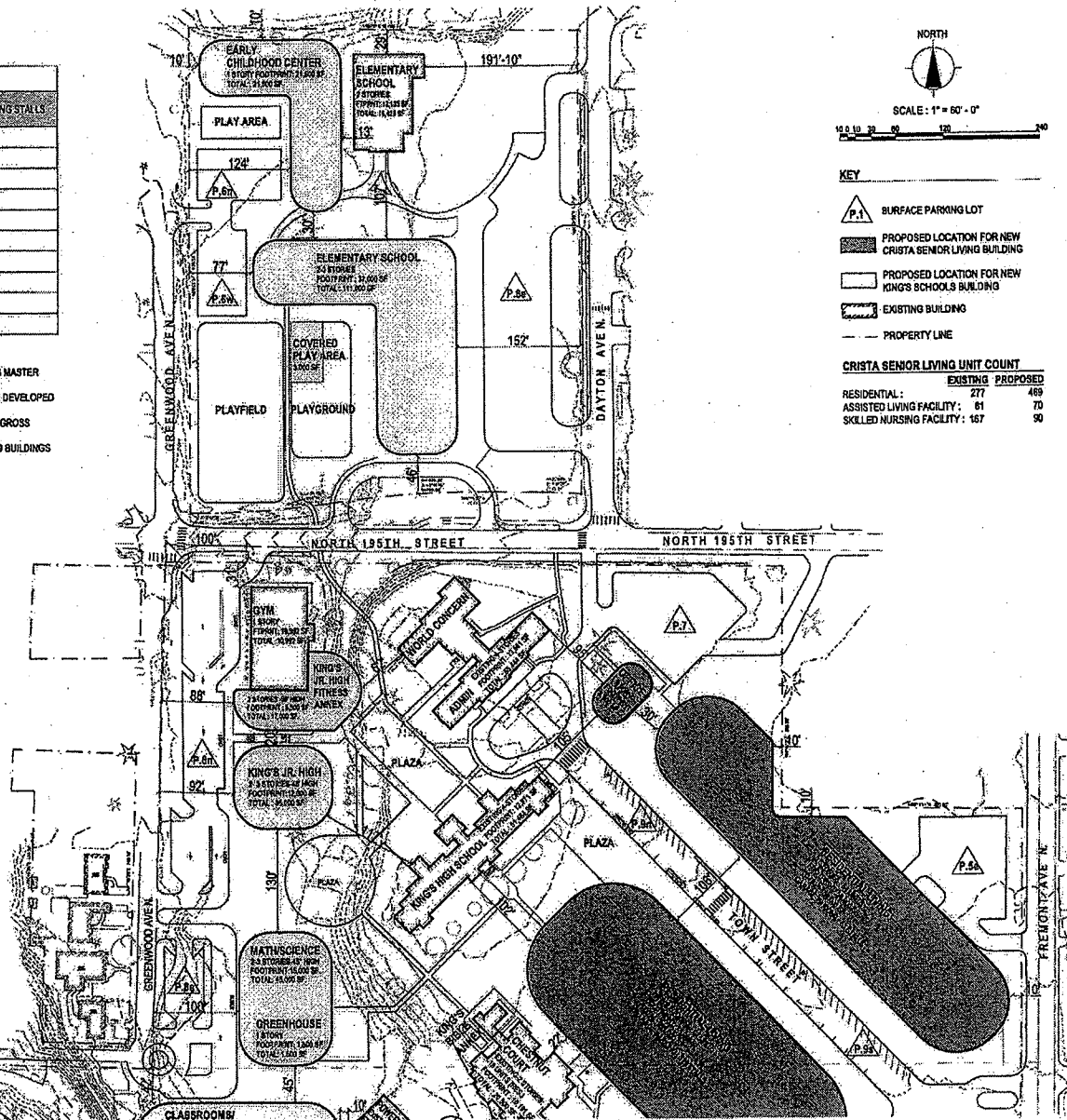
A0-2



PROPOSED PARKING STALLS		
PARKING LOT	PARKING LOT NAME	PROPOSED PARKING STALLS
P.1	MIKE MARTIN GYM	128
P.2 (N/A & GARAGE)	CRISTWOOD	378
P.3	WOOLSEY	80
P.4 (N/A & GARAGE)	NURSING CARE/ SNF & ALF	143
P.5 (N/A & GARAGES)	RESIDENTIAL LIVING	274
P.6 (N/A)	ELEM. EARLY CHILDHOOD	76
P.7	ADMINISTRATION-EAST	32
P.8 (N/A)	MATH SCIENCE/ KINGS JR.	71
P.9 (N/A)	KINGS GARDEN DRIVE	74
TOTAL PROPOSED PARKING STALLS		1,236

GENERAL MASTER DEVELOPMENT PLAN NOTES

1. ALL DEVELOPMENT IS TO COMPLY WITH "CRISTA MINISTRIES SHORELINE CAMPUS MASTER PLAN ZONING REGULATIONS (CCZ)".
2. PROPOSED BUILDING FOOTPRINTS ARE APPROXIMATE. ACTUAL BUILDINGS TO BE DEVELOPED WITHIN LIMITS OF PROPOSED LOCATIONS.
3. PROPOSED BUILDING GROSS FLOOR AREAS ARE APPROXIMATIONS. THE ACTUAL GROSS FLOOR AREAS MAY BE 15% GREATER THAN INDICATED.
4. ALL DIMENSIONS BETWEEN PROPOSED BUILDINGS AND EXISTING AND PROPOSED BUILDINGS ARE APPROXIMATE. SEE NOTE 1.



- KEY
- △ P.1 SURFACE PARKING LOT
 - PROPOSED LOCATION FOR NEW CRISTA SENIOR LIVING BUILDING
 - PROPOSED LOCATION FOR NEW KINGS SCHOOLS BUILDING
 - ▨ EXISTING BUILDING
 - PROPERTY LINE

CRISTA SENIOR LIVING UNIT COUNT		
	EXISTING	PROPOSED
RESIDENTIAL:	277	489
ASSISTED LIVING FACILITY:	81	70
SKILLED NURSING FACILITY:	167	90

KILBURN
ARCHITECTS LLC
1641 East Olive Way
Suite 200
Seattle, WA 98102
Tel: 206.462.2211
Fax: 206.462.1403
www.kilburnofpacific.com

CRISTA MINISTRIES
CAMPUS
MASTER PLAN

CALL BEFORE YOU DIG
1-800-424-6555

CRISTA
A CRISTA MINISTRIES PROJECT

16250 Fremont Ave NE
Seattle, WA 98148
MASTER PLAN APPLICATIONS
December 13, 2007
MASTER PLAN SUBMITTAL
March 6, 2008

PROPOSED
MASTER PLAN
NORTH CAMPUS

A4-P

CRISTA SENIOR LIVING - 6 YEAR PLAN

DEMO 1:

- HOUSES LOCATED AT NEW PRACTICE FIELD SITE
- CRISTWOOD HOBBY SHOP (RELOCATION)
- HOUSE
- NORTH SIDE OF ROYAL APARTMENTS

DEMO 2:

- SOUTH SIDE OF ROYAL APARTMENTS
- BROADCAST / INTERCIBITO
- CRISTY APARTMENTS

DEMO 3:

- OAK TREE COURT
- EWING FOR NURSING CENTER
- AMBASSADOR APARTMENTS

CRISTA SENIOR LIVING UNIT COUNT:

	EXISTING	5 YEAR PLAN
RESIDENTIAL:	277	358
ASSISTED LIVING FACILITY:	81	51
SKILLED NURSING FACILITY:	187	114

KING'S SCHOOLS - 5 YEAR PLAN

DEMO 1:

- SCHIRMER STORAGE
- SECONDARY PORTABLE #1, 2

DEMO 2:

- EXISTING KING'S JR. HIGH SCHOOL
- SCIENCES BUILDING #1,2,3

KEY

- EXISTING BUILDING
- PROPERTY LINE

NEW BUILDING 1:

- PRACTICE FIELD
- CRISTWOOD PARK NORTH
- RELOCATED HOBBY SHOP
- OFFICE
- UPPER SIDE OF 2-3 STORIES RESIDENTIAL

NEW BUILDING 2:

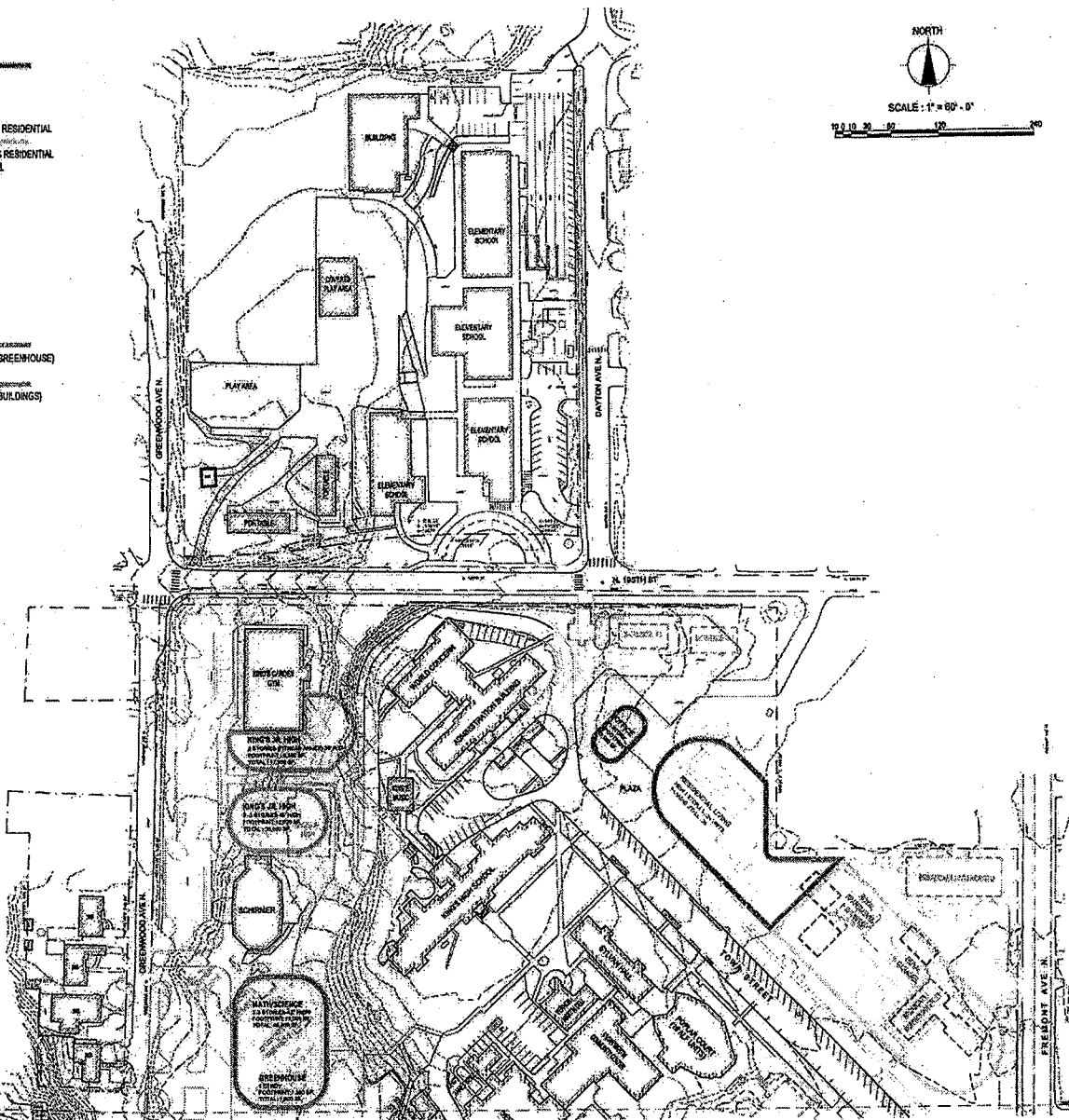
- LOWER SIDE OF 2-3 STORIES RESIDENTIAL
- NEW 3 STORIES RESIDENTIAL

NEW BUILDING 1:

- MATH / SCIENCE BUILDING (GREENHOUSE)

NEW BUILDING 2:

- KING'S JR. HIGH SCHOOL (2 BUILDINGS)



SCALE: 1" = 80' - 0"



KILBURN
ARCHITECTS LLC
1801 East Olive Way
Suite 200
Seattle, WA 98102
Tel: 206.882.0211
Fax: 206.882.1485
www.kilburnarch.com

**CRISTA MINISTRIES
CAMPUS
MASTER PLAN**

CALL BEFORE YOU DIG
1-800-424-0540

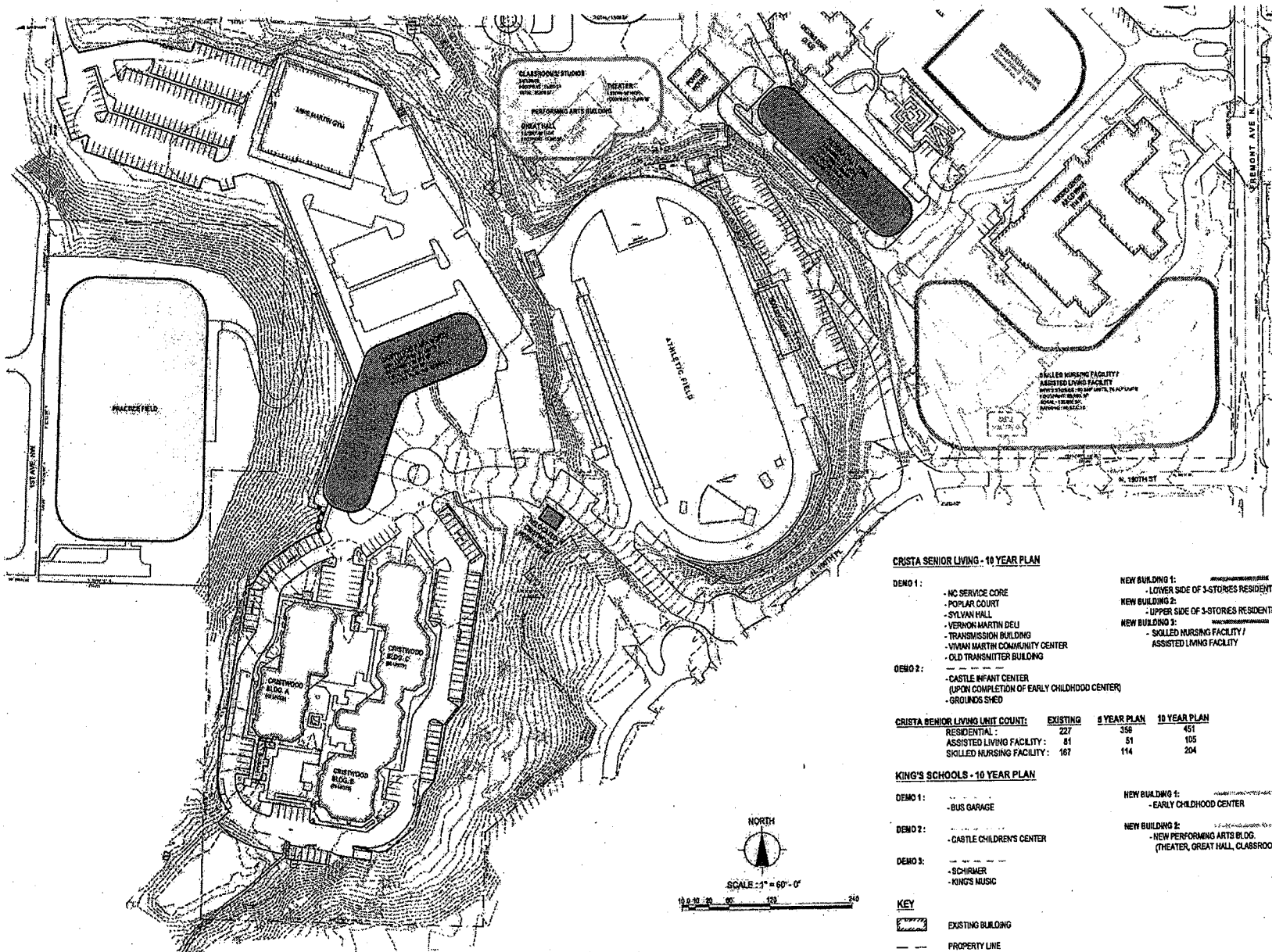


18000 Fremont Ave N
Seattle, WA 98133

MASTER PLAN PRELIMINARY APPLICATION
December 20, 2017
MASTER PLAN SUBMITTAL
March 6, 2018

**5 YEAR PLAN
NORTH CAMPUS**

A6-5



KILBURN
ARCHITECTS LLC
1861 East Olive Way
Suite 202
Seattle, WA 98102
TEL: 206.465.5011
FAX: 206.465.1465
www.kilburnarchitects.com

CRISTA MINISTRIES
CAMPUS
MASTER PLAN

CALL BEFORE YOU DIG
1-800-424-0535

CRISTA
15325 Fremont Ave N
Seattle, WA 98133
MASTER PLAN PRE-APPLICATION
December 30, 2007
MASTER PLAN SUBMITTAL
March 6, 2008

10 YEAR PLAN
SOUTH CAMPUS

A7-10

CRISTA SENIOR LIVING - 10 YEAR PLAN

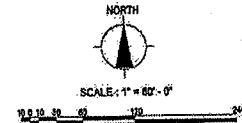
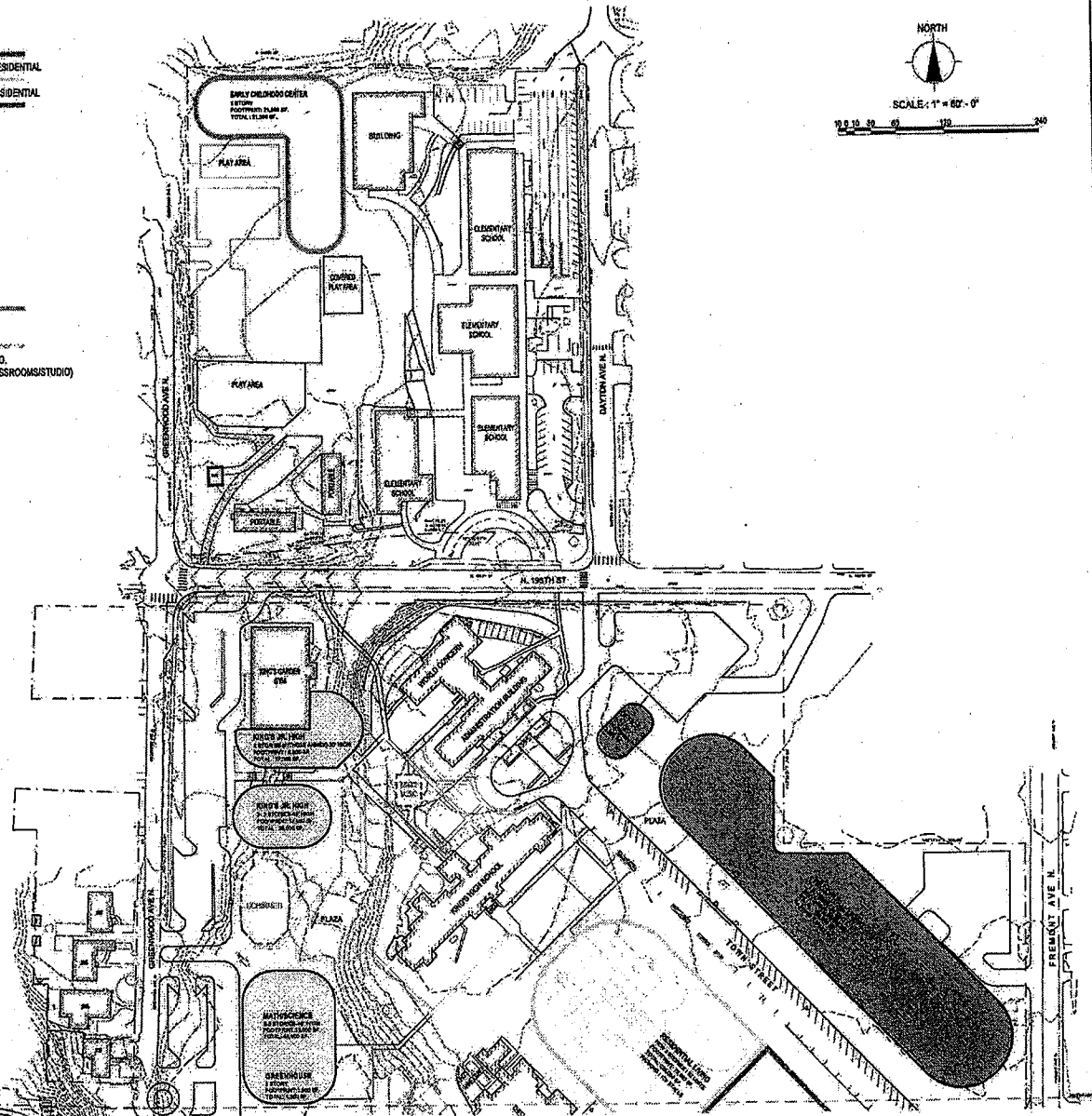
- DEMO 1:**
- WC SERVICE CORE
 - POPLAR COURT
 - SYLVAN HALL
 - VERNON MARTIN DELI
 - TRANSMISSION BUILDING
 - VERNON MARTIN COMMUNITY CENTER
 - OLD TRANSMITTER BUILDING
- DEMO 2:**
- CASTLE INFANT CENTER
 - (UPON COMPLETION OF EARLY CHILDHOOD CENTER)
 - GROUNDS SHED

CRISTA SENIOR LIVING UNIT COUNT:	EXISTING	5 YEAR PLAN	10 YEAR PLAN
RESIDENTIAL:	227	359	451
ASSISTED LIVING FACILITY:	81	51	105
SKILLED NURSING FACILITY:	167	114	204

KING'S SCHOOLS - 10 YEAR PLAN

- DEMO 1:**
- BUS GARAGE
- DEMO 2:**
- CASTLE CHILDREN'S CENTER
- DEMO 3:**
- SCHWIMMER
 - KING'S MUSIC
- NEW BUILDING 1:**
- LOWER SIDE OF 3-STORIES RESIDENTIAL
- NEW BUILDING 2:**
- UPPER SIDE OF 3-STORIES RESIDENTIAL
- NEW BUILDING 3:**
- SKILLED NURSING FACILITY / ASSISTED LIVING FACILITY
- NEW BUILDING 4:**
- EARLY CHILDHOOD CENTER
- NEW BUILDING 5:**
- NEW PERFORMING ARTS BLDG. (THEATER, GREAT HALL, CLASSROOMS/STUDIO)

- KEY**
- EXISTING BUILDING
 - PROPERTY LINE



KILBURN
ARCHITECTS LLC
1881 East Olive Way
Suite 200
Seattle, WA 98102
TEL: 206.693.2671
FAX: 206.693.2405
www.kilburnarch.com

**CRISTA MINISTRIES
CAMPUS
MASTER PLAN**

CALL BEFORE YOU DIG
1-800-424-5955

CRISTA
MINISTRIES
19003 Fraction Ave N
Seattle, WA 98133
MASTER PLAN PRE-APPLICATION
SUBMITTED JUL 2007
MASTER PLAN SUBMITTAL
March 8, 2008

**10 YEAR PLAN
NORTH CAMPUS**

A8-10

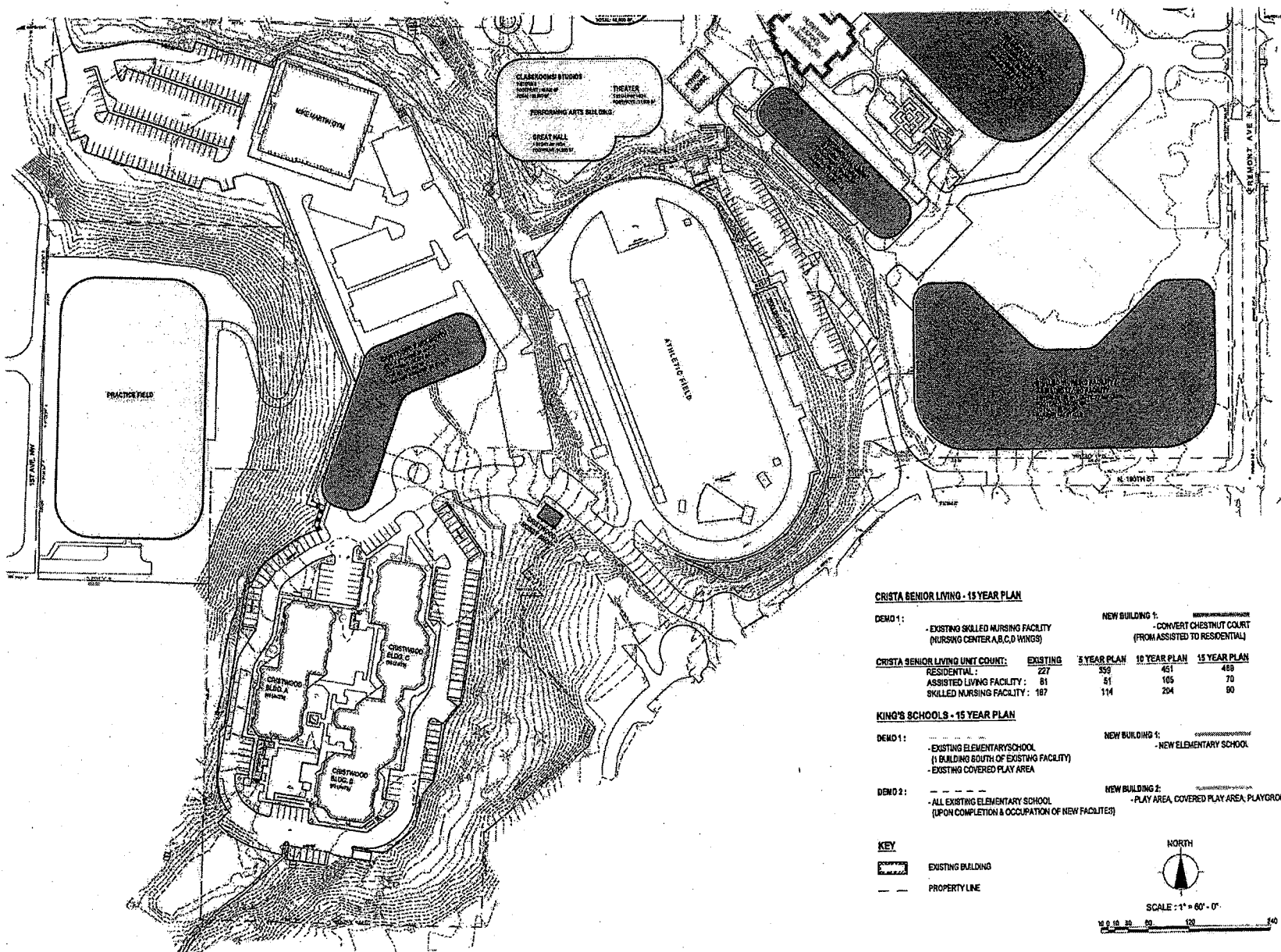
CALL BEFORE YOU DIG
1-800-424-6535



19303 Fremont Ave N
Seattle, WA 98133
MASTER PLAN PRE-APPLICATION
December 26, 2007
MASTER PLAN SUBMITTAL
March 8, 2008

**15 YEAR PLAN
SOUTH CAMPUS**

A9-15.



CRISTA SENIOR LIVING - 15 YEAR PLAN

DEMO 1:

- EXISTING SKILLED NURSING FACILITY
(NURSING CENTER A,B,C,D WINGS)

NEW BUILDING 1:

- CONVERT CHESTNUT COURT
(FROM ASSISTED TO RESIDENTIAL)

CRISTA SENIOR LIVING UNIT COUNT:	EXISTING	5 YEAR PLAN	10 YEAR PLAN	15 YEAR PLAN
RESIDENTIAL:	227	359	451	459
ASSISTED LIVING FACILITY:	81	51	105	70
SKILLED NURSING FACILITY:	197	114	204	90

KING'S SCHOOLS - 15 YEAR PLAN

DEMO 1:

- EXISTING ELEMENTARY SCHOOL
(1 BUILDING SOUTH OF EXISTING FACILITY)
- EXISTING COVERED PLAY AREA

NEW BUILDING 1:

- NEW ELEMENTARY SCHOOL

DEMO 2:

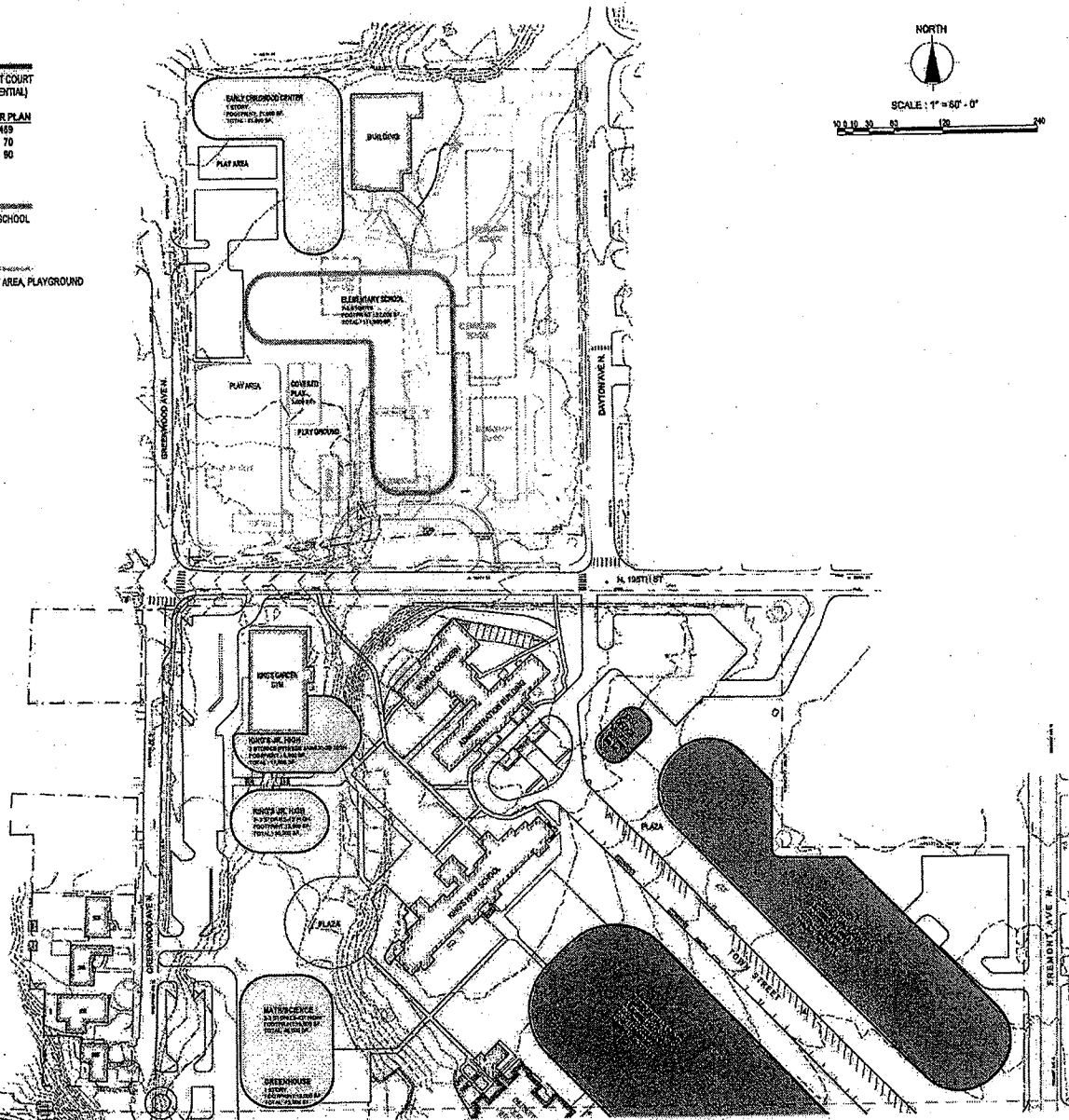
- ALL EXISTING ELEMENTARY SCHOOL
(UPON COMPLETION & OCCUPATION OF NEW FACILITIES)

NEW BUILDING 2:

- PLAY AREA, COVERED PLAY AREA, PLAYGROUND

KEY

- EXISTING BUILDING
- PROPERTY LINE



KILBURN
ARCHITECTS LLC
1011 6th Ave N
Seattle, WA 98108
Tel: 206.462.5511
Fax: 206.462.5503
www.kilburnarchitects.com

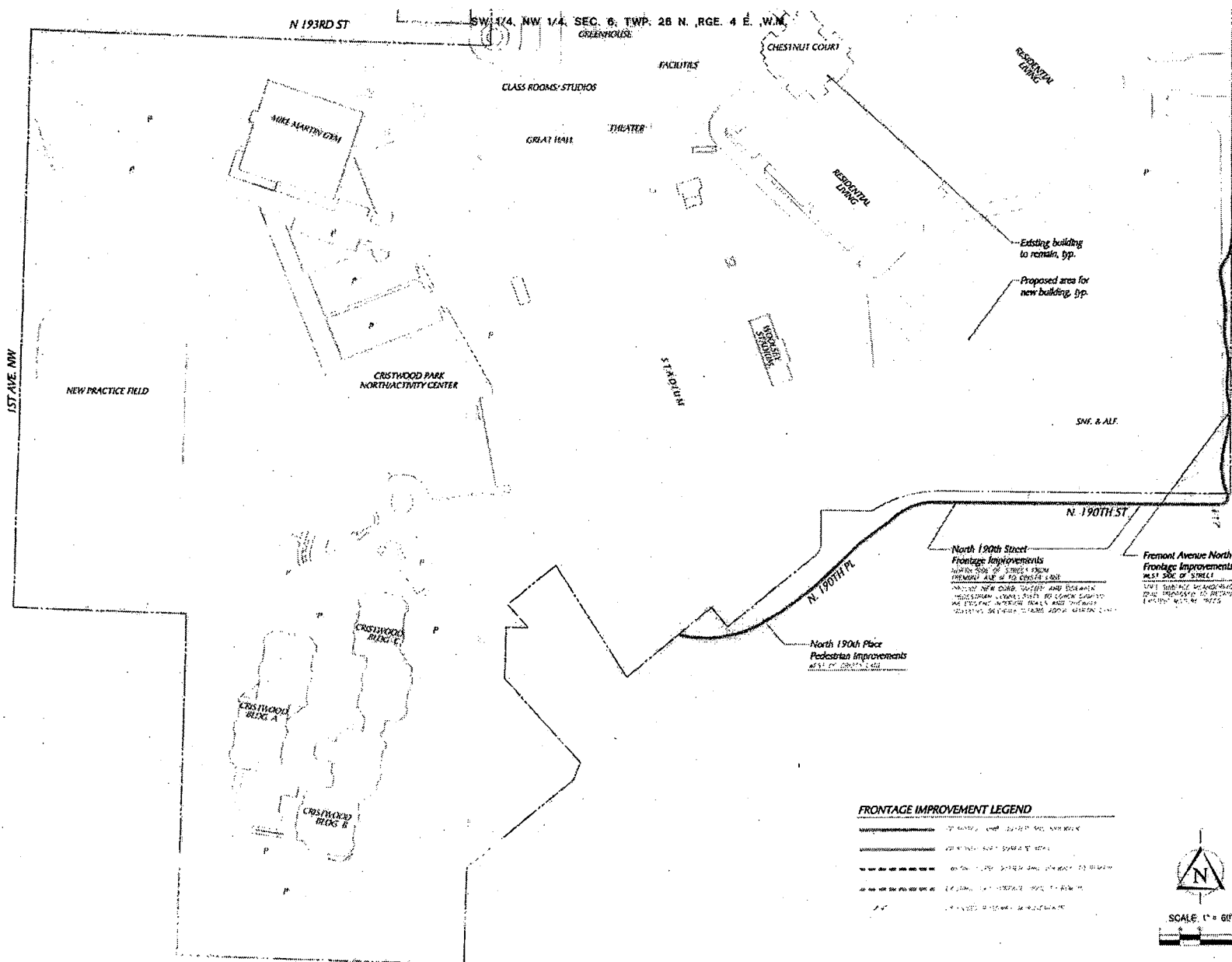
CRISTA MINISTRIES
CAMPUS
MASTER PLAN

CALL BEFORE YOU DIG
1-800-424-6555

CRISTA
18003 Fremont Ave N
Seattle, WA 98133
MASTER PLAN PRE-APPLICATION
December 20, 2007
MASTER PLAN SUBMITTAL
March 6, 2008

15 YEAR PLAN
NORTH CAMPUS


A10-15



FRONTAGE IMPROVEMENT LEGEND

- 12" CONC. CURB, 6" ASPHALT, 4" ASPHALT
- 12" CONC. CURB, 6" ASPHALT, 4" ASPHALT
- 12" CONC. CURB, 6" ASPHALT, 4" ASPHALT
- 12" CONC. CURB, 6" ASPHALT, 4" ASPHALT
- 12" CONC. CURB, 6" ASPHALT, 4" ASPHALT





1212 1/2 Ave. N.
Shoreline, WA 98148
425.821.8444
425.821.8445
425.821.8446
www.triadconsultants.com

**PRELIMINARY FRONTAGE IMPROVEMENT EXHIBIT
SOUTH CAMPUS**

SHORELINE CAMPUS MASTER DEVELOPMENT PLAN

CRISTA MINISTRIES

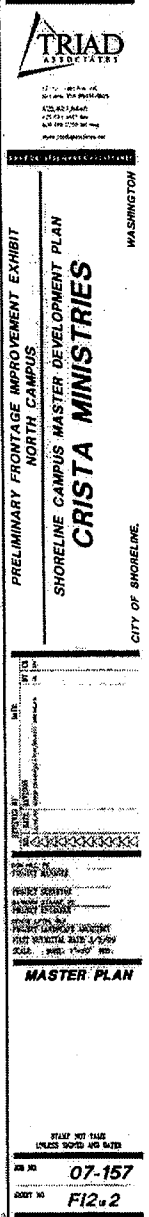
CITY OF SHORELINE
WASHINGTON

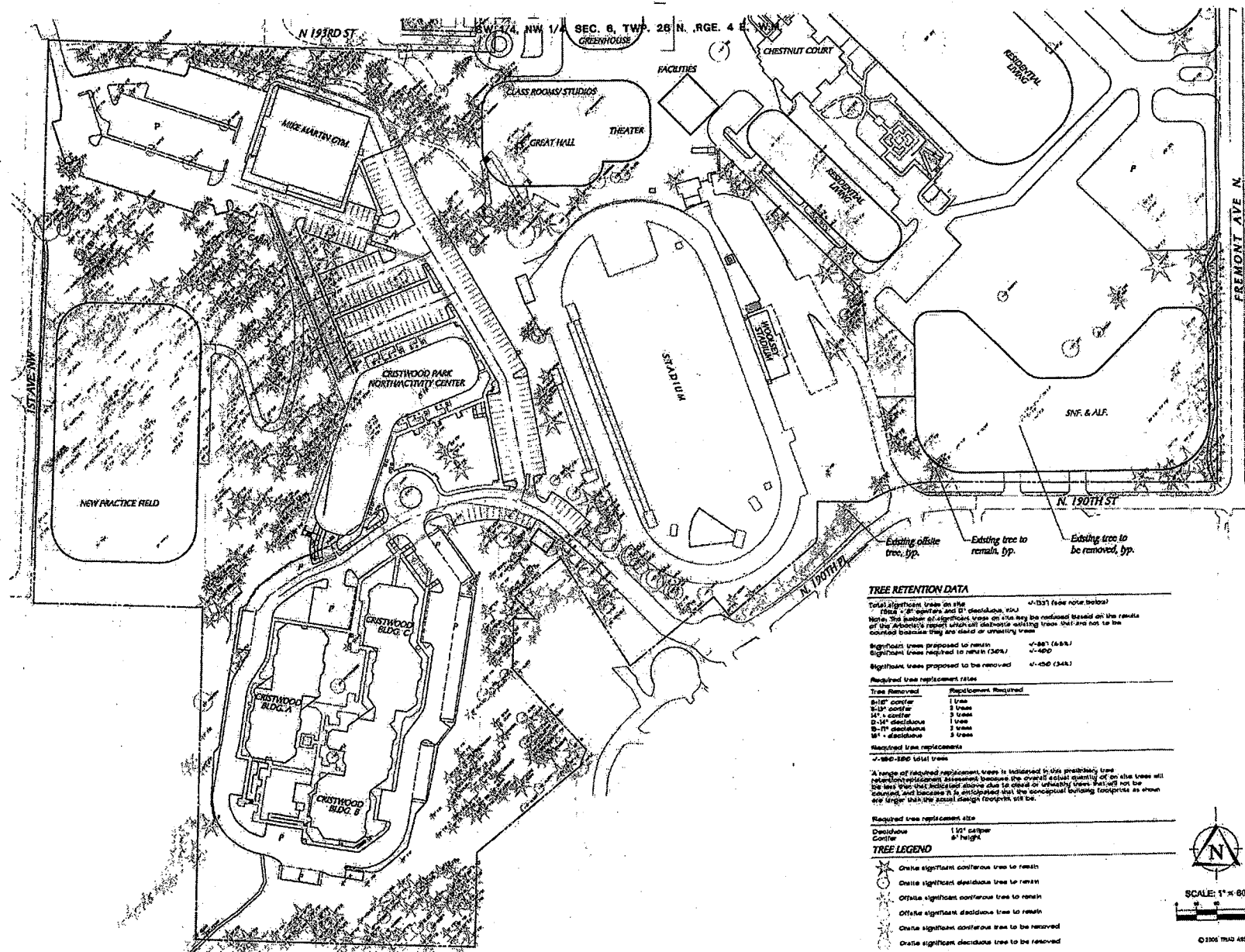
MASTER PLAN

PLANT NOT SHOWN
UNLESS SHOWN AND NOTED

DATE: 07-157

SHEET NO: FI#2





10112 15th Ave. NE
 Redmond, WA 98073-1510
 425.881.8448
 425.881.8449 fax
 www.triadassociates.com

PRELIMINARY TREE RETENTION PLAN
 SOUTH CAMPUS

SHORELINE CAMPUS MASTER DEVELOPMENT PLAN
CRISTA MINISTRIES

WASHINGTON

CITY OF SHORELINE

DATE: 10/1/07
 SCALE: 1" = 80'
 PROJECT: CRISTA MINISTRIES
 SHEET: 07-157
 TR1-2

MASTER PLAN

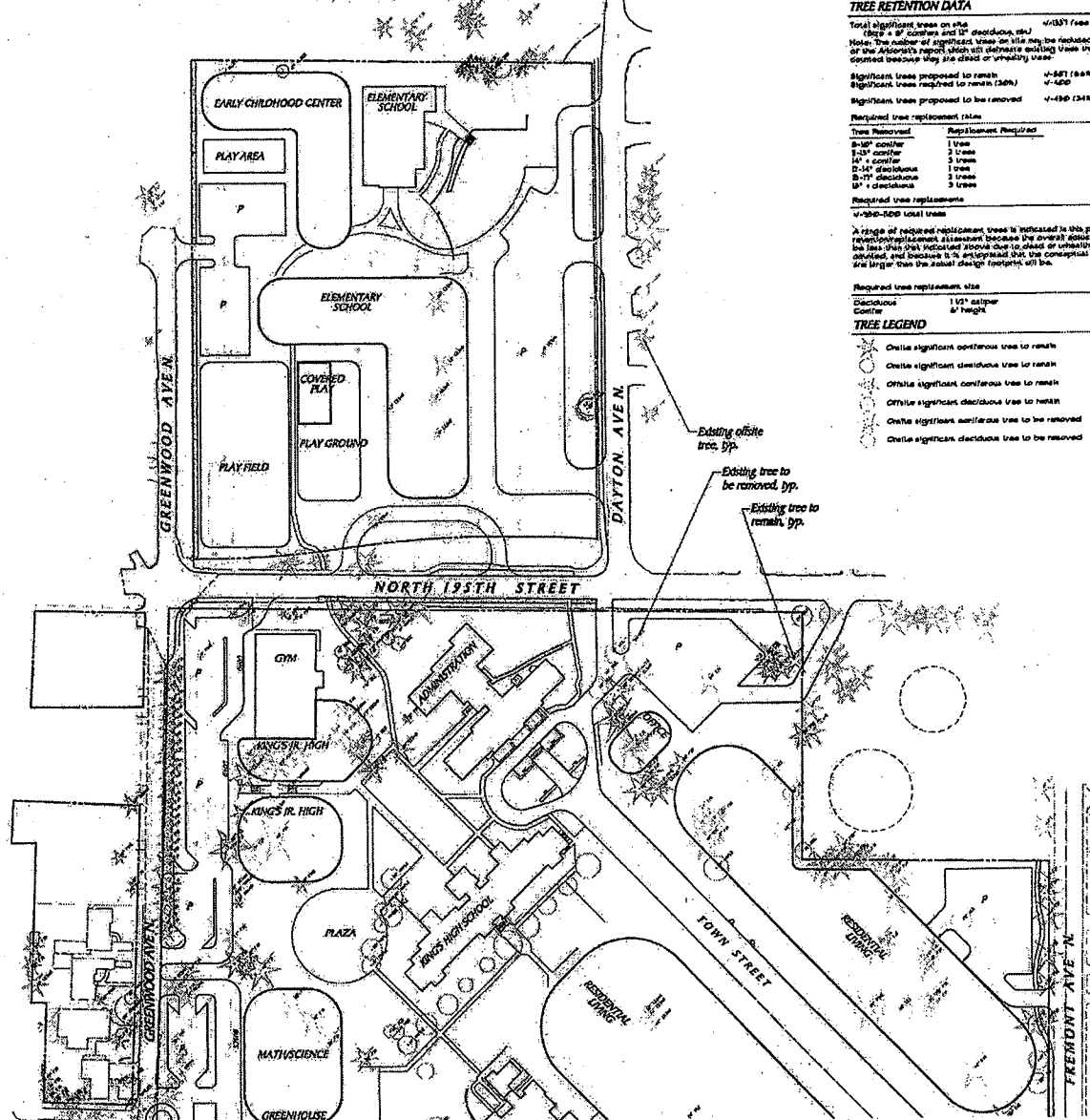


SCALE: 1" = 80'



© 2006 TRIAD ASSOCIATES

SW 1/4, NW 1/4, SEC. 8, TWP. 26 N, RGE. 4 E, W.M.



TREE RETENTION DATA

Total significant trees on site (88% of canopy and 10% deciduous, etc.)
 Note: The number of significant trees on site may be reduced based on the results of the Arborist's report which will determine existing trees that are not to be retained because they are dead or unhealthy trees.
 Significant trees proposed to remain: 4-60' (88%)
 Significant trees proposed to be removed: 4-60' (12%)

Required tree replacement rates

Tree Removed	Replacement Required
8-10' conifer	1 tree
11-15' conifer	2 trees
16-20' conifer	3 trees
21-25' deciduous	1 tree
26-30' deciduous	2 trees
31-35' deciduous	3 trees

Required tree replacement

4-60-100' total trees

A range of required replacement trees is indicated in this preliminary tree replacement assessment because the overall total quantity of on-site trees will be less than that indicated above due to dead or unhealthy trees. This will not be advised, and because it is anticipated that the conceptual building footprints as shown are larger than the actual design footprint will be.

Required tree replacement size

Deciduous: 1 1/2" caliper
 Conifer: 6" height

TREE LEGEND

- Circle significant coniferous tree to remain
- Circle significant deciduous tree to remain
- Circle significant coniferous tree to remain
- Circle significant deciduous tree to remain
- Circle significant coniferous tree to be removed
- Circle significant deciduous tree to be removed



1311 17th Ave. SE
 Shoreline, WA 98148
 206.321.8440
 206.321.8441 fax
 triad@triad.com
 www.triad.com

PRELIMINARY TREE RETENTION PLAN NORTH CAMPUS

SHORELINE CAMPUS MASTER DEVELOPMENT PLAN CRISTA MINISTRIES

WASHINGTON

CITY OF SHORELINE

PROJECT NO. _____
 PROJECT NAME _____
 PROJECT LOCATION _____
 PROJECT DATE _____
 PROJECT SCALE _____
 PROJECT DRAWN BY _____
 PROJECT CHECKED BY _____
 PROJECT DATE: 3/2/09
 SCALE: 1"=60'

MASTER PLAN



SCALE: 1" = 60'

STAMP BY: TAD
 DESIGN: TAD
 DATE: 07-157
 DRAWN BY: TR2-2

© 2009 TRIAD ASSOCIATES

Public Comment Letters

(in alphabetical order)

Available in the Council Office

These Minutes Approved
February 18th, 2010

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

January 21, 2010
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Wagner
Vice Chair Perkowski
Commissioner Behrens
Commissioner Kaje
Commissioner Kuboi
Commissioner Pyle

Staff Present

Steve Cohn, Senior Planner, Planning & Development Services
Steve Szafran, Associate Planner, Planning & Development Services
Rich Meredith, Traffic Engineer
Jill Mosqueda, Development Review Engineer
Flannary Collins, Assistant City Attorney
John Marek, Associate Traffic Engineer
Jessica Simulcik Smith, Planning Commission Clerk

Commissioners Absent

Commissioner Broili
Commissioner Piro

CALL TO ORDER

Chair Wagner called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Wagner, Vice Chair Perkowski and Commissioners Behrens, Kaje, Kuboi, Perkowski and Pyle. Commissioners Broili and Piro were absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Mr. Cohn announced that at their January 25th meeting, the City Council would take action on the Planning Commission's Work Program. They would also conduct a study session and the first public hearing on the Point Wells Subarea Plan and Pre-Annexation Zoning Proposal. He reminded the Commission that State law requires two public hearings for pre-annexation zoning, and the second

hearing before the City Council is scheduled for March 1st. At their February 8th meeting, the City Council would consider an ordinance to amend the number of Planning Commission Members.

APPROVAL OF MINUTES

The minutes of January 7, 2010 were approved as amended.

GENERAL PUBLIC COMMENT

Boni Biery, Shoreline, expressed concern about the process that is being used for the CRISTA Master Development Plan. The Planning Department has chosen to eliminate the publics' opportunity to seek an administrative appeal hearing, leaving the only recourse an expensive Superior Court litigation. She questioned why the Planning Commission was not used to seek solutions to the current and anticipated issues and why the speakers would only have a limited time to present their arguments. She also questioned how the Commissioners could evaluate materials presented while listening to the speakers. She expressed her belief that the Commission would not have an opportunity to judiciously review and confer before voting. She summarized that it seems those who have to live with the decisions made are being kept at arms length by the rules.

Laethan Wene, Shoreline, encouraged everyone to vote yes for Shoreline schools and to save the historical museum.

QUASI-JUDICIAL PUBLIC HEARING ON CRISTA MASTER DEVELOPMENT PLAN

Chair Wagner reviewed the purpose, rules and procedures for the public hearing. She reminded the Commissioners of the Appearance of Fairness law, which requires them to disclose any communications they might have received regarding the subject of the hearing outside of the hearing (ex parte communications). She advised that the Commissioners reviewed each of the written comments that have been submitted to date. She opened the public hearing and invited those who wanted to testify to swear and affirm that their testimony would be the truth. Next, she invited the Commissioners to disclose any ex parte communications they received. Commissioner Pyle disclosed that he has had direct communication with staff to gain a better understanding of the proposal. Chair Wagner clarified that questions to staff are not considered ex parte communications. None of the Commissioners disclosed ex parte communications.

Staff Overview and Presentation of Preliminary Staff Recommendation and Applicant Testimony

Mr. Szafran advised that Application 201713 is a 15 to 20-year Master Development Plan for the CRISTA Campus. He pointed out that a master development plan is required before any development activity can occur on any of the four campuses located within the City of Shoreline. The CRISTA campus is designated Campus in the Comprehensive Plan and is surrounded by single-family homes designated as Low-Density Residential in the Comprehensive Plan. The campus is zoned CRISTA Campus Zone (CCZ) and is surrounded by properties that are zoned R-6. He explained that the Comprehensive Plan and Zoning for the property was changed in 2008 by Ordinance 507 from Single-

Family Institution (SFI) to Campus (C) and from R-6 and R-24 to CCZ. He provided an aerial photograph showing the current development on the subject property, which is approximately 57 acres that is developed with schools, assisted and independent senior care residential units, broadcasting, and administrative offices for the CRISTA organization. The photograph also shows the single-family homes that completely surround the campus.

Mr. Szafran provided pictures of the most prominent buildings on the site, including the administration building, powerhouse, and high school that were built in 1913, the junior high that was built in the 1930's, the fire house that was built in 1921 and the Ambassador Apartments that were built in 1929. He reviewed that CRISTA submitted an application for a Master Development Plan in January 2008, and the City initiated the public process in April 2008. The City Council approved Ordinance 507 in December 2009, establishing new regulations and decision criteria for which all Master Development Plans must comply. The decision criteria allows the City and residents to look at the cumulative impacts of the 20-year plan. Previously, every project at CRISTA was subject to a conditional use permit that did not result in any meaningful negotiations. He further reviewed that in March 2009 CRISTA submitted new materials based on the revised requirements. The new requirements included notification sent to everyone within 1,000 feet of the CRISTA Campus, 4'x4' signs erected on all street fronts advertising the permit application, and advertisements in *THE ENTERPRISE*, the City's webpage, and the City's cable access channel. A State Environmental Policy Act (SEPA) Mitigated Determination of Non-Significance (MDNS) was issued and a notice of public hearing was sent to approx 1,300 interested parties and residents in December of 2009.

Kyle Roquet, CRISTA, said he is overseeing the Master Development Plan for CRISTA Ministries, which was founded in the 1940's by Mike Martin. In 1949 Mr. Martin purchased the Firland Tuberculosis Sanatorium property, which was vacated by King County in 1947 and named the facility Kings Garden. The name was later changed to CRISTA Ministries. In the mid 1980's CRISTA expanded their property by purchasing the Hillwood Elementary School site from the Shoreline School District. Their total property is 55 acres and accommodates 2,600 students, full-time residents, and employees. He said CRISTA is the parent company of seven sub organizations: CRISTA Broadcasting, CRISTA Senior Living, Kings Schools, Christian Veterinary Missions, CRISTA Camps, Seattle Urban Academy, and a humanitarian and relief organization named World Concern.

Mr. Roquet explained that as they put together their design parameters, it was most important to integrate all the business strategic plans of their multiple ministries. It was also important to create a more unified site plan that provides for more efficient adjacency between buildings, good open space for low-impact development, and architectural unity. He advised that as technology and their understanding of building systems and products has changed, they recognized they are getting behind the times on some of their buildings. The intent is to improve energy efficiencies, but also take advantage of new technology such as green practices. As they consider options for mitigation, there will be opportunities to incorporate low-impact development concepts, and they intend to also position the buildings to make better use of the facilities.

Mr. Roquet pointed out that the CRISTA Campus is very park-like in nature with mature trees. It is one of the few open spaces in the Hillwood Neighborhood, and they have embraced the fact that people can

enjoy the open space. They also have several hundred full-time residents who make the property their home, and they want them to enjoy the natural spaces. In addition, their park-like areas offer an education opportunity for the school age children. Mr. Roquet provided an illustration of what full build out of the proposed master plan would look like. He noted that the development would take place in three, five-year incremental phases. He explained that the eastern boundary is Fremont Avenue North, the western boundary is 1st Avenue Northwest, the northern boundary is North 195th Street, and the southern boundary is North 190th Street. He briefly described the topography of the site and then reviewed each of the three phases of the plan as follows:

- **Five-Year Plan.** The five-year plan would expand Cristwood Park and add a five-story building to the existing six-story independent living units on the lower area of the property. The new building would displace an existing practice field that would be relocated to the plateau area. A three-story senior residential living development would replace the Crest Apartment Buildings, and a mixed-use building would be developed north of Kings Garden Drive. The ground level would include common space, the broadcast studio and other amenities for the independent living units that would be located on the second and third levels. All the senior housing would have underground parking that matches the footprint of the building. A new three-story math/science building would be located in the center for both the junior high and high school. They are hoping to reach silver LEED status with the design. The junior high would be replaced, and an addition would be constructed onto the gymnasium.
- **Ten-Year Plan.** Development on the south side of Kings Garden Drive would mirror the mixed-use development that is proposed for the north side. The footprint would be larger to provide for more common space for the chapel, recreational facilities, etc. A new skilled nursing center would be added and would include an assisted-living element. The remaining nursing center would stay in place until the new facility is finished. The childcare center that is currently located in the very heart of the campus would be moved to the elementary campus for more age appropriate relations. In its place will be a gathering space that will include a great hall, theater, and classroom/studio space.
- **Fifteen-Year Plan.** The old nursing center would be removed and replaced with open space for gardens, walkways, etc. A new elementary school would be developed in the northern portion of the campus.

Mr. Roguet explained that several concerns were raised throughout the process of developing the plan and working with the City and neighbors. He reviewed these concerns as follows:

- **Traffic and Parking.** One of the biggest issues of running a school of this size is the timing pinch points (when school lets out in the afternoon and when major events let out in the evening). These situations have created a lot of pressure on the arterials. Although they have plenty of parking capacity right now, it is difficult to distribute the parking appropriately. After working with The Transpo Group and the City's Engineering Department, CRISTA proposes the best solution would be to widen North 195th Street between Greenwood Avenue North and Fremont Avenue North to a three-lane road, with a center turning lane. This would also require that the Greenwood Avenue North and Fremont Avenue North intersections be expanded with turning lanes. In addition, the

intersection at North 190th Street and Fremont Avenue North would be modified to add a turn lane. He noted that, currently, there is just under 1,000 actual parking spaces on site. With built out, the number would be increased to about 1,240. The parking areas would be located under the buildings in order to maintain open space for other low-impact development and permeability. It also allows for greater capacity for events so the parking does not spill out into neighborhood streets.

- **Frontage improvements.** Maintaining buffers and good transition points from the campus to residential neighborhoods is critical. CRISTA has some beautiful mature trees around the perimeter, but there is a need to do more. As per the proposed plan, significant work would be done along Greenwood Avenue North, North 195th Street, Fremont Avenue North and North 190th Street. There has been a good interaction between neighbors, CRISTA and the City. While frontage improvements near the practice fields would be desirable, it was noted that it could attract people who want to enter the practice field from that area. In an attempt to address the issue, the plan would wall off the area and access to the practice field would be from within the site. The frontage improvements in the practice field area were exchanged to the area on the northeast corner where the water towers are currently located. In addition, it was determined that the frontage improvements initially proposed on the south side were not enough, and they need to extend the walkways all the way to the Cristwood Park entry.
- **Tree Retention.** There are over 1,300 mature trees on the property, and some would be removed and replaced elsewhere. He provided an illustration of the current canopy and noted that the practice field is densely forested right now. CRISTA believes the best utilization of this site is something lower impact (a practice field) rather than buildings or something else that would attract additional flow to the space. The neighbors provided good feedback, and they are coming to a good consensus. The plan would improve buffers around the perimeter, especially around the elementary school. He provided a site plan showing how the trees that are removed from the practice field area would be redistributed throughout the campus. He noted that the City's current code requires 30% retention, and the current plan would result in tree retention of 66%.
- **Density.** Rather than a massive expansion, it is important to understand that the proposal is a process of replacing obsolete buildings to be relevant and sustainable in the future. The net capacity change would be 40 additional students and 104 additional senior units. However, the number of beds in the skilled nursing facility would be reduced, which would result in a reduction in staffing needs.
- **Preservation of Historically Significant Buildings.** The high school and administration building were constructed in 1913 and are iconic buildings for the CRISTA Campus. CRISTA has done significant work to modernize the buildings and keep them relevant, and their intent is to maintain them. From a historical perspective, CRISTA is committed to nominating the exterior of the buildings for landmark status with the State. They will also work with King County to historically document and memorialize the history of the campus.

Mr. Roquet said he appreciates the interactive process that has taken place between CRISTA and the City over the past eight months. As the staff reviews the criteria, the Commission will see how the plan is responsive. The plan will also create a sustainable and strong future for the CRISTA Campus.

Mr. Szafran advised that the City solicited comments from the public on three occasions since CRISTA originally submitted for a Master Development Plan in January 2008. Common topics addressed in the comment letters included traffic, trees, drainage, impacts from the proposed practice field and preservation of historic buildings. Other miscellaneous concerns were also raised such as potential hazardous materials from older buildings, previous dishonest and strained relations between the neighborhood and CRISTA, and potential loss of wildlife habitat from new construction. He referred to the Staff Report, which provides an analysis of each of these topics. He noted that Rich Meredith and John Marek, the City's Traffic Engineers, and Jill Mosqueda, Development Review Engineer, were present to answer Commission questions.

Mr. Szafran explained that the purpose of a Master Development Plan Permit is to define the development of properties zoned Campus in order to serve the users, promote compatibility with neighboring areas, and benefit the community with flexibility and innovation. A Master Development Plan Permit shall be granted by the City only if the applicant demonstrates that the proposed plan meets eight decision criteria. He reviewed each of the criteria as follows:

1. **The project is designated either Campus or Essential Public Facilities in the Comprehensive Plan and Development Code and is consistent with the goals and policies of the Comprehensive Plan.** CRISTA is designated as Campus, and it is zoned CRISTA Campus Zone (CCZ). CRISTA is consistent with Policy LU-43 by continuing to serve students, seniors and other uses on campus.
2. **The Master Development Plan includes a general phasing timeline of development and associated mitigation.** CRISTA has divided the proposed plan into three phases. Mitigation is tied to specific projects, not phases. This way, when one project impacts a specific area, mitigation is in place to cover the impacts.
3. **The Master Development Plan meets or exceeds the current regulations for critical areas if critical areas are present.** Critical areas are present, and the CRISTA Campus also contains steep slope areas. The proposed Master Development Plan shows proposed buildings within some of the steep slope buffer areas. As part of the approval process for this permit, CRISTA would be required to resubmit drawings showing any new development outside of those steep slope buffer areas.
4. **The proposed development uses innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design, including low-impact development, stormwater cisterns and substantial tree retention to mitigate impacts to the surrounding neighborhoods.** CRISTA is proposing to retain 66% of the significant trees and replace them with larger trees than the current code requires. Low-impact development is something the City currently requires as per SMC 13.10, which includes the 2005 Department of Ecology Manual and the Low-Impact Development Manual for the Puget Sound. Every project CRISTA applies for will be subject to these codes. New structures would be required to comply with King County's Built Green Standards. To ensure these mitigations are met, an administrative design review would be required.
5. **There is sufficient capacity or infrastructure in the transportation system to safely support the development proposal.** With imposed mitigations there would be sufficient traffic and pedestrian

capacity and infrastructure for CRISTA's Master Development Plan in all phases of development. Since street and sidewalk improvements are tied to specific development projects, CRISTA would be required to submit right-of-way permits, along with building permits, to ensure improvements would be installed.

6. **There is sufficient capacity within the public services such as water, sewer and stormwater to adequately serve the development proposal in all phases.** There is sufficient capacity for water and sewer based on letters submitted by Seattle Public Utilities and Ronald Wastewater. CRISTA's Level 1 Downstream Analysis also shows sufficient capacity for stormwater management based on review by the City.
7. **The Master Development Plan Proposal contains architectural design and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking and traffic management, and multi-modal transportation standards that minimize conflicts, increase transitions between the proposal site and adjacent neighborhoods, and between institutional uses and residential uses.** CRISTA's Master Development Plan proposal shows site design, open spaces, recreational spaces and retention of significant trees. The plan indicates maximum building footprints, number of stories, height, and parking stalls. The plan does not contain architectural design standards, but rather relies on administrative design review to approve the design of any new buildings. Staff is requiring CRISTA to submit a parking management and pedestrian circulation plan before any permits will be issued. CRISTA has proposed landscaping standards based on current code requirements. In addition, staff is recommending that a sound barrier wall, with landscaping, be installed adjacent to the practice field to mitigate potential impacts.
8. **The applicant shall demonstrate that the proposed industrial, commercial or laboratory uses will be safe.** CRISTA is not proposing these types of uses or any other new uses on the campus.

Mr. Szafran concluded that staff is recommending approval of CRISTA's Master Development Plan Permit with added SEPA mitigations and Master Development Plan Permit conditions as listed in the Staff Report. In addition, staff recommends that the Zoning Development Table listed on Page 30 of the Staff Report be included as Condition 15, with the density of 12 units per acre being changed to 24-units per acre to reflect CRISTA's proposal while maintaining the current limit of 630 residential units. Staff is also recommending that the proposed sign regulations (Attachment 5) be added as Condition 16.

Questions by Commission to Staff and Applicant

Commissioner Kaje referred to the Zoning Development Table (Page 30 of Staff Report) and requested further clarification about the applicant's proposal for 24 units per acre and the staff's original recommendation of 12 units per acre. Mr. Szafran said the applicant originally proposed 24 units per acre, and staff mistakenly wrote down 12 when preparing the table. Staff is recommending 24 units per acre and a maximum of 630 total units. Commissioner Kaje asked if the maximum number of units per acre would apply only to the full-time occupied residential units. Mr. Szafran answered that the 630 maximum units would be the combination of beds and units.

Commissioner Kaje recalled that CRISTA is aiming for Silver LEED Status for the Math/Science building, and he asked if there is a general commitment to a specific standard for all the buildings. Mr. Roquet answered that residential units typically go by a Green Building Standard where commercial is based more on LEED. They are anticipating a minimum of Green Level 3 for the residential units, and LEED Certification for their schools. However, they will focus particular attention on the Math/Science Building and the opportunities that exist for roof gardens, exterior uses with rain water, etc.

Commissioner Kuboi requested more information about the applicant's proposal to increase the number of parking spaces and reapportion them to be closer to where people need them. Mr. Roquet said that road improvements and parking facilities are ways to address traffic mitigation. However, CRISTA believes that traffic and parking management is even more important. The proposal includes a Traffic Demand Management Plan that gives CRISTA the framework for internal parking management. In addition, they have hired a full-time event coordinator to better manage parking during significant events. The proposed plan would increase capacity in those areas where parking tends to spill out onto the local streets. Commissioner Kuboi observed that one recurring theme in the public comment letters was spillover parking into neighborhoods. As currently proposed, he questioned CRISTA's ability to enforce off-campus parking since there are currently no signs that prohibit parking on the local streets. He questioned how internal parking management would have an impact on external parking situations. Mr. Roquet said their largest problem with external parking is during major events, and the situation can get out of hand if internal parking is not managed properly.

Commissioner Kuboi asked if a residential unit would be exclusively for one person. Mr. Roquet said there are some two-bedroom units for couples to occupy. However, units in the nurse center would be counted by bed. Typically, the assisted living units are all one bedroom, but it is possible that a couple could live in the unit. Commissioner Kuboi asked how many of the 277 independent senior units would potentially be for two people. Mr. Roquet agreed to provide that number, but he cautioned that it would fluctuate.

Commissioner Behrens observed that one of the recurring comments from neighbors that surround the CRISTA Campus involves access to the campus from very small side streets. He asked Mr. Roquet to share how the proposed plan would reduce the impacts to the neighbors, particularly on North 190th Street, which provides access to the gym. Installing turn lanes would alleviate traffic jams of Fremont Avenue North but would not address the steady flow of traffic on North 190th Street. Mr. Roquet agreed that there is significant concern about traffic on North 190th Street, which is the only access road to Cristwood Park, the stadium, and Mike Martin Gym. There was previously access from 188th, but this cul-de-sac was closed when Cristwood Park was built. There is an entrance off 1st Avenue Northwest, but as per a letter of agreement with the adjacent neighborhood, it was gated off when the gym was built. It is currently only used when there are snow conditions that do not allow access up the hill or if events all let out at the same time. Opening the gate on a permanent basis would take significant negotiations with the City, CRISTA, and neighbors on North 190th Street, North 193rd Street, 1st Avenue Northwest and Palatine.

Commissioner Behrens again asked how the master plan intends to address and correct the traffic impacts on neighboring streets. Mr. Roquet answered that CRISTA engaged The Transpo Group, a

traffic consultant, to identify the actual traffic flows on the major arterial streets. The concrete numbers established some need for modification and/or mitigation at the intersections, but not on the roadways with the exception of making sure there are appropriate buffers and walkways. He suggested the problem is not so much the quantity of traffic but the attitude of those who are driving.

Commissioner Behrens agreed the study addresses arterials. However, some of the access roads are not arterials. He asked if there is something in the plan to address the smaller streets where there is bleed out from the campus into the neighborhoods. Mr. Roquet agreed that the fourth Cristwood Park Building would add traffic into the area. They relocated the entrance from Kings Garden Drive with the goal of moving the cars onto Greenwood Avenue North, and this triggered the need to widen North 195th Street.

Jennifer Lowe, Senior Transportation Planner, The Transpo Group, the consultant for the Traffic Demand Management Study, agreed there would be no reduction of traffic on North 190th Street, and the bulk of new trips would be from the senior housing. There would be some shifting of where parking takes place on campus, and the proposed plan addresses capacity at the intersection and parking management, etc. In addition, a fund would be established to respond to resulting traffic impacts and could include traffic management measures on North 190th Street.

Chair Wagner asked staff to comment on their review of the Traffic Demand Management Plan. Mr. Meredith said he reviewed The Transpo Group's work and determined the numbers were reasonable and consistent with existing conditions. Their goal was to make sure the assumptions included in the traffic modeling make sense for the future. He summarized there would also be some growth in traffic as the City continues to grow. Traffic tends to flow to the easiest route, and the City's goal is to keep traffic on the arterial routes as much as possible and maintain the integrity of the neighborhood streets. He advised that one mitigation requirement would be a fund to address unanticipated impacts that arise in the future. He explained that North 190th Street would receive more traffic as a result of the proposed campus reconfiguration, and mitigation measures at the intersection of North 190th Street and Fremont Avenue North and at the approach to North 190th Street are intended to address this issue.

Commissioner Behrens once again asked if the proposed Master Development Plan would address the problems that were raised by the people in the community about the increased traffic flow through the side streets surrounding the CRISTA Campus. Mr. Meredith answered that the proposed plan does address these problems. They have tried to be very comprehensive in looking at the surrounding area, in addition to the CRISTA Campus, to figure how far out to mitigate the effects of the plan.

Vice Chair Perkowski referred to the list of projects that would trigger the required roadway modifications (Page 23 of the Staff Report) and asked if any one of the projects on the list would trigger the required improvements. Mr. Szafran answered affirmatively.

Vice Chair Perkowski asked if the number identified on Page 22 of the Staff report for stormwater and impervious area comes from staff's estimates. Mr. Szafran answered that the numbers were identified by staff after reviewing the plan and doing a rough estimate. The numbers are also reflected on the table.

on Page 30 of the Staff Report. He said that, to be safe, he would review the percentages again and make some changes to allow flexibility for CRISTA in case his calculations are not exact.

Vice Chair Perkowski noted that the proposal would increase the impervious surface area from 40% to 49%. He asked staff to show where the proposed additional impervious surface would be located. Mr. Roquet answered that the existing impervious surface is 22.9 acres, which is 42% of the total area. At full build out, there would be 28.2 acres of impervious surface or 51%. They are hoping the maximum amount of impervious surface would be increased to 60% to allow more flexibility. He referred to the drawing, which identifies the changes in impervious surfaces. He noted that although the practice field would not be an actual impervious layer, it is considered impervious surface for planning purposes. He noted that most of the parking would be located below grade to match the footprint of the buildings. However, the additional vaults to manage stormwater would require some significant acreage.

Vice Chair Perkowski asked if there are opportunities to remove impervious surface, as well. Mr. Roquet answered that some impervious surfaces would be removed, but they would be replaced elsewhere. The net result would increase the amount of impervious surface. The footprint of the elementary school would be reduced by replacing the one-story building with a two or three-story building. Vice Chair Perkowski reminded the applicant that one of the criteria is low-impact development, and reducing impervious surfaces is a major element of low-impact development. Mr. Roquet agreed and observed that they tried to add additional stories to the schools where single-story facilities currently exist.

Commissioner Pyle asked if there is a stream flowing through the site. Mr. Szafran answered that it is a piped watercourse that flows into Boeing Creek. Commissioner Pyle asked if the staff and applicant discussed the possibility of daylighting the watercourse or incorporating it into the low-impact development vision for the site. Mr. Szafran answered no.

Commissioner Pyle asked if the proposed widening of several arterial streets would result in a reduction of the perceived front yard of the property owners. Would the City reclaim some of the right-of-way to allow for the installation of extra turn lanes, or would the CRISTA property be required to accommodate the extra space that would be needed for the turn lanes. Mr. Meredith answered that some of the widening proposals are not adjacent to the CRISTA Campus, so they would use up some of the existing right-of-way. However, the City does not anticipate acquiring more right-of-way.

Commissioner Pyle said he really likes the proposed plans for frontage improvements. However, he asked if these improvements would connect to another primary sidewalk system within the City. Mr. Meredith explained that the City is limited in the amount of sidewalk frontage improvements they can require. The proposed plan would include frontage improvements along the CRISTA Campus, and perhaps a few other places. This is similar to the requirements for other development throughout the City. They build the sidewalks where they can and anticipate future development and City projects would fill in the missing pieces. Commissioner Pyle observed that the proposed frontage improvements, while beneficial, would primarily serve the campus. Mr. Meredith agreed but said they would also serve the local community. There are a number of ways to provide connections in the future. Commissioner

Pyle observed that while there is an increase in the volume of traffic and part of the reason for sidewalks is to improve safety, the safety measures seem to end at the perimeter of the campus.

Commissioner Pyle observed that the proposed plan does not provide any measures to mitigate for the construction impacts throughout the 15 years of the plan's implementation. Chair Wagner asked if continuous construction is expected to occur over a 15-year period.

Commissioner Kaje pointed out that the images and text in the Staff Report is different than some of the requirements staff is now proposing. For example, the text in the plan incorrectly states that buffers around critical areas can be modified. He asked if the staff and applicant have agreed there would be no building footprints encroaching into the steep hazardous areas. Mr. Szafran answered that no buildings can be constructed within critical areas with slopes greater than 40% or their buffer. Modifications are only allowed within the buffer area of slopes that are 40% or less. Commissioner Kaje asked if this requirement has been made clear to the applicant. Mr. Szafran said staff is expecting the plans to be substantially changed based on all of the new recommendations and mitigations. He emphasized that the drawings show general building placement, but the applicant would still be held to the standards that are contained within the text in addition to other City Development standards.

Commissioner Kaje reviewed that, as proposed, the student capacity would increase by 40. However, it is important to keep in mind that CRISTA's current school capacity is at 80%. That means they could accommodate about 400 more students in the existing facilities. Mr. Roquet agreed and explained that capacity numbers are based on what the area would accommodate. However, schools make various decisions about what classroom sizes are appropriate for the best educational opportunities. CRISTA has elected to maintain a capacity of 80%. He noted the proposed plan would require CRISTA to report their current enrollment to the City on a regular basis.

Commissioner Kaje said that in reading through the written public comments, it appears that CRISTA has purchased surrounding properties from time-to-time. He asked if the 15-year plan explicitly states that CRISTA would maintain their existing boundaries or would they seek opportunities to expand the campus. Mr. Szafran advised that approval of the proposed plan would limit the boundaries, and any expansion would require approval of a new Master Development Plan.

Commissioner Kaje asked the amount of the fund that would be established to mitigate unanticipated impacts. Mr. Szafran answered that the fund amount would be \$20,000. Commissioner Kaje invited a traffic engineer to share the types of traffic mitigation that could be provided with \$20,000. Mr. Meredith answered that a speed bump would cost about \$3,000 for labor and materials, and traffic circles would cost about \$6,000. A radar sign would cost approximately \$10,000.

Commissioner Kuboi said it appears there are no mitigation requirements to address off-site parking impacts. The traffic analysis done by The Transpo Group does not speak to cars that are parked on the side of the road, etc. He observed that the proposal makes reference to a Parking Management Plan that would be done at some point in the future. Mr. Meredith said the Parking Management Plan that has not been done yet. The applicant has stated there is enough parking available on site that they are not anticipating a lot of on-street parking. However, he acknowledged some people may still choose to park

on the street if it is more convenient. He advised that the Parking Management Plan should include elements on how to encourage people to park on campus.

Commissioner Kuboi asked if the Parking Management Plan would differentiate between the traffic generated by people doing business on the campus (working and/or living) versus people picking up students from the school. Mr. Meredith answered affirmatively and said a Parking Management Plan must plan for all the different activities on. Commissioner Kuboi questioned why the Parking Management Plan has not been completed at this point. Mr. Meredith said this more detailed plan would be completed as more of the elements of the Master Development Plan are solidified.

Commissioner Pyle asked if the stream on the site is considered a piped-stream segment. Mr. Szafran clarified that it is a piped watercourse. Commissioner Pyle expressed his belief that the stream appears to meet the definition of a piped-stream segment, which would require a 10-foot buffer. However, the buffer is not reflected in the proposed plans.

Commissioner Pyle asked when the site was originally developed. Mr. Szafran answered that there were temporary structures on the site as early as 1910. The first use of the property was a tuberculosis sanatorium. Commissioner Pyle asked when the area surrounding the hospital was platted. Mr. Szafran said that aerial photographs as far back as 1944 show there was not much development surrounding the hospital. Commissioner Pyle asked the era or age of the homes that surround the CRISTA Campus. Mr. Szafran answered that they were constructed in the 1950's and 1960's. Commissioner Pyle asked when the zoning was first applied to the subject property as part of King County. Mr. Szafran did not know the answer to this question. Commissioner Pyle reviewed that Shoreline applied the R-6 zone to the property when it was incorporated in 1995. Mr. Szafran agreed and noted that the Comprehensive Plan's land use designation at the time of annexation was Single-Family/Institution. He explained that the City typically transferred existing King County zoning when they incorporated.

Commissioner Pyle said in viewing aerial photographs of the City, it is clear that much of Shoreline was clear cut back in the 1940's. He asked if it is safe to say that most of the trees on the site are re-growth from possible historical clearing that occurred on the property. Mr. Szafran answered that historical photographs support this statement for certain areas of the campus, but there are areas where the trees were retained.

Commissioner Behrens expressed concern that various elements of the plan have not been finished. Chair Wagner explained that the Master Development Plan articulates that the Parking Management Plan is to come at a specific point in time before development begins and is not a missing component of the proposal.

Commissioner Behrens referred to the Transportation Demand Management Plan (Attachment 4 on Page 85 of the Staff Report), which recommends that special events at the performing arts center be scheduled so that if both the 550-seat and 250-seat areas are utilized, parking is available at the Mike Martin Gym. If the gym parking areas are not available due to an event at the gym or at the nearby stadium, only one of the performing arts center areas could be utilized. He questioned who would enforce this rule. Would CRISTA be required to submit a list of all their activities to the Planning

Department? Mr. Roquet pointed out that Attachment 4 is CRISTA's internal plan that outlines their approach for managing large events. The Traffic Demand Management Plan would be enforced internally by CRISTA. If they don't have enough parking, they will have to turn their own people away. Not only is there an impact to the neighbors if parking overflows, but it would be problematic for CRISTA if they cannot get people to their events.

Commissioner Behrens questioned why CRISTA doesn't provide enough parking so they can utilize all three of the facilities to their fullest capacity. Mr. Roquet answered that this would result in a lot of empty parking areas during many parts of the day. They are trying not only to find a sweet spot where they have enough capacity to handle the large events, but also make the best use of the stalls that are available. Mr. Meredith explained that if more parking were available and they could use all the event facilities at the same time, the traffic impacts would be even worse. Limiting parking also places a cap on the amount of traffic that accesses the site at the same time.

Chair Wagner asked staff to describe the steps that would be required for development permits once the Master Development Plan has been approved. Mr. Szafran explained that the future building permits would trigger SEPA review, as well as an administrative design review. The public would have an opportunity to comment during both of these review process. Chair Wagner recalled a public comment request for an Environmental Impact Statement (EIS) rather than a SEPA review. She asked staff to describe the difference. Mr. Cohn explained that a SEPA review analyzes the impacts. If the impacts can be mitigated to reach a threshold where the impact is no longer significant, a Determination of Non-Significance (DNS) would be issued. Staff believes the impacts have been mitigated through SEPA and the proposed Master Development Plan, and a MDNS was issued. One purpose of this hearing is to discuss whether or not the mitigations are appropriate and/or if additional mitigation should be required.

Ms. Collins explained that the Planning Director has issued an MDNS and placed mitigation on the project. The Commission should review the proposal, itself, as well as the SEPA conditions. They have the opportunity to recommend additional mitigation measures through the Master Development Plan Process. She further explained that Type C Actions are appealable through an administrative appeal. However, there is a conflict with the City's code and State Law. State Law requires that there must be one single, simultaneous hearing before one hearing officer or body, which means that this hearing on the Master Development Plan must also be the hearing on the SEPA determination. As per current City code, the Hearing Examiner hears SEPA appeals, and the Planning Commission hears the Master Development Plan proposal. The City must correct their code, but in the meantime, they cannot allow for an administrative appeal. This is a local option and not required by State Law. SEPA can be appealed to Superior Court, but only after the Master Development Plan permit is approved by the City Council. Chair Wagner summarized that it would be appropriate for the Commission to add additional recommendations to address the concerns, which could remedy potential SEPA appeal requests. Ms. Collins clarified that the Commission cannot recommend changes to the SEPA conditions, but they do have leeway under the Master Development Plan criteria to add more conditions.

Ms. Collins pointed out that the City's Critical Areas Code (Chapter 20.80) does not distinguish between streams and piped-watercourses. The Director issued a determination (administrative order) that if a piped-watercourse has an open stream channel both upstream and downstream from the piped

watercourse, it is a piped stream. But if there is no open watercourse upstream and downstream from the pipe segment, it would not be considered a stream. She clarified that once approved by the City Council, the administrative order would be incorporated into the code.

Commissioner Kaje referred to Chapter 20.80.460.A of the Development Code, which states that "streams are those areas where surface waters produce a defined channel or bed, not including irrigation ditches, canals, storm or surface water runoff devices or other entirely artificial watercourses unless they are used by salmonids or are used to convey streams naturally occurring prior to construction." He summarized that if the City knew that this was a natural stream prior to original construction on the site, it would qualify as a stream. He suggested staff provide additional interpretation because the Director's determination seems in conflict.

Chair Wagner asked what level of discretion CRISTA would have in the future to make modifications to the plan. Mr. Szafran said that changes to building location, etc. would require a review of the Master Development Plan. CRISTA has proposed that floor areas could be modified up to 15% before the Master Development Plan would have to be revisited.

Chair Wagner asked what guidelines are currently in place to address concerns that might come up during the demolition of existing buildings such as removal of toxic materials. Mr. Szafran advised that any building demolition in the City requires asbestos and rodent abatement. Staff has also recommended that a hazardous materials professional look at buildings before they are demolished and provide mitigating measures to ensure that no hazardous materials escape into the environment.

Commissioner Kuboi said he sees very few iron clad requirements related to LEED and Built Green. He asked if the Built Green provisions would be actual requirements or just goals that may or may not be achieved in actuality. Mr. Szafran said the condition specifically requires a King County Built Green 3 Star Rating for all new structures. In addition, the City's current code requires low-impact development (Chapter 13.10). Commissioner Kuboi asked if the City's current code would require the applicant to implement specific low-impact development techniques.

Ms. Mosqueda advised that the City's current Surface Water Management Code (SMC 13.10) makes low-impact development a required development process and a preferable way to handle stormwater. The City cannot specify what low-impact development requirements will be until a site assessment has been done to determine the feasibility of various measures. Because low-impact development is new and there is a lot of uncertainty about where it can go, it requires a more in-depth look at the site. She summarized that there are quite a few low-impact development concepts incorporated into the proposal such as building taller buildings rather than long and low buildings, clustering buildings, etc. Commissioner Kuboi expressed concern that use of the term "low-impact development" is often interpreted to be solar panels, green roofs, etc. He said he suspects the City might see less than expected because green building was either not feasible or there were less costly alternatives.

Commissioner Kuboi noted that members of the public indicated vehicular impacts associated with both traffic and off-site parking, yet only traffic impacts have been specifically as part of SEPA. Ms. Lowe, explained that the best mitigation for addressing off-site parking impacts is to make sure there is enough

parking on site. While the proponent cannot designate what happens with off-site parking, they can support neighborhood or City restrictions by providing adequate parking on site and encouraging people to use it. Commissioner Kuboi observed that people tend to park where it is most convenient; and oftentimes, that is off site. Mr. Meredith agreed but noted that through their Parking Management Plan, CRISTA has some flexibility about how they operate their campus to make parking convenient for their users. At this point, the City has determined there is enough available on-site parking. Appropriate utilization of the available space would be analyzed as part of the Parking Management Strategy. Ms. Mosqueda said another element of the Master Development Plan is to make sure the pedestrian connections between the parking and buildings are well lit and established paths. Mr. Cohn said the neighbors have complained that because people park on the street, they have to walk out into the street to get around the vehicles, which is unsafe. To remedy this impact, staff is suggesting that trails and sidewalks be provided. Parking, in and of itself, is not necessarily a bad thing, as long as cars and pedestrians can get through safely. He suggested that when this issue is raised during public testimony, the Commission should ask what particular impacts concern them.

Mr. Roquet explained that when there are no signs to prohibit parking, it is difficult for CRISTA to enforce their policy of no parking on off-site streets. However, "no parking" signs would result in situations where neighbors would not be able to utilize the space, either. He suggested another solution would be to allow parking by permit only. This would allow the neighbors to continue to benefit from the on-street parking and CRISTA to control their off-site traffic.

Vice Chair Perkowski asked what would happen after 20-years if not everything identified in the plan has been done. Mr. Cohn said the timeline is general, and that is why the mitigation was attached to specific projects. Vice Chair Perkowski noted that Development Code Chapter 20.30.353.G requires the Planning Commission to revisit the Master Development Plan every five years after the first ten years.

THE COMMISSION RECESSED AT 9:12 P.M. AND RECONVENED THE MEETING AT 9:20 P.M.

Ms. Collins advised that staff's recommendation related to streams is that any placement shall not conflict with Chapter 20.80 (Critical Areas). The ordinance states that to be considered a piped-stream segment, a piped-watercourse shall have open channel streams above and below the pipe segment and not entail pipe drainage courses, stormwater drainage systems, etc. In order to be considered a drainage course, it would not historically have been a stream.

Public Testimony

Diane L'Heureux, Shoreline, (see Exhibit 8) said she owns property directly west of CRISTA's proposed practice field, facing 1st Avenue Northwest. When they purchased their home, they chose this very quiet neighborhood, and existing noise levels are very low. It is a different circumstance compared to people who choose to buy property adjacent to an existing sports field. When trees are removed and a sports field constructed, there will be a significant increase in traffic, as well as regular and practice game noise. Adding bleachers would increase the noise further. She said a handwritten note on a SEPA checklist read, "long-term noise impacts can be expected in the evenings and weekends." She noted that daylight hours run past 9 p.m. in the summer, and the neighborhood consists mostly of working families

who go to be early. The main mitigation is a noise barrier wall and no access from 1st Avenue Northwest. For reasons mentioned, she said it becomes even more important to have an effective noise barrier wall. There is a steep hill and trees between her property and CRISTA's regular playing field, and the noise level from the games is still very high. She asked that these factors be taken into account in the design height of the wall. It should deter youth from scaling it and be a safety barrier for both students and home owners. Benches and equipment storage should suffice for the practice field. She asked that a separate condition be added to limit hours of use in the evenings. Also, field hours should allow hard working people to sleep in on weekends.

Ms. L'Heureux suggested that the size of the field should be reduced. Its proposed size would have a significant environmental impact, destroying valuable woodland and increasing issues of noise. The current practice field is considerably smaller than the proposed new field. The current tree retention plan calls for 450 trees to be removed, and a large number would be removed from the heavily wooded area north of 189th where the practice field would be. She echoed other's concern for loss of habitat and the water retention the trees afford. The suggestion by staff to move the practice field south and reduce the size of the field would help. She said she also hopes that other means to stop tree loss would be seriously considered. A 66%-tree retention obscures the total number of trees being destroyed in this heavily wooded area. The construction entrance should be from CRISTA property. She said she has been told by a neighbor that CRISTA plans to rent the field out as a soccer field. CRISTA should be completely clear if that is their intent. She said her understanding is that the City would require for a 30-foot dedication and 20-foot setback from 1st Avenue Northwest.

Eric Hvalsoe, Shoreline, said his property also faces the proposed new practice field. He pointed out that CRISTA is losing a very small field and they have plans for a very large field that will have a large impact on the woodlands. They are hearing different stories about how the field will be used and what the activities will be. There are drainage, aesthetic, and noise issues that need to be addressed. He said the neighbors have had some discussions with the City and CRISTA, which they appreciate. The neighbors on 1st Avenue Northwest do not want an increase in pedestrian and vehicular traffic, but they do expect to see an attractive and effective buffer on the west side of the practice field.

David Matthews, Shoreline, Chair of the Firland Good Neighbor League, commended the staff, Commission and CRISTA for the work they do. CRISTA does wonderful work around the world, and they have been good neighbors in many ways. The Good Neighbor League is interested in enhancing communications. He agreed that the existing practice field is only about half as large as the one being proposed. He suggested CRISTA could do a lot more to create sustainable woods and help mitigate rainwater runoff by shrinking the size of the proposed practice field. He referred to the buffer area along Fremont Avenue North where the nursing facility would be constructed. He said he hopes mitigation would require that the large trees in this area be preserved as much as possible.

Mr. Matthews said it important that impacts associated with construction and demolition are discussed and addressed more carefully. Staff has indicated that a toxic waste expert would look at the sites before they are demolished, which is appropriate. But mitigation should require a report and provide enforcement to make sure that demolition and construction impacts are mitigated. In addition to asbestos, he noted that lead poisoning can be a particular problem with older buildings.

Mr. Matthews said he has not heard any satisfactory answers to the questions raised by the citizens and the Commission related to impacts on North 190th Street. He suggested one option would be to create ingress and egress through the campus without using the side streets, which would likely be difficult and expensive. He encouraged the Commission to carefully consider the comments provided by the citizens and add mitigation as necessary. He expressed his belief that the Commission would not be able to recommend approval of the proposal until all of the impacts have been adequately addressed.

Mr. Matthews referred to the conflict between City and State Law related to SEPA appeals. He explained that State Law requires an appeal process. However, because of the current conflict, the citizens are concerned that their only avenue for appeal is to the Superior Court.

Commissioner Behrens said he read the written comments submitted by Mr. Matthews on behalf of the Firland Good Neighbor League. One specifically referred to documents that were done in 1980 and 1984 between the neighbors in the area and CRISTA. He asked if there has ever been a determination as to whether or not these agreements have legal bearing or if they are enforceable. Mr. Matthews said others from the organization will talk about this issue later. His understanding is that the City Attorney ruled that they are civil agreements and cannot be enforced by the City.

Ms. Collins explained that the City is not required by State Law to provide an administrative appeal for SEPA, although they have in the past. She further explained that the City was not a part of the civil agreement, they will not enforce it, and it should not affect the Commission's decision. Their decision should be based on the criteria in the code. The neighbors must enforce the agreement separately from the current process. The Commission could consider additional mitigation to address some of the issues identified in the agreement, but they are not required to do so.

Wendy Zieve, Shoreline, said she lives on North 190th Street, and all of the traffic from CRISTA goes by her property. Large trucks barreling down the hill often wake them up at 6:00 a.m. If the new practice field is larger and accommodates two games at the same time, traffic would be further increased. Right now, it is extremely hard to get out of their property from 2:55 to 3:10 p.m. The traffic congestion makes the street unsafe, and none of the proposed mitigation would address the impacts to North 190th Street. It is not an arterial street, so additional units should not be allowed unless an alternative access is provided.

Deborah Buck, Shoreline, (see Exhibit 9) said she has lived on 196th Place for 20 years, which is directly across from the proposed new access point to CRISTA's new location for their early childhood center for 140 students, their new 76 car parking lot, and their expanded elementary school. In snowy and icy conditions, the intersection at this proposed access point becomes extremely hazardous. 196th Place, a steep hill, becomes virtually impassable, and it is the only road into and out of the cul-de-sac. She suggested that someone chose to avoid drawing attention to this hazard. The proposed plan would add hundreds of cars to the intersection, but it does not offer a single mitigating condition. Once the hill is snowy and icy, only four or all-wheel drive vehicles can make it up. Others try, many of them multiple times. Under the proposed plan, any that did make it up would come careening into an intersection that is full of cars carrying children. The hazards are compounded by cars parked at the top of the hill, where they can have level access to the arterial in the snow. The new "no parking" zone

along the east side removed 50% of the parking, so in bad weather cars will be parked bumper to bumper along the west side, adding to congestion. She concluded that adding a new access point at this location is a recipe for disaster

Ms. Buck referred to her letter dated December 4th, in which she asked that her concern be considered in the EIS, but it was not. Other EIS comments were also ignored. She pointed out that because there is no appeal process, her only recourse is to sue. She said she is lucky to have a brother who knows how to litigate EIS cases and she will use him to do so. As a long-time Shoreline resident, she said she is aghast that it takes litigation to produce adequate EIS information and to protect residents.

Wayne Erickson, Shoreline, said he has lived in his current home on North 190th Street for 33 years. During this time, they have seen steadily increased traffic and activity at CRISTA and less and less effort on behalf of CRISTA to resolve the impacts to the surrounding neighborhoods. He recalled that in 1980 after long mitigation between King County, CRISTA and some neighbors, a settlement agreement was drawn up that addressed a number of issues. The agreement specifically stated that CRISTA would develop according to the attached plan and would execute and deliver in recordable form a covenant running with the land and binding upon the property and all subsequent owners, which covenant shall include the terms and conditions of the agreement. The terms included the construction of Cristwood, a 200-unit complex, and related parking, drainage and stormwater retention and the closure of North 188th Street. This would direct all of the Cristwood, football, soccer, practice field and Mike Martin Gym traffic down North 190th Street.

Mr. Erickson pointed out that Item 6 of the agreement speaks about CRISTA's expansion, which states "in consideration of the residents' agreement not to oppose the development of the project, CRISTA agrees that it shall not expand any of its activities on the southern or western portions of its campus." The neighbors believed them and felt they were honest and sincere. Now with the encouragement of the City to make a 20-year plan for their campus, CRISTA is doing exactly what they promised they would not do by proposing a practice field on the western property and a health care center to the south. He concluded that CRISTA has not kept their word, and he does not have faith that they will now. He urged the Commission to continue provisions that would ensure CRISTA honors their prior agreements.

Ann Erickson, Shoreline, said she also lives on North 190th Street, on the south side of CRISTA. There is now a plan to develop a health care center on this corner, putting a large building on what has been a green space for many years. This will damage the quality of the neighborhood and put in jeopardy a grove of about 30 mature Douglas Firs that are a very large part of the atmosphere of the neighborhood. In addition, the entrance to the building will be on North 190th Street, which is a small residential street that already carries far more traffic than was ever intended. In fact, the traffic (mostly CRISTA related) is so heavy there are plans to widen the street, install left turn lanes and add sidewalks. She observed that the entrance to the building would cut right into the traffic and across the sidewalk that is supposed to make walking safer. She strongly objected to the proposed construction for aesthetic reasons, as well as impracticality. She said she believes it will damage the quality of the neighborhood and their lives, as well as their property values.

Ms. Erickson said she likes urban living and she likes sidewalks, street trees, traffic lights, etc. However, the proposed mitigation for sidewalks does not go far enough. The sidewalk would be on the north side of the street for one block and then switch to the south side of the street the rest of the way down the hill. In order to walk on the sidewalk instead of rough, unmarked shoulders, it will be necessary to cross an already too busy street mid block. She suggested a solution is to put sidewalks on both sides of the street. Ms. Erickson expressed her belief that the proposed traffic mitigations would do nothing to reduce traffic or make CRISTA take responsibility for their traffic by using internal roads. It simply makes their little residential street into a private arterial for CRISTA Ministries. They will continue to add staff and have more delivery trucks and emergency vehicles racing down the streets to care for CRISTA residents, adding to the downfall of the neighborhood.

Dave Parkinson, Shoreline, said he also lives on North 190th Street. He said he supports the staff's recommendation for low-impact development and green design for buildings. He suggested the City formalize a review process to make sure CRISTA actually follows the requirements rather than determines it is too expensive or not feasible. He noted there are standards for low-impact development that would ensure that stormwater does not increase in either peak flow or total flow off the site. Secondly, Mr. Parkinson pointed out that current traffic on North 190th Street is unacceptable and would only get worse. The street is not designed for the current traffic, and the proposed mitigation at the corner of North 190th Street and Fremont Avenue North would not mitigate traffic and would only help the people who are trying to leave the CRISTA site. He strongly urged the City to force CRISTA to find different options for access, particularly to the lower campus.

Afia Christine Menke, Shoreline, (See Exhibit 10) said she lives adjacent to the northern end of the CRISTA Campus. She thanked the Commission for reading all of the written public comments and being astute in their questions. She referred to Criteria 1 and said she would like the proposal to identify that the Hillwood Neighborhood was originally a stop on the train and part of Richland Highlands, and CRISTA is located in the center of the Hillwood Neighborhood. There has been nothing but difficulty in the heart of their area, and the proposed plan would aggravate the situation. She referred to Criteria 3 and suggested the City require the applicant to daylight the stream, which would benefit the community aesthetically, provide more habitat, and become a great asset for the CRISTA Campus. She referenced Criteria 4 and asked that the Commission consider wildlife species such as the pileated woodpecker, which requires large swaths of trees. Regarding Criteria 5, Ms. Menke pointed out that, at present, the surrounding neighborhood is barely able to handle traffic. Adding turn lanes may ease movement in and out of the CRISTA campus, but it will not help the flow of traffic for the neighborhood. In fact, the improvements may serve to encourage more traffic. Ms. Menke suggested the City consider establishing a code standard that would prohibit CRISTA visitors from using on-street parking but still allow the neighbors to use the space. She said it is of utmost importance that the neighbors have a way to communicate with CRISTA during large activities and have input into their internal security system. Finally, she said it is important to have access and public contact with the administrative review process so residents clearly understand dates, results, follow up with outcomes, and the attached consequences for non-compliance with the City of Shoreline's findings. She said she enjoyed some of the "slips" tonight about "a pocket of money" and the "sweet spot," which says a lot about what is going on.

Richard Nokes, Shoreline, said he lives on the north side of the Campus on Evanston Avenue North, just off North 195th Street. He said he wished the Commission could have been with him as he tried to come down Dayton Avenue around lunch time. He ended up having to turn off on 200th because Dayton was blocked because of traffic from the school. He asked when CRISTA's Traffic Demand Management Plan was completed. He said the only time he saw counters on the streets was when school was not in session. With no school, the traffic is minimal. But when school is in session, he is unable to get out of his street at 8:00 a.m. or 3:00 p.m. He urged the Commission to review the study to see if the traffic count numbers are accurate. He noted there are currently "no parking on walkway" signs lining North 195th Street, but parents from CRISTA park there anyway because there is no enforcement.

Craig Schoch, Shoreline, said he lives on 188th Street. He expressed concern that the proposed plan would do nothing to reduce or change the existing traffic problems on North 190th Street. The traffic is already too heavy and would become heavier with the additional development. He said he is concerned that CRISTA and the City would be tempted to reopen 188th Street. The plans should include measures to reduce the existing traffic before considering opportunities for future expansion of the campus.

Boni Biery, Shoreline, submitted information from **Lisa Thwing** (See Exhibit 11) who had to leave the meeting early. The exhibit contained her written comments, as well as photographs of parking situations on Fremont Avenue North.

Boni Biery, Shoreline, (see Exhibit 12) referred to the comments she previously submitted in writing. She emphasized that CRISTA is a campus and not a sports complex or entertainment center. The creation of a practice field and theaters will make rental, lease and loan of Woolsey Stadium, theaters and practice fields available for other purposes. Therefore, the use of all of these facilities must be limited to CRISTA population activities only to protect the neighborhood from being overrun by non-CRISTA related impacts. Use of the facilities should be specifically defined and limited to a maximum number of days and nights per month and year to protect the residential nature of the neighborhood.

Ms. Biery referred to Criteria 3 and pointed out that CRISTA has defined a piped watercourse and called it a non stream. However, labeling something doesn't change what it really is. She recalled that the City's Development Engineer, Jill Mosqueda, has recommended that the watercourse be daylighted. In addition, Ms. Biery expressed her belief that not daylighting the stream fails to meet the current Critical Areas Regulations, which include wetlands. She noted this stream (Reach 11 of Boeing Creek) is similar to Reach 12 to Hillwood Park, which is considered a wetland that is protected as a critical area. Ms. Biery also referenced Criteria 4 and suggested that sustainable practices should include only native trees. She provided information analysis of the proposed plant pallet and noted that very few would be native. She said she provided some alternatives. Lastly, Ms. Biery questioned where the Regional Traffic Study is; the one that is about two-inches thick and provides an index of addendums. She noted the study addresses the impact of Point Wells, the Town Center, and the Aurora Corridor on the neighborhood.

Larry Hill, Shoreline, said he and his wife live on 188th Street. He said he was part of the mitigation that took place with CRISTA 25 or 30 years ago regarding the Cristwood Building. In order for the building to be constructed, the community and the County gave them easements on density. The

neighborhood thought they had a workable deal with CRISTA that the area being proposed from the childcare facility, nursing facility and practice field would remain set aside in perpetuity because they allowed them to construct the Cristwood facility. He added that a major long-time concern with CRISTA has been related to ingress and egress, yet they have failed to address the issues. He summarized that the neighbors are asking the Commission to require CRISTA to address their questions and concerns. He noted that CRISTA has the facilities to take care of their own traffic internally, but they have thus far refused to do so.

Ken Howe, Shoreline, suggested the proposed Master Development Plan should not proceed until the Planning Commissioners have toured the historical site of Firland Hospital. He noted that the buildings on the site have specific histories. For example, the junior high was a children's hospital for tuberculosis treatment. He referred to the book, *The Plague and I*, which is written by Betty McDonald, a famous northwest writer who was a patient at the hospital. She wrote about being a patient at the hospital and what it meant to go from one building to the next. He concluded that the Commission should not make a recommendation on the proposal until they know the history of the buildings.

Melanie Hertel, Shoreline, said that as a Federal Regulator, she is offended by the process. She thanked the Commission for their questions, concern and commitment to the neighborhood. She said her house is located across the street from the proposed driveway for the childcare center. The street going into the neighborhood is their only access for 50 homes, and it is not large enough for the commercial traffic that is being proposed. The proposed plan indicates there will be an additional 860 cars coming down their street and into the childcare parking lot. These cars will turn around in her front yard, get stuck, and then there will be fist fights on her lawn. It has happened before, and it will happen again.

Ms. Hertel recalled there was talk about the potential collapse of the hillside and the estimated 40% grade on portions of the property. There was also discussion in the proposed plan that there would only be an additional 9% increase in impermeable surface on the campus. She noted that depending on where the impermeable surfaces are located, there could be considerable impact to the neighborhood. In her neighborhood there are a considerable number of houses located downhill from the proposed new childcare center.

Laethan Wene, Shoreline, said there was an incident at a King's Football Game where a football player was down on the field and the fire crews had a difficult time accessing the field. He suggested that CRISTA consider opportunities for better emergency access to the football field.

Leslie St. Pierre, Shoreline, said she has lived in Shoreline for six years, and on Greenwood Place North for the past year and a half. She said she has two very small children, and there are about 12 to 15 children on the street from under one year old to driving age. Their neighborhood is a series of blind dead ends, and they already encounter frustrated CRISTA mothers who have to turn around in one pocket or another. She will never be able to allow her daughters to walk up their street if the plan moves forward as proposed. She asked why the egress has to be at the top of their hill. There is a through street on the other side of the north end of CRISTA Campus, which is a through street that is not a hill. She expressed concern about runoff from the CRISTA site impacting the adjacent downhill neighbors.

Nancy Wickward, Shoreline, said she is a neighbor of Ms. St. Pierre and Ms. Hertel. It is not safe to walk on North 195th Street, nor is it safe to walk on Greenwood Place North. She said she is a pedestrian, and there are also people with disabilities and seniors living in the area. The City needs to improve the situation, and putting an entrance to the daycare center at the top of the hill would only make the situation worse.

Beth O'Neill, Shoreline, said she has lived in the City since 1989. She noted that the only reason there would be additional traffic on Greenwood Place North is because of the proposed parking lot and driveway. While the proposed parking lot location would maximize CRISTA's space, she questioned if it would be appropriate for the City to bend to the desires of CRISTA in lieu of protecting the adjacent neighborhoods. The CRISTA representative spoke eloquently and presented a clear case. They do wonderful work around the world, but charity should begin at home. She suggested they put themselves in the position of the neighbors and ask if it is so important to have everything they want or if the neighborhoods' needs should be considered, as well.

Linda Wilson, Shoreline, said she lives on Greenwood Place North, as well. She pointed out that in addition to traffic concerns related to CRISTA, it is important to keep in mind that Einstein Middle School is also located on North 195th Street. There are a significant number of kids walking to and from both of the schools, but there are no sidewalks. It is not safe to walk on North 195th Street, and the proposed expansion would make the situation worse. It would be great to have CRISTA build a plan within their 55 acre campus that includes their own streets and pedestrian pathways so that the neighborhood streets do not have to be utilized for access to the campus.

Wendy DiPeso, Shoreline, agreed with Ms. Wilson that it would be nice for CRISTA to have a closed campus, with only limited access from neighborhood streets. She pointed out that the proposed new playfield would be considered an impervious surface because there would be water runoff an less saturation than a rain garden would provide. Mechanical treatment of water runoff would not reduce the amount of pollution that goes into the waterways. The water would go into a tank and be metered out without removing pollutants. Rain gardens and other types of mitigation help to cleanse the water and are usually less costly than large vaults. Short of that, a rain garden can be installed to treat the water before it gets to the vault. Also, using pervious concrete for parking lots and sidewalks would reduce the amount of impervious surface and would be a nice trade off for some of the things that CRISTA wants to do. She summarized that stormwater issues could be worked out more easily if the traffic issues were managed and mitigated appropriately.

Final Questions by the Commission

Commissioner Kaje thanked the public for participating in the hearing, and indicated that he had to leave the meeting (10:18 p.m.). He expressed his belief that the Commission would need a substantial amount of time to discuss the issues raised in the public's oral and written testimony, as well as the questions raised by the Commission.

Ms. Collins encouraged the Commission to identify the additional information they want staff to provide at the next meeting. Continuing the public hearing to a date certain would allow the Commission to

receive new information that is not already on the record. Commissioner Behrens questioned if the public would be invited to provide comments at the continued hearing. Ms. Collins advised that the public who participated in the hearing should be allowed an opportunity to comment again, but their comments should be limited only to new information that is added to the record.

The Commission discussed questions they would like the staff to address at the continued hearing. They were invited to submit additional questions via email to the Commission by the end of the day Monday, January 25th. It was noted that the questions would become part of the record and added to the website for public information. The Commission raised the following questions and/or requests for clarification:

- **Piped Watercourse.** Commissioner Behrens requested historical background regarding the piped watercourse that is currently located on the subject property (i.e. where did it come from and where it runs).
- **Existing Stormwater System and Anticipated Change.** Commissioner Behrens also requested background information on CRISTA's current drainage system. He said he would be particularly interested in knowing what the impacts of increased stormwater runoff from the site would be as a result of the master plan.
- **School Enrollment Numbers.** Commissioner Kuboi referred to the bottom of Page 22 of the Staff Report, which references enrollment numbers. He recalled Commissioner Kaje's previous comment about the difference between the actual enrollment and allowed capacity. He suggested that staff provide clarification of exactly what these numbers mean. He said he would like this language to be tightened up.
- **Value of Fund to Address Unforeseen Impacts.** Commissioner Kuboi observed that the Commission was a little skeptical about the value of the \$20,000 that would be set aside to address unforeseen impacts. He said he would like staff to provide information as to how the applicant and staff concluded that \$20,000 was a realistic number for the proposed plan's 20-year time frame.
- **Impact to Rights-of-Way in Front of Residential Properties.** Commissioner Kuboi said he would like a more definite response to Commissioner Pyle's question about how much of the adjacent property owners' apparent front yard (right-of-way) would be lost to accommodate the street improvements.
- **Wildlife Biologist.** Commissioner Kuboi referred to Page 24 of the Staff Report and suggested the language be changed to ensure that the required wildlife biologist is someone mutually agreeable to the City so the applicant cannot shop around for an expert that merely agrees with their plan.
- **Size of the Proposed Practice Field.** Commissioner Kuboi said he would like some rationale to support the need for the proposed larger practice field.
- **Previous Agreement Between Neighbors and CRISTA.** Commissioner Kuboi referred to a public comment about an agreement between the neighbors, King County and CRISTA related to additional density to construct the buildings in the southwest area of the campus. Mr. Cohn advised that this

agreement is in the record, but King County was not a part of the agreement. Instead, it was an agreement between the community association and CRISTA. Chair Wagner asked if the agreement was facilitated by King County. Mr. Cohn said he does not know if King County was involved in the process, but they were not a signator to the agreement. Commissioner Behrens pointed out that some of the documents in the agreement are stamped with King County's stamp, and some of the former King County Council Members were in attendance at the meetings to facilitate the process. Chair Wagner recalled the City Attorney's counsel that the agreement was between private parties and not something the City could enforce. The Commission agreed additional clarification would be helpful.

- **Low-Impact and Built Green Development.** Commissioner Kuboi expressed concern about what he perceives as loose language regarding "environmentally-friendly development. He asked that staff attempt to tighten the language. While he understands how the Built Green and Low-Impact Development concepts could be applied to buildings, he questioned how they would also be applied to the actual grounds of the campus. He expressed fear that the language is too loose and what looks good on paper may not actually result in a better situation.
- **Fee-In-Lieu-Of Program for Replacement Trees.** Commissioner Kuboi referred to Item 10 on Page 29 of the Staff Report, which talks about a fee-in-lieu-of program if the applicant cannot plant all the replacement trees on site. He expressed concern that, as written, the City would be allowed to use the fund for maintenance of existing trees. He questioned the appropriateness of using this fund to augment City money that should already be designated for adequate maintenance of existing trees. He asked for more clarification on how the program is intended to work.
- **Practice Field Usage.** Commissioner Kuboi referred to the top of Page 34 of the Staff Report and said he finds it unusual that the City staff would act as a mediator for use of the practice field.
- **Construction Impacts.** Commissioner Pyle asked staff to write a basic plan about how construction impacts would be dealt with over the long term through the building code, noise ordinance, etc. He also suggested the staff and applicant provide innovative ideas for dealing with these impacts.
- **Traffic Impacts.** Commissioner Pyle asked staff to provide information about the City's legal ability to require an applicant to fix existing traffic problems versus only mitigating the increased impacts beyond the existing problems. He noted there are other schools throughout the community where traffic is also an issue.
- **New Entrance off Greenwood Place North.** Commissioner Perkowski asked that the staff and applicant respond to the public comments regarding the proposed new entrance off of Greenwood Place North. He suggested the applicant and staff present alternatives and/or mitigation to address the concerns.
- **Commission's Recommendation to the City Council.** Commissioner Behrens observed that a number of issues are still under discussion such as the exact location and size of the playfield, the location of the new buildings and access to them, etc. He asked how specific the Commission's recommendation to the City Council must be. Are they required to make a recommendation

regarding the location and size of every single building and facility that is proposed in the plan? He asked if the public would have another opportunity to comment once a building permit application has been submitted.

- **Historic Nature of the Buildings.** Commissioner Kuboi asked if any of the buildings would be eligible for inclusion on the National and/or State Register of Historic Places. Mr. Szafran advised that staff has been in contact with the King County Historic Preservation Officer regarding the buildings. His recommendations were incorporated into the conditions of the plan. Mr. Cohn added that in addition to a requirement that two of the buildings be listed on the Register, there are other mitigation requirements related to signage and an explanation of what the site was used for. As part of the Master Development Plan, the City is requiring additional conditions above and beyond what would normally be required. Chair Wagner clarified that the buildings are not currently on the Register, so they are not protected at this time. As proposed, the Master Development Plan would protect the two buildings identified in the criteria.

Continuation of Public Hearing

Mr. Cohn pointed out that if the hearing is continued to a date certain, no additional notice would be required. The continued hearing would be posted and advertised on the City's website. The website would make it clear that the hearing would only include discussion and comment about new information. Commissioner Behrens thanked the citizens for attending the public meeting. However, he reminded them that the Commissioners are not allowed to discuss the proposal with members of the public.

Mr. Roquet commented that moving the hearing to March 4th would be acceptable to the applicant. Commissioner Pyle explained that the Planning Commission would go through a transition in March. For the purposes of continuity, he suggested the Commission try to finish their work on the proposal before that time.

COMMISSIONER BEHRENS MOVED THE COMMISSION CONTINUE THE PUBLIC HEARING ON THE CRISTA MASTER DEVELOPMENT PLAN TO THURSDAY, FEBRUARY 18, 2010. COMMISSIONER PYLE SECONDED THE MOTION. THE MOTION CARRIED 5-0 (Note: Commissioner Kaje left the meeting at 10:18 p.m. and did not vote on the motion).

DIRECTOR'S REPORT

Mr. Cohn did not report on any items during this portion of the meeting.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda.

NEW BUSINESS

There was no new business scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

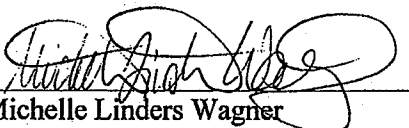
None of the Commissioners provided reports during this portion of the meeting.

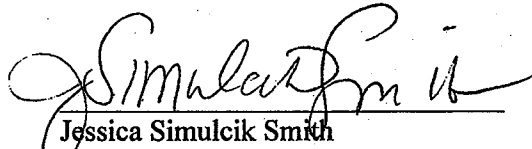
AGENDA FOR NEXT MEETING

Mr. Cohn announced that a public hearing on the Southeast Neighborhoods Subarea Plan is scheduled for February 4th. It is possible the Commission will need to continue the hearing and/or their deliberations on this item, as well.

ADJOURNMENT

The meeting was adjourned at 10:50 P.M.


Michelle Linders Wagner
Chair, Planning Commission


Jessica Simulcik Smith
Clerk, Planning Commission

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

February 18, 2010
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Vice Chair Perkowski
Commissioner Behrens
Commissioner Broili
Commissioner Kaje
Commissioner Kuboi
Commissioner Pyle

Staff Present

Rachael Markle, Assistant Director, Planning and Development Services
Steve Cohn, Senior Planner, Planning & Development Services
Steve Szafran, Associate Planner, Planning & Development Services
Rich Meredith, Traffic Engineer
Flannary Collins, Assistant City Attorney
Jessica Simulcik Smith, Planning Commission Clerk

Commissioners Absent

Chair Wagner
Commissioner Piro

CALL TO ORDER

Vice Chair Perkowski called the regular meeting of the Shoreline Planning Commission to order at 7:07 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Vice Chair Perkowski and Commissioners Behrens, Broili, Kaje, Kuboi and Pyle. Chair Wagner and Commissioner Piro were absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Mr. Cohn deferred the Director's Comments until the end of the meeting.

APPROVAL OF MINUTES

The minutes of January 21, 2010 were approved as amended.

GENERAL PUBLIC COMMENT

No one in the audience expressed a desire to address the Commission during this portion of the meeting.

QUASI-JUDICIAL PUBLIC HEARING ON CRISTA MASTER DEVELOPMENT PLAN PERMIT (MDPP) (Continued from January 21st)

Vice Chair Perkowski reviewed the rules and procedures for the continued public hearing. He referred to the Appearance of Fairness Law, which requires them to disclose any communications they might have received regarding the subject of the hearing outside of the hearing (ex parte communications). He opened the hearing and asked if any Commissioners had received ex parte communications concerning the subject of the hearing. None of the Commissioners disclosed ex parte communications. Because he was not present at the January 21st meeting, Commissioner Broili announced that he reviewed all four hours of the previous hearing and was prepared to participate in the continued process.

Vice Chair Perkowski invited those who wanted to testify to swear and affirm that their testimony would be the truth. He reminded the Commission that at the end of their January 21st meeting, they continued the public hearing on the CRISTA MDPP to February 18th, with the provision that any new testimony be directed to the new information requested by the Commission at their last meeting. He noted that the new information was quoted as new in the Staff Report for the meeting and identified as Questions 1 through 9. He cautioned the Commission to refrain from commenting on information they heard at their January 21st meeting. Instead, comments should be focused on Questions 1 through 9 in the Staff Report.

Staff Presentation of New Information

Mr. Szafran reviewed the major issues identified by the Commission as follows:

- A. Traffic.** Most of the traffic would be generated by Kings Schools, and traffic peaks would be between 7:45 and 8:15 a.m. and 2:45 to 3:15 p.m. Some new traffic would be generated by the increase in senior housing units, as well as the 40 additional slots in the early childhood center. New trips generated by the MDPP are proposed to be mitigated by street and pedestrian improvements around the campus.
- B. Pedestrian Safety.** There are not currently many sidewalks around the CRISTA Campus. As part of the MDPP, CRISTA would be required to install, at their expense, all pedestrian improvements listed in the Staff Report.
- C. Location of the Early Childhood Center.** An early childhood center currently exists on the main CRISTA Campus and is accessed from Greenwood Avenue North south of North 195th Street. The new building is proposed to be on the elementary school site, which would be accessed from Greenwood Avenue North just north of North 195th Street. Homes on Greenwood Avenue North

currently generate approximately 200 daily trips, and the new early childhood center would add 80 a.m. and 55 p.m. peak hour trips. The two issues regarding the early childhood center identified so far are traffic and pedestrian safety.

- D. New Athletic Practice Field.** There was some confusion about the current and future use of the athletic field. The athletic field is to be used for practices, scrimmages, and junior high/junior varsity games, with limited hours of operation. Major events would continue to be held in the stadium. The proposed field dimensions are 240' x 390', and the dimensions of the current athletic field are 150' x 300'. The elementary school field, which is also being used, is 160' x 330'. The new athletic field would be limited to use by CRISTA or organizations affiliated with CRISTA.
- E. Trees.** The majority of tree removal would be in the upper area near 1st Avenue Northwest, where the proposed practice field would be located. The trees would be replaced on a 1:1 ratio, with replacement trees being larger than what is currently required by code. Sixty-six percent of the significant trees would be retained, and proposed mitigations would save some of the trees located along Fremont Avenue North.
- F. Construction Traffic and Construction Noise.** Shoreline's current code states that construction is allowed between 7 a.m. and 10 p.m. Monday through Friday and 9 a.m. and 10 p.m. Saturday and Sunday. If the Planning Commission sees fit that construction hours should be reduced, it may take longer to complete construction of each building and may draw out construction for a longer duration of time.
- G. Design Review.** Staff is proposing a condition for administrative design review on any new building. Staff would develop the guidelines and review would likely be appealable to the Hearing Examiner (similar to the Ridgecrest process).
- H. Stormwater.** New construction under the MDPP would improve the current situation. A preliminary report shows feasibility and building permits would require detailed analysis of how stormwater would be managed.
- I. Communication Between Residents and CRISTA.** The community raised concern that neighbors would not know who to talk to if a problem were to arise. A proposed condition could require that signs be posted on street frontages and the CRISTA Website so neighbors would have a contact name and number. The number should be available during and after business hours for concerns and complaints.

Next, Mr. Szafran reviewed the new information provided in the Staff Report as follows:

- **Question 1.** *Is the piped-water course on site regulated by the City's Critical Areas Regulations? Can the City require daylighting of the stream?*
- **Question 2.** *What is the history of the piped-water course running through the property?*
- **Question 3.** *Where does drainage currently go?*
- **Question 4.** *How did the City decide to recommend a \$20,000 pot of money for traffic calming measures? Is this dollar amount enough?*
- **Question 5.** *How many houses would be impacted by proposed street widening and new sidewalks on North 190th and North 195th Streets?*
- **Question 6.** *Would the required wildlife biologist be City approved?*
- **Question 7.** *What is the size of the proposed practice field?*

- **Question 8.** *Should there be additional mitigation for hour of construction traffic and hours of construction?*
- **Question 9.** *Would the public have an opportunity to comment on future projects?*

Mr. Szafran reminded the Commission that the purpose of the hearing is to accept public testimony on new information as identified in the Staff Report. The Commission should work with staff to address the big issues and develop a recommendation. If they do not reach a recommendation tonight, they may continue the hearing to a date certain.

Public Testimony

Dan Thwing, Shoreline, said he lives across from the CRISTA Campus on Fremont Avenue North. His main concern is related to traffic. He referred to the pictures on Pages 74 through 80 of the Staff Report, which he took directly in front of his house. During activities, cars are parked on the sidewalk, and the wheels are actually in the roadway. He provided a picture of a car passing another car that was illegally parked and causing a car coming the other direction to veer out of the way to avoid a collision. He also provided a picture of a pedestrian walking where there is no sidewalk, with a car parked along the street. The pedestrian had to walk into the street to get around the car. He expressed concern that although CRISTA has made promises regarding on-site parking, it is important to keep in mind that they have not followed through with their previous promises. He referred to the report on Page 44 of the Staff Report, which talks about pedestrian safety and parking. While the report states that high school students park in the lots available on site, they really only park on site when there is no available parking on Fremont Avenue North. He concluded that he has photographic proof that parking is a problem around the facility.

Commissioner Behrens asked if the proposed changes for handling traffic on Fremont Avenue North would make the situation better. Mr. Thwing said it is his understanding that CRISTA is actually proposing to reduce the number of parking stalls available. They have indicated there is plenty of extra space that is not being used. He said he does not believe that reducing the number would be appropriate. Commissioner Behrens asked Mr. Thwing to share his opinion about whether the proposed road improvements on Fremont Avenue North would make the situation worse, improve the situation, or have no impact at all. Mr. Thwing said the proposed improvements to Fremont Avenue North would address two issues: cars and pedestrians. The traffic flow would be improved if the cars that travel through Fremont Avenue North could pull off to the right to make a right-hand turn. If pedestrians had a safe place to walk, safety would be improved. He summarized that, if implemented, the current plan could actually improve traffic and pedestrian safety. However, it would not address the current parking problems.

Eric Haulsoe, Shoreline, said he lives on 1st Avenue Northwest, directly across from the proposed new practice field. He reminded the Commission that within the last 10 years, CRISTA obtained two properties that were previously and still appear to be residential. He expressed concern that allowing construction to take place each weekday until 10 p.m. would have a significant impact on the adjacent neighborhood.

Kathy Lynn, Shoreline, said she lives on the east side of the corner of Fremont Avenue North and North 190th Street. She said her comments are specifically related to the situation in front of her home and not the adjacent access road to the CRISTA Campus. She said she would love to know who to contact when issues arise, but every CRISTA contact number she has been given previously has resulted in no response whatsoever for loitering teens at her mailbox, CRISTA employees parking in front of her house to the point where her driveway is constricted, and the CRISTA buses that drive in front of her home rather than turning left or right at Fremont Avenue North. She is concerned about the idea of merely using more traffic bumps as a traffic control measure.

Ms. Lynn said she appreciates the suggestion of construction hours from 7 a.m. to 7 p.m., but this would still result in a huge impact if construction workers would be driving on the one access road 12 hours a day every day. While she does not know what CRISTA's plans are for where the additional people would park during construction, there are times when obvious CRISTA employees and students park in front of her house to access the campus. She said she has requested a crosswalk or other type of safety measure at the intersection on previous occasions but was told by a City of Shoreline employee that the school district said there were no children being picked up on the southbound side of Fremont Avenue North. Because her daughter has an Individual Education Plan (IEP), she was able to get a different bus route created so she could be picked up and dropped off in front of her home, but there is still a 1st grader crossing Fremont Avenue North at North 190th Street. Cars often go right by the bus when the red lights are flashing.

Charles Morrison, Shoreline, said he has lived on Fremont Avenue North, directly across from the CRISTA Campus for 22 years. He said he has a picture window that looks out onto Fremont Avenue North, and over the years he has noticed the dramatic increase of student and employee traffic at CRISTA. Twice each day it is very common for the traffic going both north and south to be backed up an entire block. Cars find it very difficult to get around the traffic, and anyone walking across the road would be risking their life. He said he heard that CRISTA is considering the possibility of adding a third lane for turns, but this would not make the street any safer. He said he does not believe CRISTA would take responsibility for addressing the concerns.

Mr. Morrison recalled that over the 22 years he has lived in the area, he has walked down the road to get to the condos below CRISTA where the senior housing is located. There is a stop sign for people coming up the road, but numerous senior citizens go by without even stopping. The purpose of the stop sign is to provide safety for the children who ride bicycles 10 feet away, and twice he had to save children from situations in which the senior citizens did not even look. Three weeks ago, he saw three seniors passing, and once again, they did not stop. Two years ago, when he was riding his bicycle north on Fremont Avenue North at the corner of North 190th Street, one of the CRISTA senior citizens pulled out illegally, struck him on his bike, knocked him over, and broke his arm. The elderly lady looked at him, got back in her car, and drove away. He reported the hit-and-run accident to CRISTA and asked that they locate the person who hit him, but they did nothing. Fremont Avenue North is already a very dangerous place, and his past experience with CRISTA tells him they will not act responsibly.

Dave Parkinson, Shoreline, referred to Question 10 regarding the increased drainage impacts associated with the plan. He took exception to the statement in the Staff Report that "one method to

control increased runoff is to detain it into a vault and then meter it out through a control device.” He pointed out that the second paragraph on Page 49 of the Staff Report states that no increase in runoff would be allowed, but this could not be accomplished using a detention vault. Mr. Parkinson referred to Question 5 regarding the impact to houses on North 195th Street. He questioned why houses across from CRISTA should be impacted to construct a sidewalk when CRISTA owns the other side of the street. He suggested the sidewalk should be located on their property if it is intended to serve their project.

Melanie Hertel, Shoreline, said it seems that every week they receive new information and there is new discussion about changes. She said she does not previously recall a discussion about people losing their property because of the changes. The 19 houses that would lose property probably have an interest, and this information should not be presented on the tail end of things. She said she realizes a traffic study was done some time ago, but the discussion about the early childhood center and the number of trips is new information. She disagreed with it being presented as old information when the traffic study she saw is significantly different than what is being proposed.

Additional Staff Comments

Mr. Szafran referred to a matrix prepared by staff to outline the identified areas of concern. He suggested the Commission discuss each area of concern and identify additional areas of concern, as well: As they review each item on the matrix they should:

- Decide if the issue is significant enough to deal with.
- If yes, decide what master plan criteria are not met as a result of the issue.
- Talk about whether the criteria can be met with mitigation.
- If yes, try to identify the appropriate mitigation.
- If not, decide if they can remove it from the proposal and still recommend the permit based upon the MDPP Criteria.

Mr. Szafran reminded the Commission of the following MDPP Criteria, which they must consider as they review the proposal:

- **Criteria 1.** *Is the project designated as either campus or essential public facility in the Comprehensive Plan and Development Code and is it consistent with goals and policies of the Comprehensive Plan?*
- **Criteria 2.** *Does the MDPP include a general phasing timeline of development and associated mitigation?*
- **Criteria 3.** *Does the MDPP meet or exceeds the current regulations for critical areas (if critical areas are present)?*
- **Criteria 4.** *Does the proposed development use innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design (including low impact development stormwater systems and substantial tree retention) to mitigate impacts to the surrounding neighborhoods?*

- **Criteria 5.** *“Is there both sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) in the transportation system (motorized and nonmotorized) to safely support the development proposed in all future phases or will there be adequate capacity and infrastructure by the time each phase of development is completed? If capacity or infrastructure must be increased to support the proposed MDPP, has the applicant identified a plan for funding their proportionate share of the improvements?”*
- **Criteria 6.** *Is there sufficient capacity within public services such as water, sewer and stormwater to adequately serve the development proposal in all future phases, or will there be adequate capacity available by the time each phase of development is completed? If capacity must be increased to support the proposed MDPP, has the applicant identified a plan for funding their proportionate share of the improvements?*
- **Criteria 7.** *“Does the MDPP proposal contain architectural design (including but not limited to building setbacks, insets, facade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic management and multimodal transportation standards that minimize conflicts and create transitions between the proposal site and adjacent neighborhoods and between institutional uses and residential uses?”*
- **Criteria 8.** *Has the applicant demonstrated that proposed industrial, commercial or laboratory uses will be safe for the surrounding neighborhood and for other uses on the campus.*

Final Questions by Commission to Staff

Commissioner Kaje referred to the aerial photograph and asked staff to zoom in on a place where a private property owner's actual or perceived property would be impacted by the proposed sidewalk improvements. Mr. Szafran answered that North 195th Street is proposed to have three lanes, with a center turn lane in the middle. Mr. Meredith explained that if the street is widened, sidewalks on both sides would be included for pedestrian safety and to meet the City's goal of completing their sidewalk network. Mr. Cohn pointed out that on both sides of North 195th Street, people have built into the right-of-way, and the City would reclaim a portion of this space to accommodate the frontage improvements. Mr. Meredith emphasized that there is enough existing City right-of-way to accommodate the proposed improvements.

Commissioner Behrens asked if it would be possible to illustrate the proposed reconfiguration of Fremont Avenue North in a similar fashion as was used for North 195th Street. Mr. Szafran clarified that Fremont Avenue North would not be widened, but sidewalk improvements would be provided on the CRISTA side.

Commissioner Broili asked why the proposal identifies sidewalks on both sides of North 195th Street, but only one side of Fremont Avenue North. Mr. Meredith explained that CRISTA owns property on both sides of North 195th Street. As part of the mitigation, the City is asking that they widen the street between Fremont Avenue North and Greenwood Avenue North to accommodate any new trips and to mitigate some of the existing traffic problems. Sidewalks are typically required as part of roadway projects of this type. He said the City recognizes that widening too many streets in this area would detract from the City's neighborhood livability goal. They believe that completing the sidewalk

connections would provide a larger benefit than widening the roads. There are numerous students walking on North 195th Street, and the City would rather they walk on a constructed sidewalk than the shoulder of the road.

Commissioner Broili pointed out that the proposal identifies a sidewalk on the CRISTA side of Fremont Avenue North where there is presently a bicycle lane. He asked if the improvement would also include a dedicated bicycle lane. Mr. Meredith answered that there is enough existing right-of-way to potentially accommodate a separate bike lane, but this would be addressed as projects get closer to implementation. Commissioner Broili observed that whether or not there is a dedicated bicycle lane, the bicyclists will continue to travel on the road. The same would likely hold true for sidewalks. He said he assumes the City would not require the applicant to run a sidewalk all the way from North 195th Street to North 185th Street. Mr. Meredith agreed that, for the purposes of this project, the applicant would only be required to provide a sidewalk along North 195th Street to the south end of the CRISTA frontage. Ultimately, the City's goal is to provide a sidewalk to North 185th Street. Commissioner Broili questioned the concept of putting in a partial sidewalk.

Commissioner Behrens asked if the Commission could place additional binding requirements on the MDPP as mitigation measures to address their concerns. Ms. Markle explained the Commission should suggest mitigation that would make the proposal meet the criteria for the MDPP. Staff would research whether the suggested mitigation would be feasible and address the perceived or actual impacts and report back to the Commission prior to their actual recommendation to the City Council. She noted that CRISTA would not be required to accept the additional mitigation, but the mitigation might be the only way the Commission and City Council would approve the permit. Commissioner Behrens summarized that if the Commission makes any additional suggestions for mitigation, they would be unable to vote on the proposal tonight. Ms. Markle said staff may be able to respond to some suggestions, but other suggestions might require additional staff research. Vice Chair Perkowski clarified that if the Commission chooses to go this route, the public hearing would remain open to a date certain. Ms. Markle agreed the public hearing should remain open so the Commission could accept testimony on any new mitigation measures that are proposed.

Commissioner Kuboi requested staff respond to the potential of requiring the new practice field to maintain the same dimensions as the existing field. Mr. Szafran said staff would have to research this option further and report back to the Commission at a future meeting. Commissioner Kuboi observed that no substantive basis has been provided to support the larger practice field. Mr. Szafran suggested the applicant be invited to respond to this issue when the Commission continues their discussion regarding the proposed practice field.

Commissioner Kuboi recalled that at the previous hearing, there were some questions about the substance of the 1980 agreement. He noted that the Staff Report clarified this was an agreement between CRISTA and private parties, and the City is not in the position to adjudicate the agreement. While he does not disagree, the Staff Report did not provide any substantive description of the agreement. Mr. Cohn clarified that the question before the Commission at this time is what should the conditions and requirements be from here on out, and this decision should not be based on what happened before. The proposal includes mitigation measures to address the impacts of the proposal and

not to correct things that happened in the past. He emphasized that neither the City nor the County were part of the agreement. Ms. Collins added that while the City did review the agreement, they determined it would be inappropriate for them to consider the requirements as part of the current proposal. Because the City was not a party to the agreement, it would be outside of their realm to enforce it. Commissioner Kuboi clarified that he was not suggesting the City enforce the agreement, but he is interested in learning more about CRISTA's intent at the time of the agreement. In addition, the extent to which they followed the agreement could be indicative of their willingness to follow agreements going forward. Ms. Collins pointed out that the City would be involved in the MDPP agreement, so they would have the ability to enforce its requirements.

Commissioner Behrens expressed concern that the proposed language does not provide adequate enforcement. A number of things are implied, and he questioned how they would be transferred into enforceable code language. For example, who would be responsible for enforcing the athletic field's use restrictions? Mr. Cohn explained that if it is determined that CRISTA is violating the conditions of the MDPP, the City would employ various enforcement mechanisms. Ms. Markle added that if the City receives notice that the athletic field is being used after 8:00 p.m., it would be treated as a violation of permit conditions and code enforcement would notify them of the violation and the City's potential action. She noted that the City obtains about 98% compliance by notifying people that they are in violation.

Commissioner Behrens pointed out that CRISTA has offered to impose some of the conditions upon themselves. Therefore, the permit should be specific enough to include both the conditions CRISTA has proposed, as well as those imposed by the City. He suggested that they might not be able to take action on the proposal until the actual MDPP has been put together. Ms. Markle cautioned that the City has the resources and ability to enforce any and all of the conditions contained in the proposal. Mr. Szafran added that City-imposed and CRISTA-imposed conditions would be spelled out in the code language as enforceable conditions.

Commission Deliberations

Commissioner Kuboi expressed his belief that parking should be added as an additional item on the matrix. The remainder of the Commission agreed. The Commission reviewed and commented on the matrix of issues to be addressed by the Planning Commission as follows:

- **Traffic.** *Aside from traffic from the early childhood center, are their other traffic issues the mitigations do not adequately address?*

Commissioner Kaje agreed there are traffic issues beyond the early childhood center. Whether the City can enforce the previous agreement or not, there is concern about CRISTA using North 190th Street as access for the past 20 years. He said he is very uncomfortable with the idea of the Commission talking about a 15 to 20 year development plan that ignores this location. He suggested the Commission consider additional mitigation to address the traffic volume issue on North 190th Street. Mr. Cohn said the basic question is whether or not the proposed mitigation for North 190th Street would be sufficient, given that they are not intending to fix all of the past problems.

Commissioner Kaje said he understands the City's goal is to mitigate for the changes in use. However, if there is an existing condition that has clearly crossed a threshold of being reasonable, it would no longer be sufficient to mitigate for the additional trips. He suggested the issue is more than the number of trips; it is the configuration of what is being proposed and the way traffic would come from the new senior facility right onto North 190th Street. He expressed his belief that the currently proposed mitigations would not sufficiently address the likely increases for this portion of the campus.

Kyle Roquet, CRISTA, referred to the graphic illustration of the proposed MDPP. He recalled that one of the biggest concerns has been the existing two exits from the skilled nursing/assisted living facility off of North 190th Street. He suggested one possible mitigation measure would be to route future access down Kings Garden Drive to the underground garage that is currently proposed. He summarized that the garage would be configured for one point of entry on either the west or north side, and the existing points of entry would no longer exist. However, they cannot construct the new access road until the new nursing facility has been completed and the existing facility has been demolished. They would like to maintain the existing access from North 190th Street until the new access road is in place.

Commissioner Pyle observed that CRISTA is not trying to increase the overall capacity of the facility. Rather than trying to build more and more, CRISTA is proposing to reallocate space to similar but slightly different uses. He noted the campus currently houses 525 senior units and enrolls approximately 1,200 students. A condition of approval would limit the campus to 630 total senior units and an enrollment capacity of 1,610. He recalled that at the last meeting, CRISTA explained that school enrollment varies with the economy, demographic cycles, etc., and they are typically about 20% lower than capacity. He summarized that CRISTA is looking at their "business model" and trying to redevelop the facility over time to maintain a similar capacity or level of intensity as what is there now. Rather than allowing piecemeal redevelopment via a conditional use permit, the City now requires CRISTA to go through the MDPP process so there is predictability in the community about what is going on.

Mr. Szafran pointed out that using the conditional use permit process for redevelopment of CRISTA did not result in any mitigation requirements such as sidewalk and roadway improvements. The MDPP would get the community things it needs to mitigate the impacts. Commissioner Pyle said it would also provide predictability for the community. Although they might not like the MDPP, they will at least know what is going to happen over the 20-year period. Mr. Szafran added that the plan would also be enforceable.

Commissioner Behrens observed that traffic mitigation normally deals with an increase in traffic flow by improving the way traffic moves through particular intersections. However, there is a certain point where the amount of existing traffic overruns a neighborhood. It is not always a matter of improving traffic flow. Emptying a significant number of people from a parking lot into a neighborhood will have an overwhelming impact on the neighborhood. Therefore, it would be inappropriate to place these uses where they would impact single-family homes. One of the elements of the Commission's review is the idea of transition between CRISTA and neighborhood uses, and he does not see that the

proposed improvements would result in a good transition of uses. Discussions regarding traffic should involve more than just moving cars through intersections.

Commissioner Kaje expressed his belief that the proposal would not meet MDPP **Criteria 5**. Commissioner Behrens added that there are three specific locations where **Criteria 7** would not be met. He said he is unclear why access for the new early childhood center, the elementary school and the new facility behind the school cannot be accessed from North 195th Street rather than North 196th Street, which is a very small side street. As proposed, they could end up creating the same problem that currently exists on North 190th Street.

Mr. Roquet clarified that the access to the early childhood center would come from Greenwood Avenue North at the intersection of North 196th Street, but cars would not enter onto North 196th Street. He asked Commissioner Behrens to share his ideas for accessing the early childhood center from North 195th Street. Commissioner Behrens pointed out that North 195th Street would be improved, and he suggested the new childhood center and elementary school could be accessed by a new road from North 195th Street. Mr. Roquet said he would have to defer to the City's Traffic Engineer for input on how many entrances off of North 195th Street they would allow. He noted that the City's traffic counts indicate that Greenwood Avenue North is a lightly used road, and the additional trips would not be significant. The City actually recommended the access off of Greenwood Avenue North. He summarized that the current configuration represents the City and the design team's best solution, and changing the entrance would require additional study. Mr. Cohn reminded the Commission that they would address issues related to the early childhood center as part of Item C on the Matrix.

Commissioner Behrens expressed his belief that additional mitigation would be necessary to address issues related to North 190th Street. Commissioner Broili said he, too, is concerned about the existing traffic on North 190th Street, which flows from the senior housing, the practice field and the gym. He noted that the community has also expressed concern about how this issue has historically been handled. He expressed concern that the proposal does not include any real mitigation for North 190th Street, other than the proposal for the skilled nursing/assisted living facility to have access from inside CRISTA starting at the main entrance to the campus. As he walked around campus he observed that it would be possible to use this same approach to access the stadium and the entire lower area. This would make CRISTA responsible for managing all of its traffic within the facility instead of on residential streets and at the public's expense. He questioned why this option was not considered in more depth. Mr. Roquet pointed out that the lower and upper portions of the campus are separated by critical slopes. They would not be allowed to bisect slopes that are greater than 40%. He said they have evaluated this option, but he invited Commissioner Broili to share his ideas for providing internal access.

Commissioner Broili pointed out that the existing access roads for the stadium and the lower practice field and gym pass through critical areas. These critical areas could be vacated in exchange for developing another critical area, and the total impact would be reduced. He said he would be more than happy to walk through the site with the applicant, if appropriate. He summarized his belief that internal access could be provided and the option should be investigated further. He said he would not

be comfortable approving anything else until he is firmly convinced that internal access would not be an option.

Commissioner Kaje said that he is not convinced that internalizing a substantial portion of the traffic cannot be done. He understands it is a difficult site, but the issues and time horizon are large enough that they would not be doing the public a service by simply accepting that internal access cannot be done. Mr. Cohn clarified that the Commission is proposing to reroute the traffic that now goes onto North 190th Street to Fremont Avenue North and then through the campus.

The Commission directed staff to explore options for internal access and report back to the Commission at the continued hearing. They indicated they were particularly interested in options for internal access as it relates to the lower portion and the southeast corner of the campus.

- **Pedestrian Safety.** *Aside from pedestrian safety issues with the early childhood center, are there other pedestrian safety issues that the mitigations do not adequately address?*

Commissioner Kaje suggested pedestrian safety issues are directly linked to parking, which was added as an additional item on the matrix.

Commissioner Kuboi referred to public comments about cars blocking sidewalks. He noted that pedestrian safety would not be addressed adequately by additional sidewalks if they are obstructed. He suggested that a "monitor" would be an appropriate mitigation method for addressing pedestrian safety and parking when children are being picked up and dropped off at the school. Mr. Meredith pointed out that frontage improvements would include a curb, gutter and sidewalk. A vertical-faced curb tends to discourage people from parking on sidewalks and helps to keep the pedestrian paths clear. Frontage improvements should help improve the safety factor. Staff is not recommending a person to direct traffic. Instead, they are trying to design the project in such a way that it can function without having to rely on an extra person. If some type of mitigation is needed, staff could explore the option at the time of development permit.

Commissioner Pyle recalled that the City conducted an alternative sidewalk study (using asphalt paths as opposed to standard concrete). He said he understands the City can legally require an applicant to complete frontage improvements. However, he questioned if it would be a better use of resources to build a lesser improvement that provides more pedestrian access instead of building full frontage improvements in front of the proposed development, thus creating a "sidewalk to nowhere." Mr. Meredith agreed it would be appropriate to find creative ways to construct more sidewalks if there were a fixed pot of money. However, in this case, they are trying to balance what they need for improvements versus what they can reasonably expect to get. He explained that asphalt path projects are not always the less costly approach. At this time, staff is limiting their scope to the areas they feel are reasonable locations for mitigation for the MDPP.

In place of the existing rolled curb, Commissioner Pyle questioned if it would be possible to put in a concrete raised curb all the way down the street to keep the cars from veering off the road and running into pedestrians. He said he believes the City has SEPA substantive authority through the

application of their Comprehensive Plan to impose conditions that go beyond the edge of the property if they fulfill the intent of the Comprehensive Plan. Mr. Meredith the City has tried the extruded curb concept in some areas of the City. However, one of his goals as the City's Traffic Engineer is to build facilities that will not require more maintenance dollars in the future. When people brush up against extruded curbs in their cars, they tend to break lose. In order to make them stay in place, they must be supported by earth, gravel, concrete or asphalt. They wear out much faster than regular curbs and gutters.

Commissioner Behrens said he would like the MDPP to identify specific areas on site for students to be picked up and dropped off in a location that does not connect with small residential streets. This would alleviate many of the traffic burdens that are placed upon the adjacent neighborhoods. Mr. Meredith commented that the proposed plan does include areas for pick up and drop off on site. However, it is important to remember that the cars will have to enter the traffic system somewhere. If they all enter at one point, there could be a significant impact on one intersection. Using a couple of points would allow them to spread the impact out.

Vice Chair Perkowski summarized that some Commissioners raised the issue that the currently proposed mitigation may not be adequate to meet **Criteria 5** and **7** with regard to pedestrian safety. Commissioner Behrens agreed there is room for improvement. He referred back to Commissioner Broili's earlier comment about internalizing a traffic model. Some of the Commission's issues would be looked at differently if a roadway system was entirely contained on CRISTA's campus rather than on the City streets. Mr. Meredith said staff's thoughts about pedestrian safety focused on whether or not current pedestrians feel safe. The public's response has been negative because there are no sidewalks or trails. The current proposal would provide trails and sidewalks. From staff's point of view, pedestrian safety has been addressed. The question about how to get more sidewalks for less money is not really a pedestrian safety question as much as it is how to use the resources. The Commission raised the idea of monitoring sidewalks during short-term parking time, which is something staff can look into. However, he anticipates that once full frontage improvements have been completed, people would be unable able to park on the sidewalks.

Mr. Cohn said the Commission also raised a question about whether it would be helpful for CRISTA to provide specific areas for pick up and drop off. While this is something the City could strive for, he is unclear about what the specific safety issues are. Commissioner Kaje explained that the City is proposing frontage improvements mainly on the campus side of the perimeter streets, and this would address an element of pedestrian safety. While the MDPP implies that the sidewalks should serve the people on the other side of the street, as well, it should be noted that it can be harrowing and dangerous to cross busy streets to reach a piece of sidewalk. His current concern is for people who prefer to walk on the other side of the street where no sidewalks would exist, and parking restrictions could address this issue. He said there are other pedestrian issues that have to do with the volume and speed of traffic, etc. He suggested the issue be further addressed as part of their discussion about parking.

- **Location of the Early Childhood Center.** *Pedestrian Safety and Traffic.*

Commissioner Behrens referred to **Criteria 5 and 7** and said he has concerns about traffic transitions. He said it would be a better idea to provide one access road onto the CRISTA site from North 195th Street, which would be improved to three lanes. It would be better to provide one road into the CRISTA site from an arterial street to serve the buildings they are proposing without having to use side streets and impacting the residents on North 196th Street and Greenwood Avenue North. A better solution is to limit the streets and roadways that are utilized to move traffic to and from CRISTA.

Commissioner Broili said he would like additional information about the anticipated traffic impacts associated with proposed new early childhood center. Vice Chair Perkowski noted that the Staff Report provides information about the anticipated volume of traffic. Mr. Meredith said the plan calls for 80 additional trips during the peak hour, which means it would increase from 20 to 100. Commissioner Kuboi noted that the peak traffic counts focus on when school starts and ends and would not likely be evenly distributed throughout an entire hour period. The impact could actually be twice or three times what it appears. He asked CRISTA's traffic engineer to describe how the traffic currently flows during peak periods.

Jennifer Lowe, Senior Transportation Planner, The Transpo Group, explained that they started by collecting volumes over a two-hour period and were able to see some peak periods. They identified the highest 15 minutes during that time period and multiplied it by four. Though they recognize the peaks might occur at different times, they fully loaded the analysis so they are looking at a worse case scenario based on all activities happening at the same time period. She summarized that the operations and the analysis are extremely conservative on addressing peak hour traffic. Mr. Roquet clarified that the early childhood center would be for children between 18 months and pre-kindergarten. Typically, parents would come before and after work to drop off and pick up children. In addition, parents would come in and out throughout the day. He noted that parents typically pick up the younger children later in the day and not when school recesses.

Commissioner Broili asked about the expected daily population of the proposed early childhood education center, including staff and students. Mr. Roquet said there are currently 100 students, and the proposal would add 40 additional students. He does not have exact numbers for staffing, but he would expect a 1:5 ratio. At total build out, there could be up to 165 people at the facility.

Deborah Buck, Shoreline, said her understanding was that a 76-car parking lot was being proposed directly adjacent to the proposed early childhood center that would be used for elementary school staff parking. This should be factored into the general picture.

Commissioner Kaje recalled that at the last meeting, the Commission heard a lot about the proposed siting of the entry for the early childhood center, which would be directly in line with North 196th Street. The residents noted the unique problems that would result due to the very steep hill. He expressed his belief that it seems odd to have a driveway for a major facility at an intersection where residential driveways are located. He suggested this issue could be addressed by redesigning the

entry or reconfiguring the parking. Mr. Meredith said that, oftentimes, it is better to locate driveways at intersections to allow more room for turning maneuvers and controlling traffic. He said he would prefer it to be at the intersection instead of mid-block or up a dead end street. Commissioner Kaje asked if he would make this recommendation in spite of the steep slope of North 196th Street. Mr. Meredith noted that the concerns related to North 196th Street are actually west of the intersection and the entrance to the proposed parking area and load and unload area would be east of the intersection so it would come out at grade. He noted that North 196th Street is a dead end street to the west and north, so he would not expect traffic from the early childhood center to go up North 196th Street.

Commissioner Kaje expressed concern about residential property owners who want to access onto North 196th Street on a snowy day and turn right at Greenwood Avenue North. If there is a stream of cars coming from the CRISTA Campus, there would be a line up going down North 196th Street during difficult conditions. He suggested more thought should be given to the unique situation. He agreed that, in terms of traffic flow, it often makes sense to site a driveway as part of an intersection. However, it seems the residents have a lot of concern about the steep slope of the street. He asked how firm the Traffic Engineer is about locating the access at the intersection. Mr. Meredith answered that they are not stuck on this option, but it is a preference for roadway design.

Commissioner Broili said he lives a few blocks away from North 196th Street. It is very steep and it is difficult for traffic to get up the hill on slippery and snow days. He agreed with Commissioner Kaje's concerns. Mr. Cohn agreed there are access issues on North 196th Street when there is snow and ice, but he noted that the CRISTA schools would likely remain closed when these conditions exist.

Commissioner Kaje asked if the City has plans to place a stop sign at the intersection coming east on North 196th Street. Mr. Meredith answered that the City follows the national criteria for stop signs, and this intersection would not come close to meeting the volumes that would require a stop sign or suggest that a stop sign would be a benefit. Commissioner Kaje asked if there would be a stop sign for the driveway coming out of the campus. Mr. Meredith answered that the City does not normally install stop signs for driveways. If the driveway was constructed to look like a road, the City would probably make an exception. The basic rule is you are supposed to stop before you cross a sidewalk, and the entrance would be constructed with a sidewalk section. Commissioner Broili pointed out that people do not always drive according to the standards. He expressed his belief that standards are made to be altered according to situations, and this situation would warrant additional measures.

Mr. Roquet said he would have expected CRISTA to be required to provide a stop sign at the intersection. Oftentimes, signs are provided to remind people that oncoming traffic is not required to stop. He noted there are a few other places to the south where traffic exits the campus onto Greenwood Avenue North, and stop signs are provided on CRISTA's property. He summarized that they would not be opposed to providing stop signs. Mr. Meredith clarified that, as the City's Traffic Engineer, he would not require CRISTA to put a stop sign in this location because he does not have the authority to control traffic coming off a private street or parking lot. However, nothing would prevent CRISTA from providing a stop sign. Commissioner Kaje inquired if the Shoreline Police

Department would be able to enforce the stop sign. Mr. Meredith said he did not think so, but he would seek additional clarification from the Police Department. He explained that for a regulatory device to be enforceable, it must be installed by the City Traffic Engineer. Commissioner Broili said this speaks to the need of placing the access further north. He noted the intersection to the north (Greenwood) is City property and a stop sign could be installed to stop the traffic going south onto the intersection of North 196th Street. Mr. Meredith agreed that if the access was on a City-owned roadway, he would have the authority to decide if a stop sign should be installed or not.

Vice Chair Perkowski noted that sidewalk improvements are identified for the east side of Greenwood Avenue North. However, the plan also identifies the option of placing the sidewalk improvements on the west side of the street instead. Mr. Cohn said that CRISTA would be responsible and has agreed to pay for the sidewalk improvements on their side of the street. If the sidewalk were constructed on the other side, it would require the City to reclaim the right-of-way from residential property owners to accommodate the sidewalk. In addition, CRISTA would have to agree to pay for a trail along the west side. He summarized that staff believes a safe sidewalk could be constructed on the east side of the street to keep people away from traffic and provide a safe place for children to walk to school and buses. He agreed that this would entail crossing Greenwood Avenue North at North 195th Street, but the route would be safe.

- **New Athletic Practice Field.** *Tree removal and replacement and noise.*

Commissioner Behrens said he has heard comments about the practice field being used by organizations other than the school. According to the Section 20.40.045 of the Development Code, the purpose of the campus zone is to “provide for the location of charitable, educational, health, rehabilitative, or other institutions and ancillary and compatible uses to the primary institutions located on the same site.” He interprets this language to mean that the practice field should be for the use of the primary institutions on the site. The implication is that expanding the size of the field would allow CRISTA to potentially rent the field to outside groups. He questioned if this would comply with Section 20.40.045. Mr. Cohn suggested the Commission invite the CRISTA representative to speak about why they are proposing a larger field.

Mr. Roquet clarified that, as proposed, two fields would be eliminated: the field next to Cristwood and the stadium and the field at the elementary campus. The proposed new field is intended to accommodate the functions that currently take place on the existing fields. The fields are not just used by the schools, but by all of CRISTA, including the senior population. The schools not only use the fields for athletic purposes, but for educational purposes, as well. Their intent is to maximize the utilization of space, given the limitations of the topography. He recalled that when the stadium was under construction, the elementary school field was utilized for some games. The purpose of the proposed new field is to handle the functions of what would be lost by eliminating the other two. They are trying to maximize the size so games can be played on the field in the future. However, other limitations would preclude games that bring in a significant number of spectators. No lighting, audio system, restroom or concession stand would be provided at the field. In response to neighbor concerns on 1st Avenue Northwest, they have agreed that the site would only be accessible internally.

Mr. Roquet said there are times when the field would be used by outside groups, as long as CRISTA agrees that what they are doing has some connection to their mission. For example, CRISTA allowed their stadium to be used for "Relay for Life" just last year. They would like to continue to reach out to the community, but the fields would not be used to make money. The only charge would be to cover set up and clean up costs, etc. Because CRISTA is a non-profit, religious organization, use of their facilities is limited. Commissioner Behrens said he has heard numerous public concerns that the athletic field would be used extensively. While the code language leaves room for interpretation, Mr. Roquet's response answers his concerns.

Commissioner Broili asked how access would be provided to the practice field. Mr. Roquet said there is a switch back trail from the gym that would provide access to the practice field. Commissioner Broili asked if this access would accommodate vehicular traffic. Mr. Roquet answered no. Commissioner Broili pointed out that there is steep slope hazard area around the practice field, which presents problems for access. Mr. Roquet noted the steep slopes are on the north and southeast sides of the athletic field. The switchback was designed to cross the slopes in an acceptable manner between the two critical areas. **Don Hill, Triad Associates, Kirkland**, added that the intent was to align the access trail in such a way where they weave not only outside of the steep slopes, but also as delicately as possible to minimize impacts to the existing trees in the area.

Vice Chair Perkowski referred to **Criteria 4** and reminded the Commission that they previously discussed opportunities for green buildings. However, when it comes to low-impact development and site design, he would take forest retention over a green building any day. He expressed concern about placing a field of this size in the most environmentally sensitive area of the property. He understands the need for the practice field, but he questioned the proposed location. As proposed, the field would increase the impacts, and the sound barrier wall would do nothing to mitigate the loss of 450 mature trees. Vice Chair Perkowski requested the applicant provide justification for relocating the practice field to make room for the proposed expansion of Cristwood. He suggested that other design options be considered that would keep the practice field in its existing location.

Mr. Roquet referred to the critical slopes drawing (SL 1 of 2) that illustrated the location of the areas that have a slope of greater than 40%. It also illustrated how the trail articulates through the area. He referred to the aerial photograph and pointed out that the two CRISTA properties to the south represent about half of the area that would be used for the practice field. These properties are open with not a lot of trees. Although the proposal indicates that 450 significant trees would be removed, there are actually 1,300 significant trees on the property. The entire proposal would only result in a 33% reduction of significant trees. The code allows a reduction of up to 70%. He noted that CRISTA is trying to identify the best use of the property. If they are not able to develop this area, then perhaps they should sell it. Housing uses are problematic because of the existing slope and access issues. CRISTA believes a practice field would represent a compromise. Although there would be a loss of trees, the property would be developed as open space with grass.

Commissioner Kuboi asked how the field adjacent to the elementary school is currently being used. If it is used by the elementary school students, would they still have recreational area once the field has been eliminated? Mr. Roquet explained that state licensing for after school, daycare and/or child

programs requires a separation between the kids under this supervision and the public and/or other students. It has been problematic for them to utilize the field without extra precautions being taken to stay within the state's requirements. However, junior high students occasionally use the field. The junior high also uses the existing stadium, as well, but this requires activities to extend later into the evening. The new practice field would alleviate some of the scheduling problems.

Commissioner Kuboi asked what impact would result from limiting the size of the new field to the size of the field that is currently located next to the stadium. Mr. Roquet said the field next to the stadium is not currently used for regulation games, but the field to the north by the elementary school is used on occasion. Their intent is to be able to size the new field so it can be used for regulation games because they will lose the north field by the elementary school.

Commissioner Kaje said he attempted to review the requirements of the Washington Interscholastic Activity Association, since these requirements were cited as a reason why the field needed to be so large. The only resource he found from their website was the official dimensions of a soccer field, which is 330' x 195' chalk-line-to-chalk-line. The proposed new field would be soccer field size, plus 60' longer and 25' wider. It appears the goal is to be able to have more than one practice or scrimmage going on at the same time. He summarized that the Commission is concerned that the field be no larger than necessary. While he agreed they need a regulation sized field to practice on, the proposed size is quite a bit larger. Mr. Roquet pointed out that football fields are longer than soccer fields but soccer fields are wider. The proposed size is intended to accommodate both types of uses.

Again, Vice Chair Perkowski expressed concern that the athletic field, as currently proposed, would not meet **Criteria 4**. He summarized that the criteria raises the review of MDPP's to a higher level than would be required for piecemeal projects. He expressed his belief that an innovative design would result in less impact to the area, especially with regard to low-impact development and environmental impacts.

Commissioner Broili asked if the Mike Martin Gym would be replaced as part of the proposal. Mr. Roquet answered no. Commissioner Broili asked the age of the building. Mr. Roquet said the gym was built in 1968. Commissioner Broili referred to the large parking area located to the west of the gym. He suggested there is plenty of room in the lower area to accommodate the practice field if the gym were relocated to the parking area. This would allow the wooded area to remain protected.

Mr. Cohn asked the Commission to share their comments regarding the proposed noise berm. Commissioner Kuboi expressed concern that what is actually constructed could be something completely different than what the adjacent property owners anticipate. Mr. Szafran said staff intends for the adjacent property owners to be part of the design process for the mitigation imposed by the MDPP. However, Mr. Cohn advised that if the neighbors and CRISTA cannot agree on a design, City staff would make the final decision. These issues would be addressed as part of the design process.

Commissioner Behrens asked if the Commission has a standard in mind as to what the sound barrier is intended to accomplish. Mr. Szafran recalled that the January 21st Staff Report included a detailed letter from neighbors on the west side of the CRISTA property, graphically showing what the wall could look like. However, they have not discussed standards for sound. Commissioner Behrens said he recently spoke with a gentleman who designs gun ranges, who indicated that concrete walls are the most effective approach for mitigating noise. Mr. Szafran said the adjacent neighbors have expressed a desire for a concrete wall.

Commissioner Broili suggested the Commission identify a maximum decibel level that could not be exceeded by either the use of the area or the construction that takes place on the site, regardless of the method used for noise abatement. Commissioner Pyle referred to the noise section in the City's Municipal Code where he was unable to find a table addressing noise levels measured at the property boundary. He said he would be in favor of establishing a noise level. In addition, they should also identify how the noise level would be measured and who would be responsible for the measurement.

Commissioner Kaje asked staff to remind him why they recommended a 1:1 tree replacement ratio. He highlighted the issue raised earlier by Commissioner Perkowski that the proposal would actually remove the centerpiece of a forested area. He suggested that perhaps the replacement ratio should be higher than the minimum requirement. He summarized his belief that the proposal would not adequately mitigate the impacts associated with significant tree loss in this area.

- **Parking.**

Commissioner Kaje asked if the City has ever implemented a neighborhood permit driven parking management system. Mr. Meredith answered that a Resident Parking Zone (RPZ) was implemented in the Highland Terrace Neighborhood. Commissioner Kaje questioned if it would be possible to implement a program that would require a neighborhood sticker in order to park for extended periods of time along residential streets within a two to three block radius around the CRISTA site. He asked how much it would cost to implement this type of program, and if the pot of money set aside to mitigate additional traffic impacts could be used for this purpose. Mr. Meredith said the City's Neighborhood Traffic Safety Program outlines procedures for implementing this type of program. In general, establishing a RPZ requires the support of the majority of people living in a minimum five-block contiguous area. Residents in the Highland Terrace Neighborhood pay for permits every year to be able to park on the streets. A similar program around the campus would require agreement from the adjacent residents, and there would be a fee associated with the yearly permit.

Commissioner Kaje asked if it would be reasonable to require that CRISTA pay a portion of the fee. Mr. Meredith said this could be negotiated. Commissioner Kaje said he understands that CRISTA has committed to coming up with a parking management plan. However, the plan would not alleviate the chronic parking problems within the neighborhoods. It seems it would be appropriate to have funds and a contingency plan in place for implementing a RPZ for the surrounding neighborhood if the first plan for dealing with parking does not work. In order to include this as a mitigation requirement, they would need to provide a cost estimate for implementing the program. Mr. Meredith agreed to prepare a general cost estimate for the program.

Commissioner Kuboi said that in addition to on-site parking, he would like the parking management plan to also address off-site spill over parking. Mr. Meredith explained that parking studies typically look at the on-site capacity and how well it is utilized. Spill over situations could also be addressed a part of the study. Every situation is unique. Commissioner Kuboi summarized that the Commission is concerned about spill over parking, and the issue should be addressed as part of the parking management plan. Mr. Cohn said it appears the Commission is in favor of considering a RPZ for the residential sides of the streets. Mr. Meredith summarized that the Commission raised questions about the scope of the parking management plan and whether a RPZ could be used as a tool to mitigate unforeseen parking impacts.

Commissioner Kaje said he is not sure the RPZ concept should be applied to the CRISTA side (west) of Fremont Avenue North because the frontage improvements should improve pedestrian safety. However, applying an RPZ on the east side could make the entire street safer. He noted there is also a visual impact associated with a residential street becoming the parking zone for an institutional property, but said he is more concerned about the pedestrian safety aspect. Mr. Meredith pointed out that speeding is also an issue, and parked cars help slow cars down. There are tradeoffs both ways that must be taken into account when deciding what the appropriate parking restrictions should be.

Mr. Roquet said CRISTA needs help to manage off-site parking. They can tell parents, students, workers, etc. not to park on the street, but they have no way to manage this area because it is part of the City's right-of-way. He agreed that on-street parking seems to slow down the speed of traffic. He referred to pictures that illustrate heavy parking on the east side of Fremont Avenue North, which only occurs during large events at CRISTA. On a typical day, the west side of Fremont Avenue North is packed from North 190th Street to North 195th Street.

Ms. Lowe pointed out that there are other options that are easier to manage and enforce than RPZs. For example, signs could be provided to limit parking to two hours during school days. This would discourage CRISTA visitors from parking along the street for convenience. She noted that in order to capture the traffic impacts from shifting parking and the capacity of the on-campus parking, the traffic study assumed that the cars parking during the school day must all be accommodated on-site, and this could be done using signage and enforcement. She suggested the Commission consider using other alternatives before an RPZ.

Commissioner Kaje said he is not wedded to using the RPZ tool, but he is concerned that the parking management plan should focus on how to better utilize on-site parking to alleviate the off-site parking problems. He would also like to have a contingency plan and funds in place for additional mitigation to address off-site parking problems as needed.

- **Stormwater.**

Commissioner Broili referred to **Criteria 4 and 6**, as well as the Critical Areas Worksheet. The applicant indicated there is no standing or running water on the surface of the property or any adjacent property at any time during the year (Item 1 on the worksheet). The applicant also answered that there was no indication of slope failure on any portion of the property or adjacent property (Item 2 on

the worksheet). He provided photographs showing major silt running from a down pipe of a building on the CRISTA Campus. There is quite a bit of mud and dirt that runs down the hill, around the corner, and into a storm drain. He provided a picture of what appears to be a stream on CRISTA property that flows under Richmond Beach Road, as well as pictures taken where the stream comes out directly across from Richmond Beach Road before it flows into the detention area. The water is coming out with such force it is blowing the lid off the man way. He said he has a big issue with stormwater coming from the CRISTA site, and he expressed his belief that the Critical Areas Worksheet does not accurately represent the facts.

Commissioner Broili observed that according to the proposed plan, 28.3 acres (50%) of the site would be considered impervious surface. That represents a 9% increase over what is currently located on the site. He questioned if these numbers take into account the removal of trees from the proposed new practice field. If not, the impervious area would be even greater than what is proposed. To give perspective, 28.3 acres of impervious surface with current rainfall in the Seattle area would result in more than 28 million gallons of stormwater flow into the existing system. A 9% increase would represent 2.5 million gallons of increased stormwater flow. Based on the photographs, he said he does not believe the present system is anywhere near adequate to deal with the expanded delivery of stormwater. He reminded the Commission and staff that the Puget Sound Partnership and State Law will require all Phase II Cities, including Shoreline, to implement low-impact development practices. He said he does not believe the current proposal adequately speaks to this new requirement.

Commissioner Broili said a 3-Star rating was suggested on Page 38 of the January 21st Staff Report, but he would not be comfortable approving a proposal that does not require CRISTA to meet the very highest standard of stormwater mitigation on site. He said he believes that all development should be required to mitigate all stormwater on site, and that is what he will expect to see in the proposal.

Mr. Roquet said CRISTA's intent is to retain all of the stormwater on site at full build out. There would be no discharge off site. He noted the plan actually provides details about how they plan to accomplish this task. They have evaluated their proposal to ensure their existing site could meet the low-impact development requirements of the new ordinance. He added that before the new requirements were adopted, they designed a full stormwater system to manage all of the new buildings. This document was later updated based on the new requirements.

Commissioner Broili pointed out that on Page 10 of the proposed CRISTA MDPP, the applicant refers to the use of the 1998 King County Surface Water Design Manual. He noted that is no longer an accepted manual. Mr. Roquet agreed and explained that there was a timing change, and a supplement was submitted indicating they would meet the 2005 Department of Ecology Manual. In addition, they conducted a study to show they had site capacity to handle the low-impact development that is required in the 2005 manual. He referred to C-7 and C-8 of the drawing package, which shows the extensive storm system that was put together based on a master plan. The intent was to reflect a good approach for how stormwater would be addressed. Commissioner Broili observed that there is nothing in Drawings C-7 and C-8 that talks about low-impact development such as vegetative growth, rain gardens, and other tools for managing the water on site. Mr. Roquet agreed the drawings do not

provide detailed information about the low-impact development techniques that would be used, but the 2005 manual describes what would be allowed and how prescriptively it is to be done.

Mr. Hill clarified that as identified in Drawings C-7 and C-8, they did an evaluation of the entire master plan, initially using the 1998 King County Stormwater Manual, to identify eight different storm drainage detention and water quality facilities spread throughout the site within respective basins that would accommodate the added impervious areas inside of the sub basins . When it became apparent the City would soon adopt the 2005 Department of Ecology Manual, the analysis was amended in the document titled, Level 1 Downstream Analysis, which affirms the eight detention facilities and identifies the need to implement the various tools that are available for low-impact development on the site. As was reiterated in the Staff Report, the applicant would utilize pervious concrete where appropriate, and this would serve as an opportunity to infiltrate storm drainage wherever the soils will accommodate it. Downspout systems would have infiltration galleries if the soils will support it, and rain gardens and bio filtration swales would be provided as each building is designed.

Mr. Hill summarized that storm drainage detention ponds and vaults, as outlined in the conceptual plan, would be part of the solution to managing storm drainage on the site. Commissioner Broili said that while they are part of the proposed solution, they are not considered best management practices. Mr. Hill agreed there are other best management practices that utilize low-impact development elements that could be used to assist and make the project better. Commissioner Broili said he is not looking for better, he is looking for best. He is looking for zero runoff on all new development and redevelopment. Mr. Hill said he understands Commissioner Broili's perspective. Commissioner Broili clarified that this is the State's perspective. Mr. Hill agreed that is the case when there are soils sufficient to infiltrate storm drainage, but that is not the case everywhere on the site. Commissioner Broili disagreed. He expressed his belief that there are very few places where infiltration would not be possible, but he recognized it might cost more. He said that is what he expects to see. Puget Sound is in trouble, and the State has recognized this concern. He said he expects CRISTA to be part of the solution and not part of the problem, and he would base his recommendation upon this criterion.

THE PUBLIC HEARING WAS CONTINUED TO THURSDAY, MARCH 18TH, BEGINNING AT 6 P.M. IN THE COUNCIL CHAMBERS.

DIRECTOR'S REPORT

Mr. Cohn suggested the discussion regarding amendments to the Commission Bylaws be moved to the March 4th agenda. The discussion of the joint City Council/Planning Commission meeting could be moved to March 18th. The March 4th agenda would also include continued Commission deliberations on the Southeast Neighborhoods Subarea Plan. The March 18th agenda would include a discussion of the joint City Council/Planning Commission Meeting for April 12, the continued hearing for the CRISTA MDPP, and recognition of outgoing Commissioners. A special meeting could be scheduled for March 25th, if necessary, for the Commission to complete their work on the Southeast Neighborhoods Subarea Plan and the CRISTA MDPP. He reminded the Commission that they hope to compete both of these

items before some Commissioners leave and new Commissioners are appointed. Mr. Cohn reported that the Design Review and Town Center Charette has been rescheduled to April 1st.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda.

NEW BUSINESS

Amendment to Planning Commission Bylaws

This item was postponed to the March 4th meeting.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

None of the Commissioners provided reports during this portion of the meeting.

AGENDA FOR NEXT MEETING

No addition comments were provided regarding the March 4th agenda (see Director's Report).

Mr. Cohn pointed out that at their public hearing on the CRISTA MDPP, the Commission was unable to get to the issues of design review, improved communication between CRISTA and adjacent residents, and construction traffic and noise. He noted that Mr. Tovar has provided a response to Commissioner Kuboi's comments related to design review, and a copy of the response would be forwarded to each Commissioner. In addition, staff has presented a proposal related to improving communications between CRISTA and adjacent residents. Also, the Commission may want to comment on the public testimony they received about construction traffic and noise. He suggested they forward their additional comments to staff via email. Staff would provide a response to the email comments, as well as those received from the Commission during their deliberations. The Commission's additional comments would be identified as new information for people to comment on at the next public hearing.

ADJOURNMENT

The meeting was adjourned at 10:34 P.M.

Ben Perkowski
Vice Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF SPECIAL MEETING

March 18, 2010
6:30 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Wagner
Vice Chair Perkowski
Commissioner Behrens
Commissioner Broili
Commissioner Kaje
Commissioner Kuboi
Commissioner Piro
Commissioner Pyle

Staff Present

Steve Cohn, Senior Planner, Planning & Development Services
Steve Szafran, Planner, Planning & Development Services
Rich Meredith, Traffic Engineer
Flannary Collins, Assistant City Attorney
Jessica Simulcik Smith, Planning Commission Clerk

CALL TO ORDER

Chair Wagner noted that the special meeting was scheduled to start at 6:00. However, the Commission took time to review the significant amount of new information they received prior to the meeting. She called the special meeting of the Shoreline Planning Commission to order at 6:30 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Wagner, Vice Chair Perkowski and Commissioners Behrens, Broili, Kaje, Kuboi, Pyle and Piro.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Mr. Cohn deferred his comments until later in the meeting. He announced that Mr. Tovar was unable to attend the meeting.

APPROVAL OF MINUTES

Commissioner Kaje referred to the comment letter from Ms. Buck requesting an amendment to the March 4th minutes. He noted that the second paragraph on Page 19 of the minutes includes a comment he made that several residents have concerns about the steep slope of the street. The next paragraph talks about the hill being slippery, etc. While the notes might not be an exact transcription, he felt the issue was captured sufficiently to remind the Commission of the concern, and an amendment would be unnecessary.

The minutes of March 4, 2010 were approved as amended.

NEW BUSINESS

Approve Planning Commission Bylaws

Ms. Simulcik Smith explained that the proposed amendments to the Commission Bylaws are intended to make the document consistent with Ordinance 572, which was passed by the City Council a few weeks ago. As proposed, the number of Planning Commission Members would be reduced from nine to seven.

COMMISSIONER PIRO MOVED TO APPROVE THE PLANNING COMMISSION BYLAWS AS PRESENTED. COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

Prepare for Upcoming Joint Meeting with City Council

Mr. Cohn reminded the Commission of their joint meeting with the City Council on April 12th. He recalled that there would be at least two items on the agenda: the Planning Commission Work Program and items that were identified in the Commission's last discussion of the Southeast Neighborhood Subarea Plan. He invited the Commissioners to share additional ideas with staff via email. Staff would work with the Chair and Vice Chair to prepare a final agenda.

GENERAL PUBLIC COMMENT

No one present in the audience expressed a desire to address the Commission during this portion of the meeting.

CONTINUATION OF QUASI-JUDICIAL PUBLIC HEARING ON CRISTA MASTER DEVELOPMENT PLAN PERMIT (MDPP)

Chair Wagner reviewed the rules and procedures for the public hearing. She reminded the Commissioners of the Appearance of Fairness Rules, which require Commissioners to disclose any communications they may have received about the subject of the hearing outside of the hearing (ex parte communications). She opened the public hearing and invited the Commissioners to disclose ex parte communications. Chair Wagner disclosed that she was not present at the previous hearing on February

18th, but she listened to the audio recording and read the minutes and is prepared to participate in the continued hearing. Commissioner Piro advised that he was not present at the January 21st and February 18th meetings, but he listened to the audio recordings for both. None of the Commissioners identified exparte communications. Chair Wagner invited all those who would be testifying as part of the public hearing to swear and affirm that their testimony would be the truth.

Commissioner Piro reminded the Commission that the continued public hearing would be limited to new information, only. Chair Wagner invited staff to identify the new information that would be open for additional public comments. Commissioner Piro added that those who have already testified could testify again regarding the new information.

Staff Presentation of New Information

Mr. Szafran asked the Commissioners to share whether or not staff adequately responded to the concerns and questions raised since the last meeting.

Commissioner Broili referred to staff's response to Question 8, which asks about the increase of effective impervious surface. He said he is not clear about the term "existing .2 acres," which is mentioned in three locations. Mr. Szafran said the term refers to the existing impervious surface in the area of the proposed practice field. Commissioner Broili said it appears from the maps that the entire area where the new practice field is proposed is currently wooded. Mr. Cohn said that in the revised proposal, the practice field has been moved south to include an area where there are two houses and two driveways.

Commissioner Broili asked what the effective impervious surface would be after removal of trees on a site that is fully wooded. The replacement grass would not be nearly as pervious as the existing second-growth trees. He asked staff to identify the difference between the wooded condition and the grass condition. Mr. Cohn said they anticipate an additional 4,400 cubic feet of storm drainage from the site. Again, Commissioner Broili pointed out that the present condition (second growth forest) is going to retain far more water than the after-development condition (grass). He said he would like to know what the difference would be.

Don Hill, Triad Associates, Kirkland, explained that a hydrological model was prepared, which conceptualizes a detention facility for approximately 4,400 cubic feet in order to mimic the pre-existing rates (forest conditions). This facility would be situated along the west and north part of the field, and would detain and release water at the pre-developed rates. Commissioner Broili noted that Mr. Hill's response does not speak in terms of permeability versus impermeability. He summarized that water would run off the site much more rapidly after development, and he would like to know the difference between the natural situation and the developed situation. Mr. Hill agreed that the release would be a lot slower and a lot less with the current forested condition compared to the proposed grass condition. Commissioner Broili noted that no information has been provided to identify what the difference would be. Mr. Hill said he does not have the answer at this time.

Mr. Szafran reviewed the eight decision criteria the Commission must evaluate when reviewing Master Development Plan Permits (MDPP) as follows:

- **Decision Criteria 1** – *“The project is either designated as either Campus or Essential Public Facility in the Comprehensive Plan and Development Code and is consistent with goals and policies of the Comprehensive Plan”*. CRISTA is designated Campus in the Comprehensive Plan and is zoned CCZ.
- **Decision Criteria 2** – *“The Master Development Plan includes a general phasing timeline of development and associated mitigation”*. CRISTA has proposed a phasing schedule that splits the MDPP into three phases over 15-20 years. Mitigation would be tied to specific projects and not the actual phases.
- **Decision Criteria 3** – *“The Master Development Plan meets or exceeds the current regulations for critical areas if critical areas are present”*. The MDPP meets current regulations for critical areas.
- **Decision Criteria 4** – *“The proposed development uses innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design (including Low Impact Development stormwater systems and substantial tree retention) to mitigate impacts to the surrounding neighborhoods”*. The MDPP would meet decision criteria 4 by incorporating the following:
 - Using LID techniques as identified in the Level 1 Downstream Analysis.
 - Complying with the 2005 Department of Ecology stormwater manual and Chapter 13.10 of the Shoreline Municipal Code.
 - Reducing the size of the athletic field to 190' X 380' to save an additional 65 trees.
 - Substantial tree retention of 66%.
 - Using replacement trees that are bigger and more substantial than the current code requires.
 - Meeting the Built Green 3-Star Rating, or equivalent, for all new structures on the campus.
 - The environmental impact of the proposed athletic field is the lowest impact use proposed by CRISTA. Several alternatives were discussed for the area where the practice field is proposed. Other options are single-family homes, senior housing, or a place to relocate the radio tower.
- **Decision Criteria 5** – *“There is both sufficient capacity and infrastructure in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity and infrastructure must be increased to support the proposed Master Development Plan, then the applicant must identify a plan for funding their proportionate share of the improvements”*. The traffic study provided by the applicant shows sufficient capacity and infrastructure in the transportation system to support CRISTA'S MDPP. The proposal would generate an additional 160 vehicular trips on North 190th Street for a total of 2,260 vehicle trips, which is far under the threshold for local streets. In addition, the intersection of North 190th Street and Fremont Avenue North would be improved to include turning lanes, and sidewalks would be installed on North 190th Street between Fremont Avenue North and the Cristwood senior housing.

- **Decision Criteria 6** – *“There is either sufficient capacity within public services such as water and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed Master Development Plan, then the applicant must identify a plan for funding their proportional share of the improvements”*. CRISTA has submitted letters from the City’s water and sewer purveyors stating that there is sufficient capacity for future development on the CRISTA campus.
- **Decision Criteria 7** – *“The Master Development Plan proposal contains architectural design (including but not limited to building setbacks, insets, façade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic management and multi-modal transportation standards that minimize conflicts and creates transitions between the proposal site and adjacent neighborhoods and between institutional uses and residential uses”*. CRISTA’S MDPP shows site design, landscaping, open space, recreation areas, and retention of significant trees, parking area, traffic management, and multi-modal transportation options.
- **Decision Criteria 8** – *“The applicant shall demonstrate that proposed industrial, commercial, or laboratory uses will be safe for the surrounding neighborhood and for other uses on the Campus”*. CRISTA’S MDPP does not introduce any new uses.

Mr. Cohn referred to a simulation model that illustrates what the traffic would be like at the intersection of North 190th Street and Fremont Avenue North during the peak pm time period (3:00 to 3:30 p.m.). He summarized that the traffic would flow freely except for an occasional backup of vehicles on North 190th Street turning onto Fremont Avenue North. The model incorporates the proposed mitigation requirements and the actual projected number of cars that would enter the intersection at any given time. It uses a random number generator to tell when the cars are going through. The purpose of the model is to illustrate the pm peak traffic, which is the worst scenario. The congestion does not last very long, and it does clear quickly because of the extra lane that would be required.

Commissioner Kaje requested a simulation of the current conditions so that people who know how traffic behaves at the intersection can comment about whether or not the simulation is accurate. Mr. Meredith said the City does have a simulation of the current situation but it has not been recorded. He agreed to make it available to the Commission at a future date. He summarized that the simulation provided represents a worst case scenario, and the current condition is somewhat better. The right turn lane would help push the extra traffic through the intersection faster.

Commissioner Kaje noted that since the last hearing, the proposal was changed so that traffic to the new assisted living building would have access from Kings Garden Drive. He asked if the simulation took this change into account. Mr. Meredith said the simulation includes the trips associated with the assisted living building. It represents the worst case scenario, after full build out and assuming there would be no student parking on the street.

Mr. Szafran said another simulation model was completed for the intersection of Greenwood Avenue North and North 195th Street to illustrate the anticipated traffic during the am peak (8:00 to 8:30 p.m.), with the improvements proposed for North 195th Street. Mr. Cohn pointed out that vehicles are going in and out of Greenwood Avenue North to drop off students, as would be expected. The model also shows traffic coming from the residential area that currently uses Greenwood Avenue North for access. He summarized that there would not be a significant number of vehicles using Greenwood Avenue, so there would be no back up problems.

Commissioner Pyle said the model alludes to the idea that there would be a divided roadway with a median. Mr. Meredith clarified that a proposed mitigation asks that CRISTA restripe North 195th Street to a three-lane configuration. Instead of showing a turn pocket and the road narrowing back to two lanes, the model interprets it as an extension of the widening. The model cannot be visually exact. Commissioner Pyle said he has read articles that claim the number of incidents increases when false safety zones are provided in between the two lanes of traffic. He said he likes the idea of having a landscaped median where a person could find refuge when trying to cross the street. But if it becomes a "suicide lane" it could be a detriment to the design. Mr. Meredith said there would not be a median on North 195th Street. He objected to the term "suicide lane." He said it is very common to have a center, two-way turn lane, and all of his studies, observations and experience show that they increase safety quite a bit. They improve traffic flow, and the benefits are numerous. Commissioner Pyle pointed out that the City just spent millions of dollars improving the Aurora Corridor to get rid of this same type of situation. Commissioner Piro clarified that the three-lane configuration would only be to the east, with two lanes to the west. Mr. Cohn pointed out that having a three-lane section on North 195th Street would resolve the current backup situations that occur on Dayton during the peak periods. He noted there would also be additional queuing capacity on the elementary school site to help resolve traffic congestion problems.

Commissioner Kaje observed that the models do not identify the pedestrians that would use both North 190th and North 195th Streets. Because this is a school property there are a lot of pedestrians that interrupt the traffic flow at intersections, particularly at Fremont Avenue North and North 190th Street. Commissioner Piro asked if pedestrians were factored into the traffic simulation models. Mr. Meredith said the models do simulate pedestrians crossing the streets, which would be visible if he zoomed in. However, he would have to verify the pedestrian counts that were used.

Commissioner Behrens pointed out that the south side of Greenwood Avenue North is currently used to access the junior high school. Therefore, every car that enters the intersection of North 195th Street heading north onto Greenwood Avenue North would drive to the end of a dead-end street, turn around, and then come back down Greenwood Avenue North. Mr. Meredith said that, as proposed, the traffic that turns south on Greenwood Avenue North would go into the parking lot and actually exit onto North 195th Street between Greenwood Avenue North and Dayton Street. All of the queuing would take place on CRISTA's property. Commissioner Behrens asked if the exit onto North 195th Street would be right turn only. Mr. Meredith answered affirmatively. Commissioner Behrens summarized that this would focus all the traffic towards Aurora Avenue North.

Jennifer Lowe, Senior Transportation Planner, The Transpo Group, clarified that complete layouts have not been completed for the parking and circulation through the junior and high school sites. However, the intent is that the drop off lane on the right would exit on the north side of the right parking lot. The parking on the left has not been completely laid out, but it could provide a full circulation. Traffic that wants to go to the west could go out on Greenwood Avenue North where left turns would be allowed.

Commissioner Behrens recalled that numerous complaints have been made about how people living on the side streets in the neighborhoods are impacted by the traffic that circles around and around. If the traffic entered in one location and exited in another as proposed, this could alleviate some of the traffic concerns for people who live on North 195th Street. He asked if it would be possible to design a similar system to handle traffic associated with the existing grade school and the proposed early childhood development facility. Rather than circling back, traffic could enter from either Greenwood Avenue North or North 195th Street, travel through the site, and then exit at another place. He expressed his belief that circling back causes congestion. Ms. Lowe said the traffic that uses Greenwood Avenue North would service the daycare and the early childhood center. The parents that come to this site actually park and take their children into the building and then leave. A separate entrance from Dayton Avenue would be provided for the elementary school, and the pick up and drop off areas would be expanded. The actual pick up and drop off would take place in one direction, but having access from either side would allow the traffic to dissipate a bit faster.

Commissioner Behrens asked if any consideration was give to the idea of connecting Greenwood Avenue North and Dayton with a road between the elementary school and the early childhood center. Perhaps a parking lot could be provided in the middle. This would allow circulation of traffic instead of having it roll back against itself. Ms. Lowe said this was not part of the consideration. She observed that it is better to separate the two different types of traffic. The elementary school children all arrive at the same time, and the students at the early childhood center do not. Mr. Cohn noted that it would not work well to have cars going between the two structures.

Commissioner Kaje asked staff to clarify the expected use, or lack thereof, of the horseshoe drive from North 195th Street to the tip of the elementary school property. **Kyle Roquet, CRISTA Ministries**, said that currently they bring two busses into this location to pick up the kindergartner students and transport them to combine with other students on the main campus. It is important to have more control in this bus location because it serves very young children. Commissioner Kaje asked if the area would be used as a drop off or pick up location for private vehicles, as well. Mr. Roquet again said the location would only be used for buses that serve the kindergarten students, and no private vehicles would be allowed. Instead, the lot to the east would be expanded to provide additional space for parents to pick up their children. Commissioner Kaje said he understands the functional need CRISTA is looking for, but he is not convinced the proposed scenario would be the best option, especially if it includes private cars coming into the horseshoe drive to drop off students.

Mr. Cohn advised that staff added two additional MDPP Conditions since the Commission's packet was sent out:

- **Condition 22.** *When the applicant applies for a building permit for development during the term of the MDPP approval that generates 20 new pm peak trips at the nearest intersection, the applicant would review the traffic model output to determine the continuing accuracy of prior traffic modeling (including growth in background traffic) and whether additional traffic mitigation is warranted and submit to Shoreline staff to evaluate. Projects that do not result in new trips, such as replacement of the junior high or elementary school sites, would not trigger the threshold. However, projects that generate new trips, such as the early childhood center, new assisted living facility, would trip the threshold and require additional review.*
- **Condition 13.** *CRISTA shall deposit a total of \$20,000 with the City of Shoreline to fund the implementation of other City-approved traffic calming measures not specifically listed in the MDPP, to be used in the Hillwood Neighborhood. These funds will be used by the City of Shoreline to build traffic control devices to help manage any unanticipated traffic problems on local streets in the Hillwood Neighborhood area during the CRISTA campus master plan implementation. Traffic control devices can include speed tables, traffic circles, or stationary radar signs. The \$20,000 shall be deposited in two \$10,000 installments. The first \$10,000 shall be deposited upon submittal of the clearing and grading permit application for the practice field. The second \$10,000 shall be deposited upon submittal of the application for the first building permit for a building over 4,000 square feet. Any funds unused after 5 years from the date of deposit shall be returned to CRISTA. Mr. Cohn recalled that there was significant discussion about whether \$20,000 would be a sufficient contingency fund. Staff is suggesting they continue with a \$20,000 contingency fund, recognizing that the fund is intended for small fixes such as traffic circles, speed bumps, etc. It is not intended for projects such as sidewalks. The \$20,000 would be required to be deposited in two \$10,000 installments. The money would be invested in the bank, and the return would roughly match inflation. To be responsive to State Law, any funds unused after five years would be returned to CRISTA.*

Questions by the Commission

Commissioner Kuboi asked staff to share the mechanism that would be used to address larger traffic fixes. Mr. Cohn again explained that if a project trips the threshold identified in Condition 22, the application would be required to review the modeling and identify whether or not the existing mitigations would address the impacts. The City would have the authority to require additional mitigation if conditions have changed. Commissioner Kuboi suggested Condition 22 be expanded to include pedestrian and parking impacts, as well. He noted that both parking and pedestrian safety have garnered a lot of public interest. Mr. Cohn answered that it would be up to staff to determine if there are traffic and/or pedestrian safety problems.

Since Condition 13 would provide a mechanism for reverting unused funds back to the applicant at a date certain, Commissioner Kuboi suggested it might be appropriate to be more conservative and make the number larger. Mr. Cohn said the fund would be used to provide traffic calming measures such as speed bumps to slow traffic down. He noted that speed bumps are already present on North 190 Streets; but no matter what is done on Fremont and Greenwood Avenues North, people will not likely use alternative streets. Therefore, it was difficult for staff to develop findings to support why the City would need a fund of greater than \$20,000. Commissioner Kuboi observed that part of the reason for the fund

is that perhaps the City has not anticipated all of the consequences of the MDPP. He suggested the fund not only focus on traffic, but on parking and pedestrian safety issues, as well. He noted that \$20,000 would not be sufficient to fund a sidewalk improvement.

Commissioner Behrens pointed out that there is a timeline associated with the contingency fund (five years from the date of deposit). Commissioner Behrens said the language tends to imply that at the end of the five-year period, the improvements would expire. Mr. Cohn said the intent is that the improvement would be permanent rather than temporary.

Commissioner Kaje referred to the Condition 13 and asked if the term "local streets" is meant to exclude improvements on Fremont Avenue North and North 195th Streets, which are not local streets according to traffic volume. Mr. Cohn answered affirmatively. Traffic control devices would not be appropriate for larger streets. Commissioner Kaje agreed speed bumps would not be appropriate on Fremont Avenue North. However, the needed remedies might go beyond the list identified in the condition. He said he liked that the condition specifically calls out "city-approved traffic calming measures," which leaves it to City engineers to identify what is needed to address problems. However, it would not make sense to limit improvements to just the local streets. He suggested the word "local" be eliminated.

Commissioner Kaje said he is troubled by the proposal to break the contingency fund into two, \$10,000 installments. He is also troubled by the five-year expiration since the unanticipated impacts are most likely to occur after many phases of the project are in place. That is one of the reasons he suggested via email that the fund be tied to a consumer price index for Seattle. They might not need the mitigation for several years, and steps should be taken to ensure the money is worth as much in 15 years as it is today so it can provide the same level of mitigation. He said he also separately suggested the number should be higher. He asked staff to identify the State Law that stipulates that a fund of this type must be returned in five years. He said he has worked on projects in the State where funds have been placed in bank accounts for 30 to 40 years and tied to a measure of inflation. In light of the limitations, perhaps it would be appropriate to identify specific mitigation that is triggered by increases in traffic.

Commissioner Kaje reviewed that implementation of the MDPP would be phased. As proposed, the City would collect \$10,000 when a permit is applied for, but they might not see unanticipated levels of traffic increases until well down the road. If significant impacts occur more than five years down the road, the City would have already given the money back to the applicant. He suggested language could be added to Condition 22 that would obligate the applicant to perform other mitigations identified by City engineers in the future.

Ms. Collins reminded the Commission that imposed mitigations must be reasonable and proportionate to the impacts being created. The impacts are more difficult to identify when full build out of the proposed plan would not occur for five to ten years. She referred to the Revised Code of Washington 82.02.020, which specifically says that if the City wants payment to mitigate a direct impact from a development, any unused funds must be returned within five years. This provision assumes the City should know what the impacts of the development would be within those five years. She suggested that perhaps there is a better way to phase the deposits based on when they anticipate the major impacts to occur. The City also has the option to reopen the master plan if there are major changes to the circumstances. At that point,

they could add new conditions, as appropriate. She added that the City would be required to review the master plan after 10 years. She agreed that it would be appropriate to incorporate language that would require the fund to increase based on the consumer price index, as suggested earlier by Commissioner Kaje. However, CRISTA would have to agree to the change. She noted that similar language has been used in other contracts.

Commissioner Broili observed that in addition to the impacts associated with build out of the MDPP, they must also consider the general population growth that will occur within the City during that time period. Aside from the impacts associated with CRISTA, the general local evolution of the area would have an impact on the streets. Mr. Cohn explained that the projected future conditions assumed background traffic growth based on the numbers provided by the Puget Sound Regional Council. He pointed out that Condition 13 would require a review of the traffic model if a project trips the threshold.

Commissioner Kuboi asked if the review outlined in Condition 13 would be an administrative process or a public review process. Mr. Cohn explained that staff would provide public notification of a building permit that trips the threshold, and people would be invited to comment. However, the actual response would be an administrative decision. He reminded the Commission that they would have an opportunity to review the entire master plan again in 10 years and make appropriate changes. Mr. Szafran noted that after the 10 year review, the plan would be reviewed on a five-year cycle.

Vice Chair Perkowski asked if Condition 13 is meant to imply that additional mitigation could be triggered by a proposed project and/or the fact that the model is no longer accurate. Mr. Cohn agreed that is the intent, and he welcomed changes to make the intent more clear.

Commissioner Broili asked if the City has done any modeling studies to identify anticipated traffic at the intersection of Fremont Avenue North and North 195th Streets. He noted that Fremont Avenue North is a major arterial, and there is currently a 4-way stop at this intersection. Mr. Cohn answered that the intersection has been modeled by the applicant's consultant, The Transpo Group, and mitigations were proposed to address the anticipated impacts. However, the City staff did not run a simulation model for the intersection.

Chair Wagner suggested the Commission keep in mind that the applicant is already proposing to comply with numerous conditions. She reminded them of the study information and testimony provided by expert witnesses regarding impacts to traffic. While she is not suggesting their recommendations cannot be augmented and improved, she cautioned against getting too wrapped up on this one component of additional unforeseen mitigations.

Commissioner Kaje referred to the agreement regarding egress from the Mike Martin Gym parking lot onto 1st Avenue Northwest. His understanding is that this access is only used during major events, which results in a situation where the remaining points of access are disproportionately affected. He requested more information about the current agreement and the potential of changing it in the future. Mr. Cohn said the history of the agreement is confusing. Staff found a 1970 aerial photograph that made it appear that 1st Avenue Northwest was used as the major access for the Mike Martin Gym. When the senior housing was developed by CRISTA in the 1980's, the decision was made to close the access off.

He is not sure when the agreement was reached that allowed the access to open to accommodate overflow traffic associated with major events. He recommended that this access should not be an item of discussion as part of the MDPP. The traffic modeling suggests the proposed traffic configuration would work fine. The number of new trips on North 190th Street would not be significant. He concluded that while new trips would be added when the new Cristwood development is developed, others would be eliminated when the new assisted living center is opened.

Commissioner Kaje agreed that the latest information indicates that delays at North 190th Street would be reduced as a result of lane reconfigurations. However, if it turns out that delays become worse over time, access from 1st Avenue Northwest would be an obvious point to revisit. He asked if the City is party to a legal document that limits use of the access for anything other than events. Mr. Cohn said there is no document that ties the City to the closure of 1st Avenue Northwest. Chair Wagner noted that nothing in the proposed plan would prevent CRISTA from opening this access at some point in the future.

Commissioner Kuboi requested clarification of Condition 16 (*formerly Condition 30*) that would require the applicant to meet the Built Green 3-Star Standard, or equivalent, for all new structures on the campus. Mr. Szafran explained that the Built Green 3-Star Standard applies to residential structures. If something other than residential is constructed, the development must at least be equivalent to a Built Green 3-Star Standard. Commissioner Kuboi summarized that the language is not meant to be interpreted as something that could be further watered down. If the City creates its own program that is better or is the same as the Built Green Program, the new program would be used in place of the Built Green Program. Mr. Cohn agreed.

Commissioner Kuboi referred to Condition 26, which would require a sound barrier wall on the west side of the property. He recalled a rather pointed comment from a member of the public about the functional intent of the barrier. He noted that while the wall would be required by the proposed conditions, no specific standards have been identified. Mr. Szafran suggested it would be helpful for the most effected residents to provide guidance to the Commission regarding this issue. Mr. Cohn recalled that some residents are interested in mitigating noise impacts, and others are more interested in a visual barrier or physical separation. Specific standards and priorities are still unclear in the staff's mind. He suggested part of the discussion could focus on this issue, based on public input.

Commissioner Pyle suggested that the wall could be designed to target a certain decibel level that is measured at the perimeter of the property. This is typically how ordinances work to control noise in residential districts.

Commissioner Behrens agreed the community wants a sound barrier, but without more specific guidelines, they might not like what it looks like. The residents might be willing to give up a little of the sound dissipation to get something that is more attractive to look at. He said he is looking forward to hearing ideas from people in the neighborhood regarding this issue. Chair Wagner expressed her opinion that Condition 26 is sufficient as currently proposed. She questioned the appropriate level for the Commission to micromanage and make specific decisions now. She suggested the Commission

allow staff the authority to make decision related to the barrier based on a collaborative process with the neighbors.

Public Testimony

Chair Wagner reminded the public that their testimony should focus on new information that has not previously been discussed rather than issues they have previously commented on. She said it would be helpful for members of the public to articulate the specific new information they want to address.

Diana L’Heureux, Shoreline, said she was present to speak for a group of eight neighbors who live west of the practice field. She referred to the new Practice Field Study (Exhibit 16) that identifies new dimensions for the field. She noted that the term “practice field” has been changed to “athletic field,” yet the “practice field” is what they have been asked to comment on up to this point. As stated at the last meeting, there are two privately-owned residences in the area of the proposed practice field, and across the street from their home. She noted that within the last 10 years, CRISTA has expanded into the area by acquiring the two properties. She reminded the Commission that the two residential properties are zoned R-6. She noted that the following concepts and/or numbers were not conveyed at the last meeting, but they would have an impact on the size of the field and noise level:

- She reconfirmed with Mr. Szafran that the City is asking for a 30-foot dedication from the center line of the right-of-way on 1st Avenue Northwest. This would move the property line east of where it appears on Exhibit 16.
- The City staff has also called for a 20-foot setback from the new property line, which equals 50 feet from the center line of the right-of-way. The result would be that structures would begin approximately 36 feet east of the current property line, not the 20 feet that is shown on Exhibit 16.
- The noise barrier wall came from a letter a group of neighbors originally sent to the City asking for a noise barrier wall with the sound dampening qualities of an interstate wall. The noise barrier wall would be considered a structure since it would exceed six feet in height. Exhibit 16 shows the field starting at the setback, which is an error. The wall would actually be at the setback from the west property line before the field. In their first letter, the residents asked for a 12-foot wall, but they recognize a structural engineer would have to determine what is feasible.
- Another important purpose of the noise barrier wall is to keep people from parking and entering from 1st Avenue Northwest. To reduce the visual impact of a concrete wall, the residents discussed several times having vegetation like a hedge in front of the wall. In addition, they have asked that existing trees along the current western property line be maintained, along with newly planted trees. This would reduce the impact of a concrete wall.

Eric Hvalsoe, Shoreline, continued reviewing the remarks that were prepared by his wife, Ms. L’Heureux, as follows:

- Considerable amplified noise is already projected at various times from the large stadium in the lower campus. The existing woodland is a natural noise buffer for the neighborhood. A great deal of earth would have to be removed to create a flat surface for this large field they have in mind. If the rise to

the east in this area is cut down, even more noise and light would project towards the neighborhood from the stadium. They would need a fairly high wall to mitigate this noise.

- If the field is built to the new dimensions on Exhibit 16, approximately two acres of true woodland would be eliminated. He submitted aerial photographs of the area that were obtained from King County showing a different perspective than what is stated in Item 8a. Although 66% tree retention is more than required, it refers to the entire property. The proposed field would still be much larger than a professional soccer field. To get around this, they are using professional football fields as a new yardstick, which is absurd. Stating that this is a 23% smaller field is completely misleading.
- CRISTA has more square feet of athletic facilities than any school in the area. High school students from other schools go to the 1st Avenue Northeast facility for big games. Otherwise, most have one athletic field. The CRISTA stadium measures about 600 feet in length. They can run several games simultaneously, and they do. They also rent out the Mike Martin Gym. CRISTA's original intent was to replace the existing practice field, but they have added the elementary school field size to justify the huge new field. Considering the surplus of athletic facilities at CRISTA, there is no justification for the size of the field. It should be no larger in area than the current practice field. He submitted a picture showing the usable portion of the current practice field, which is 306 feet long and irregularly shaped.

Commissioner Piro referred to Page 65 of the Staff Report (Exhibit 16), which is a diagram of the proposed new practice field. He asked staff to clarify the comment about the setback requirement. Mr. Szafran explained that CRISTA had previously approached the City for permits to construct the field under a conditional use permit. At that time, the City Engineer requested a 30-foot dedication for 1st Avenue Northwest, combined with the proposed setback shown on the map of 20 feet. He said he is not clear about the center line of the road and what Ms. L'Heureux meant when she referred to a 36-foot setback requirement. Ms. L'Heureux said the road from property-line-to-property-line is about 28 feet. Assuming the center line or right-of-way runs down the center of the road, a 30-foot dedication plus a 20-foot right-of-way would result in 50 feet from the center line or right-of-way on 1st Avenue Northwest. The first structures would end up being about 36 feet from the current property line. The wall would be considered a structure because in order to be effective it must be over six-feet tall.

Commissioner Piro asked if there are other revisions associated with Exhibit 16. Mr. Szafran clarified that Exhibit 16 represents the applicant's current proposal. Chair Wagner inquired if, as currently proposed, the practice field would move closer or further away from the residential neighborhood. Ms. L'Heureux answered that the practice field would actually move further away, which is a preferable change for the neighborhood.

Commissioner Kuboi recalled that while Ms. L'Heureux commented that moving the practice field further east would be preferable, she also made the comment that geography to the east currently mitigates the sound coming from the field. Ms. L'Heureux said they want the field to be the same size as the current practice field. The purpose of her comment was to note that while the drawing shows the field at the setback line, the wall would actually be at the setback line.

Wendy DiPeso, Shoreline, said her comments refer primarily to an aspect that has not previously been addressed with regard to the piped watercourse. She read from the Boeing Creek Basin Characterization

Report as follows, "Following the Vashon Ice Retreat (post glacial), Boeing Creek in sized through these glacial deposits forming a ravine, which has exposed the highly-erodible, advanced sands and lacustrine beds within the ravine. Where advanced outwash sands are overlaid on transition bed clays, perched ground water has created areas of slope failures." She summarized that this statement refers to erosion. She said the Characterization Report also states that "Boeing Creek Reaches 11 and 12 are primarily piped watercourses through developed residential or commercial areas north of 175th Street. Boeing Creek Reach 11 has a short portion of an open watercourse on the Cristwood Community Property north of Richmond Beach Road. On this property, runoff appears to collect in this channelized grass-line swale for approximately 200 feet. South of this area, mapping indicates that the creek runs through another open area." She noted that previously, Commissioner Broili provided photographs of the area being completely overrun with water. She pointed out that if the stream were daylighted, the water would be slowed down and infiltration would be increased, thus reducing erosion down stream.

Deborah Buck, Shoreline, said CRISTA's plan for a new entrance off Greenwood Avenue North would create a traffic nightmare for residents of her cul-de-sac. She noted their only access is along Greenwood Avenue North, which is a narrow street that dead ends. She said she emailed staff on Tuesday to obtain clarification because in minutes from the last meeting, staff was quoted twice as saying that the new early childhood center would generate 80 am peak hour trips. However, the current staff report (Attachment 8a) states that the number would actually be 165. In addition, she said it appears the traffic generated by the parking lot has not been factored into the traffic study. She reported that at 2:20 p.m. this afternoon, after sending a follow-up email, she received a response from City staff. Because she works during the day, she has not had a chance to study the new information she received except to note there is a new set of numbers. She concluded that this level of confusion does not reassure her that those providing the Commission with information have put any care into their analysis.

Ms. Buck said her second point is in response to staff's comments at the last meeting. She noted that the plan does not take into account that snow and ice create very hazardous driving conditions on the North 196th Place hill that terminates precisely at the proposed new access point. She recalled that at the February hearing staff stated that the hill is not steep. They further stated that CRISTA schools would likely remain closed when these conditions exist. These comment lead her to believe that staff presumes no impacts would occur on snowy days, which speaks volumes about the lack of support to the Commission from staff. It may also explain why the Commission has not had an Environmental Impact Statement (EIS) discussion of existing conditions, impacts or mitigations. She summarized that she is a mother of two daughters and has lived in her home through 20 winters. She assured the Commission that snow and ice remain on the street while schools are open. Had the staff studied the situation, they would have realized this is an east/west road that is shaded from the low sun in the winter. Some Commissioners have recognized the issue, even if staff and CRISTA representatives want to ignore it. Opening an entrance off Greenwood Avenue North would be a planning and environmental accident waiting to happen, and it will happen. She urged the Commission to use its authority to avoid this.

Beth O'Neill, Shoreline, read a letter from Mr. Peter Buck, Buck Law Group, who could not be present at the meeting. Mr. Buck indicated that he has practiced land-use law in the State of Washington for 37 years. He said he has a long-term interest in things that occur in Shoreline but was unable to attend the hearing. He said that for 20 years he has visited his sister, Deborah, at her residents, which is accessed

off Greenwood Avenue North, during both summer and winter weather. He observed that Greenwood Avenue North is a narrow street that dead ends in a cul-de-sac. When snow is expected the road becomes narrower still because residents of the cul-de-sac move their cars to Greenwood Avenue North from below, leaving them there at the end of the day until the snow and ice is gone. This pattern of moving cars to avoid steep hills is common throughout Puget Sound as an accident prevention measure. Greenwood Avenue North happens to be one of those safe havens, which both illustrates the existing condition of the cul-de-sac and leads to a seasonal narrowing of the street that traffic analysts may not have realized. Mr. Buck advised that after studying the City's codes and talking to Planning staff, it is obvious they have wide discretion in their actions. He said it seems obvious to him that the proposal for Greenwood Avenue North does not come close to meeting the criteria of Sections 20.30.353.B.5 or 20.30.353.B.7. Mr. Buck summarized that it is up to the Commission's combined wisdom as to the action to take, but the evidence before them, their commonsense, and their sense of responsibility as Planning Commissioners would suggest they take one of the following actions:

1. Table the matter with instructions to the applicant to provide a new plan that does not use Greenwood Avenue North as an access point.
2. Table the matter with instructions to the staff that the Commission be presented two weeks in advance of any meeting on the topic with a supplemental traffic study that carefully analyzes existing conditions of Greenwood Avenue North at all seasons of the year, looks at impacts of the proposal, discusses mitigations, and presents alternatives.

Chair Wagner advised that the Commission has received the letter from Mr. Buck in their packet, and they have each reviewed its contents.

Wendy Zieve, Shoreline, said she was present to address the issue of critical areas. She asked for a longer period of time to speak as a representative of the Firlands Good Neighbor League. She referred the Commissioners to the packet of information she presented prior to the meeting, which contains evidence the League feels compels the Planning Commission to consider requiring the daylighting of the currently piped stream that runs through CRISTA's property. She asked that the packet be entered into the public record. She noted that the packet includes the following items:

- A folded map, which comes from the City of Shoreline's Boeing Creek Basin Characterization Report. The circled areas on the map show where the stream goes from daylighted right before CRISTA Pond to a piped stream that runs to the lowest portion of the campus, which is under consideration for new building construction.
- A letter from Kaya Jones, a neighbor of CRISTA, to Steve Szafran. Ms. Jones' property borders CRISTA, and when her mother looked into the possibility of moving her driveway, she was told she could not because of the stream that runs along the northeast corner of her property. This is part of the same watercourse that runs through CRISTA.
- A photo and map of the watercourse, which was not drawn into CRISTA's plans. The circled area is the corner of Ms. Jones' property, and the parking lot visible through the trees is the lowest part of CRISTA's parking lot near the Mike Martin Gym.

- A letter from Jill Mosqueda recommending that the stream be daylighted and referencing this same portion of piped stream. It also includes a memorandum from her to Steve Szafran stating her belief that the stream should be daylighted.
- A section of the Shoreline Municipal Code regarding critical areas. It says that a stream is still a stream even if it has been piped due to less-stringent requirements in the past. Section H lays out specific rules regarding the restoration of piped watercourses.

Ms. Zieve summarized that, based on the evidence provided in the packet, the League challenges the City staff's assertion that the watercourse can no longer be considered a stream subject to the Critical Areas Code. The League believes the evidence shows that the watercourse should be considered a stream, and they urge the Commission to require CRISTA to include daylighting of the stream in their master plan before approval is granted.

Janet Way, Shoreline, entered the following items into the record: Boeing Creek Basin Characterization Report, Shoreline Surface Water Master Plan, and 2005 Washington Court of Appeals Ruling Crawford versus Gaston. She noted that three of the Commissioners were serving on the Commission in 2005 when the ruling became law and when the City was working on the characterization report. She recalled that, at that time, they were trying to clarify the issue of unpiped versus artificial watercourses. She observed that two terms are used to describe the situation: open watercourses and piped watercourses. There is no specific terminology about "streams." She recalled that the previous staff report indicated that "the piped watercourse, as differentiated from a piped stream, is not regulated by the City's Critical Areas Ordinance. The watercourse is not considered a piped-stream segment because it does not have an open-stream channel upstream and downstream from the piped segments. It is considered part of CRISTA's piped-drainage system. Only piped streams are regulated by the Critical Areas Ordinance." However, Ms. Way emphasized that the previously mentioned court ruling stated unequivocally that if it is a stream downstream, it is a stream upstream, and it is fish habitat downstream and upstream. She reminded the Commission that they helped create the new Critical Areas Ordinance, with 10-foot buffers on either side of a culvert because of the court ruling.

Nancy Wickward, Shoreline, said she has lived at North 196th Place and Greenwood Avenue North for 35 years. They have always parked at the top of the hill when it snows because a lot of people cannot make it up and it is a great sledding hill. A neighbor has constructed a fence at the bottom of the hill, resulting in very limited visibility. It is difficult to see who is on the hill at any time of year, and the situation is unsafe. The proposed entrance to the early childhood center would back traffic up on the hill, making the situation even worse. She noted that the traffic count on her street was done on President's Day weekend and during winter break for schools, so it should not be considered accurate. Instead, the count should take place at the beginning of the school year, as well as several times throughout the year. Ms. Wickward said they have a problem with cars from CRISTA parking in the area, even in front of "no parking" signs and on the sidewalks where the neighborhood children walk. CRISTA is a destination for these people, and CRISTA does not appear to be concerned about the safety of the community. She said she has talked to their security staff on several occasions and has been told there is nothing they can do to address the situation. She suggested an accident is waiting to happen. She said that as a result of a lengthy effort, they were able to get "no parking" signs installed along their streets because of the

neighbors' concern that emergency vehicles would be unable to access their street. She suggested this would be a problem in the future with the additional traffic that is proposed for the street.

Final Questions by the Commission

Commissioner Piro referred to Page 45 of the Staff Report, which references Decision Criteria 3. It states "The master development plan meets or exceeds the current regulations for critical areas if critical areas are present." He requested a response from staff regarding comments from the public about the existing watercourse. Mr. Szafran explained that the watercourse has been determined to be a piped watercourse, which is not considered to be a critical area. However, he acknowledged there are steep slopes on site, and all new buildings would have to be located outside of those areas. Commissioner Piro asked if there are any other critical areas on the site other than steep slopes. Mr. Szafran answered no.

Commissioner Broili asked staff to clarify why the Critical Areas Worksheet that was provided as part of the proposed MDPP indicates there was no standing or running water on the surface of the property or any adjacent property during any time of the year when the map contained in the Boeing Creek Characterization Report (Figure 2-3) clearly shows an open watercourse on the CRISTA property just southwest of the detention area. He noted that the map is also inconsistent with the response staff provided to Commissioner Piro's earlier question. He recalled he asked this same question at the last hearing and also submitted a photograph of the open watercourse full of water and flowing.

Don Hill, Triad Associates, Kirkland, explained that the area south of the internal circulation road for Cristwood and north of the main road is referred as the CRISTA detention pond. It is an existing storm drainage detention facility, and the drainage course that comes from the north outfalls at the north end of the detention pond and flows along the bottom of the detention pond during storm events. Commissioner Broili asked for an explanation of why the map identifies it as an open watercourse. Mr. Hill said he could not answer that question now. He recalled the picture provided earlier by Commissioner Broili and said he understood this to be the flow from the storm drainage pipe coming into the detention pond. Commissioner Broili noted that he also provided additional photographs of the detention pond to illustrate the water bubbling and blowing the lid off the man way and actually flowing out and eroding the surface into the detention pond. He observed that a detention pond is supposed to hold water and release it at a predetermined rate. In this situation, the water was flowing through, making it a creek. Mr. Hill said he did not observe this same situation.

Commissioner Piro asked if the proposed MDPP would respect the buffer requirements of the City's Critical Areas Ordinance if the Commission were to conclude that an open watercourse exists. Mr. Szafran answered that the proposed development would not impose upon the open watercourse, if it is determined to be such.

Commissioner Kaje asked how the proposal for Cristwood North would be impacted if the Commission were to determine that the watercourse was a piped stream. He noted that a 10-foot buffer would be required, even for those portions that are covered. Ms. Collins reminded the Commission that they discussed this issue at their January meeting. At that time, staff mentioned the administrative order

issued by the Planning Director, interpreting a piped watercourse versus a piped stream. The administrative order was applied to the subject proposal, and staff concluded it was a drainage watercourse and not a stream. She clarified that in order to be classified as a piped-stream segment, the piped watercourse must have open channel streams above and below the piped segment, with each representing, at a minimum, a Type IV Stream. She questioned the appropriateness of accepting oral testimony regarding the watercourse at this hearing, since it could not be classified as new information. She clarified that the characterization report shows open and piped watercourses, but it does not delineate types of streams.

Commissioner Kaje recalled the discussion about the administrative order, and said he has been unable to find justification for the order in the City's current code. Again, he asked how the proposal for Cristwood North would be impacted if it were determined that the watercourse was a piped stream. Commissioner Pyle summarized that the Critical Areas Ordinance would not require the applicant to daylight the stream. However, the City does have the ability to impose this requirement as part of the MDPP if it was determined to be a piped stream. If it is determined to be a piped stream, the applicant would not be allowed to rebuild a new structure on top of it.

Commissioner Pyle suggested that the memorandum from the City, which actually identifies a stream on the property and suggests that it should be daylighted sheds new light on the issue. Ms. Collins clarified that the memorandum in question was from the City's Development Review Engineer to the Planning staff. Mr. Szafran said the questions contained in the memorandum were questions posed by the public. Mr. Cohn said Planning staff requested clarification from Ms. Mosqueda, and received her response just a half hour earlier. She indicated that her response changed as she became more familiar with the site. Staff presented a new memorandum to the Commission dated this day March 18, 2010 in which Ms. Mosqueda reversed her previous opinion.

Commissioner Pyle said he takes a somewhat different approach to water resources; they should be embraced and integrated into the design of the site. Not only would this likely be more affordable, it would also provide for a more attractive design. It is also possible to make advances and benefit the natural environment by daylighting. He asked if the applicant would be willing to integrate daylighting opportunities into the design of the project where possible. **Kyle Roquet, CRISTA Ministries**, invited CRISTA's consultant, Don Hill, to share the applicant's position on the issues being discussed by the Commission.

Don Hill, Triad Associates, Kirkland, said that after conducting a site visit and reviewing available information, they determined that the watercourse is a stormwater conveyance device. The piped watercourse, as it is referred to, collects drainage from the upstream portions to the north of the site, which is tight lined in storm drainage conveyance pipes. It collects drainage inside of CRISTA and conveys it to the existing CRISTA pond. From the CRISTA pond it is conveyed in pipes further to the south. It does not appear to have been a stream since it was forested, and there are no associated wetlands discernable in the immediate area. There are no ravines or incisions that appear to be associated with the drainage course, either. His understanding is that it does not flow continuous, but during storm events. He said City staff recently affirmed this information by referring to the Boeing Creek Characterization Report, which points out there is currently a large portion of the former

headwaters of Boeing Creek that are piped watercourses. Aerial photography suggests that prior to construction of Aurora Avenue, a system of channels existed that once naturally connected streams in the area around North 183rd (south of the site) to Boeing Creek and Puget Sound. Staff also previously pointed out that a 1936 aerial photograph suggests that the past existence of a stream channel beginning at north 183rd (south of the site) and Fremont Avenue North heading south towards Darnell Park. He reiterated his previous determination that the watercourse is a storm drainage conveyance device.

Commissioner Broili asked Mr. Hill if he believes the watercourse was a stream at any point in the past. Mr. Hill answered that he did not know. He said it is obvious that this area of Puget Sound was previously forested, and the property is obviously a low spot. It may or may not have had concentrated flows on site. Commissioner Broili asked Mr. Hill if he was a hydrologist, and Mr. Hill answered no.

Commissioner Pyle asked if CRISTA would consider daylighting sections of the watercourse as part of their design, whether or not it is determined to be a stream, piped watercourse, or a drainage facility. Mr. Roquet said he is not in a position to answer for the entire team. He cautioned that it could be counterproductive to create an artificial image of a stream on the site. He emphasized that the watercourse is dry most of the time, except during storm events. The photographs provided by Commissioner Broili illustrated the situation during a rainy day, and the system functioned as expected. The outfall of the conveyance system led water into a pond that was designed and built with King County when Cristwood Park was constructed. He questioned the benefit of opening the pipe upstream when it would be dry most of the time.

Vice Chair Perkowski asked Mr. Szafran to identify the steep slopes that exist in the area of the practice field. Mr. Szafran answered that the light tan areas identify slopes of 15% to 40% and the dark areas identify steep slope hazard areas over 40%. The Critical Areas Ordinance protects steep slope hazard areas and their buffers. Vice Chair Perkowski referred to Exhibit 16, which shows that trees would be removed to accommodate the access for the new practice field. Mr. Szafran agreed but emphasized that no trees would be removed from within the steep slope hazard areas. The proposed access is consistent with the code requirements.

Deliberations

COMMISSIONER PIRO MOVED THE COMMISSION FORWARD A RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL FOR THE CRISTA MASTER DEVELOPMENT PLAN PROPOSAL (MDPP) MAP PACKET (INCLUDED IN THE MARCH 18TH STAFF REPOT) AND EXHIBIT 17 (STAFF RECOMMENDED SEPA MITIGATIONS AND REVISED MDPP CONDITIONS) AS AMENDED BY SUBSEQUENT ACTIONS. COMMISSIONER PYLE SECONDED THE MOTION.

Commissioner Piro said he is impressed with the work done to date to put together the proposed MDPP. He is impressed with the comments received from the public, which have helped the Commission focus on key issues. He commended the Commission for their thoughtful questions and comments, as well. They have a very good understanding of what has been proposed and the related issues. He further commended staff for working with the applicant to make major modifications to address concerns.

Because this is a quasi-judicial matter, it is important to be particularly attentive to legal issues and problems and identify what is within the parameters of policy. He felt confident the Commission would be able to forward a recommendation to the City Council that meets the master plan criteria outlined in the code.

The Commission referred to Exhibit 17, which identifies a list of 36 SEPA Mitigations and Revised MDPP Conditions. They also recalled that staff recommended two additional conditions. Ms. Collins explained that staff later revised the document to include just the MDPP Conditions. She noted that SEPA mitigations (Items 1-13) have already been incorporated into the proposed MDPP. The MDPP Conditions (Items 14-36 and the 2 new items) are additional requirements to ensure the proposal meets the criteria. She encouraged the Commissioners to review the MDPP Conditions and make changes, as appropriate. Chair Wagner summarized that it would not be appropriate for the Commission to offer changes to the SEPA Mitigations at this point. (*Note: The MDPP Conditions were renumbered by changing Item 14 to Item 1, Item 15 to Item 2, etc.*)

Vice Chair Perkowski inquired if the SEPA Mitigations and MDPP conditions would expire after 20 years, or if they would continue to apply to the property beyond 20 years. Ms. Collins agreed to research the issue.

The Commission reviewed each of the MDPP Conditions as follows:

- **Condition 1** (*formerly Condition 14*). Chair Wagner pointed out that the map is not intended to identify the exact footprints of the proposed buildings, but the development would be limited to what is described in the text of the MDPP. Commissioner Behrens questioned the best way to address his concerns about the proposed access points. Chair Wagner suggested that an additional condition could be added to further address access points or the Commission could direct staff to update the text and the map. Mr. Szafran pointed out that Condition 1 refers to building and placement, and does not address access. Commissioner Broili pointed out that the map would be updated to be consistent with the approved conditions. Commissioner Behrens noted that none of the proposed conditions address the specific issue of access. Mr. Szafran agreed that a new condition would have to be added to address access, and then the map would be updated to be consistent.
- **Condition 13** (*formerly Condition 27*). Commissioner Piro referred to Condition 13 (*formerly Condition 27*) and said he was very intrigued with Commissioner Kaje's earlier suggestions for extending the mitigation fund concept to address issues that come up beyond five years.

Commissioner Kaje recalled earlier discussions in which the City Attorney cited State Law that requires the City to use the money within five years or give it back to the applicant. Ms. Collins said that the money must be returned if it is not used within five years of the time it is given to the City. Commissioner Kaje said the intent of this law is that the City should know within five years whether or not the money is needed. However, the proposed MDPP represents a 20-year plan. He questioned why the money could not stay safely in the fund until five years after the last phase of the master plan. Ms. Collins said the provision in the Revised Code of Washington was not written with the master plan concept in mind, but it would still apply. She explained, however, that the City would not be

required to collect the money up front when the plan is approved. Instead they could identify when they anticipate the money would be needed to address impacts. Commissioner Kaje suggested that instead of trying to guess now which particular permit would create the most impact, the condition could state that the timing of the contribution would be at the City's discretion within the period of the master plan. He further suggested that the required contribution should be adjusted each year based on the Consumer Price Index numbers for Seattle.

Ms. Collins agreed it would be possible to create a condition that allows the City to collect the money whenever staff believes the additional mitigations would be needed. However, it may be more appropriate to tie the requirement to a specific submittal. Commissioner Piro expressed his belief that it would be appropriate to require an initial contribution to cover unforeseen impacts. The remainder could be collected if and when staff determines there is a need for additional mitigation of impacts as the master plan is implemented.

Commissioner Kaje said he understands the Commission is not weighing the merits of the SEPA Mitigations at this point. However, he noted that Item 7 is almost identical to Condition 13 (*formerly Condition 27*). Both talk about the \$20,000 mitigation fund. He questioned the most appropriate way to address the shortcomings of Condition 13. Ms. Collins said the condition related to the mitigation fund is more appropriate as a development plan condition and probably should not have been a SEPA Mitigation. She suggested the Commission could modify Condition 13 to address their concerns. Whatever language is put in the conditions that is stronger than the SEPA Mitigations would control. However, the condition must be tied to the impacts and be reasonable and proportionate. Commissioner Kaje pointed out that the SEPA Mitigation indicates that unused funds would have to be returned after six years, and Condition 13 states five. Ms. Collins said State Law is five years.

COMMISSIONER PIRO MOVED TO AMEND CONDITION 13 (*formerly Condition 27*), BY ADDING AN ADDITIONAL SENTENCE TO READ: "ADDITIONAL IMPLEMENTATION FUND DEPOSITS AT A RATE EQUIVALENT TO \$20,000 (IN 2010 DOLLARS) MAY BE REQUESTED AS A RESULT OF STAFF UPDATED ANALYSIS OF TRAFFIC AND MOBILITY AT UP TO TWO SUBSEQUENT POINTS THROUGH THE DURATION OF THE PLAN." COMMISSIONER PYLE SECONDED THE MOTION.

Commissioner Piro said he believes it is appropriate to consider the impacts at different points of time, but the fund should not be endless. The intent of the motion is to match the fund to the phasing, but not be totally wedded to it. Two times seems appropriate given that the Commission would review the plan again in 10 years. To address previous concerns that \$20,000 might be too low, he added language that would allow the amount to increase based on inflation. Commissioner Pyle said the proposed amendment addresses the equivalency issue, as well as the frequency issue. It will force some check-in points along with implementation.

Chair Wagner felt the Commission should trust the evaluation that has already been done. They are asking for a lot of money from the applicant to pay for very vague projects. Unless they have specific uses in mind, she felt the proposed \$20,000 "slush fund" could be a bit high. She stressed the importance of being consistent and fair for all campuses that will go through the master plan process.

They should set conditions that are truly appropriate and not just because CRISTA has been willing to negotiate. She referred to Decision Criteria 5, which states there must be “sufficient capacity and infrastructure in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed.” She observed that while the Commission received a lot of anecdotal comments and concerns about impressions of traffic, they have not heard any testimony from a traffic engineer that would cause her to think the criteria would not be met by the proposed conditions.

COMMISSIONER KAJE OFFERED A FRIENDLY AMENDMENT TO THE MOTION TO CHANGE THE FIRST PARAGRAPH BY STRIKING THE WORD “LOCAL,” AND ADDING A PHRASE AT THE END TO READ “AND OTHER DEVICES DEEMED SUITABLE BY THE CITY’S TRAFFIC ENGINEER.” COMMISSIONERS PIRO AND PYLE ACCEPTED THE FRIENDLY AMENDMENT.

Commissioner Piro suggested that where the word “traffic” is used, the words “and mobility” should be added. This would address the concerns raised earlier by Commissioner Kuboi about pedestrian movement. The Commission agreed that the condition was intended to apply to both pedestrian and vehicular traffic. They further agreed that the word “transportation” would capture pedestrian, vehicular, and bicycle traffic. They also agreed to change “traffic control devices” to “transportation solutions.”

Commissioner Piro referred to Chair Wagner’s comment about setting precedence that could have impacts well into the future. He noted that Condition 13 is a result of staff working with the proponent. He felt it would be appropriate to place a lid on the dollar amount the City can collect, but allow flexibility for when the money could be collected. Chair Wagner said her comment about precedence was not directed entirely to Condition 13. She is also concerned about other conditions. While she can support the concept outlined in Condition 13, they should keep in mind how it could impact other master plan proposals that come forward in the future.

Mr. Cohn said it is also important to be concerned about creating a nexus. The fund should only be used to address impacts that are attributable to the CRISTA Master Plan implementation. The remainder of the Commission concurred that “during” should be replaced with “attributable to.”

Commissioner Broili said he assumes the money would be placed in an interest-bearing account that would increase in value. If the money is not needed, it would be returned to CRISTA after five years, including interest. He said he does not see how this would be a burden to the applicant since the money could only be used to address impacts that are created by CRISTA.

COMMISSIONER KUBOI OFFERED A FRIENDLY AMENDMENT TO ADD “SIDEWALKS” TO THE LIST OF POSSIBLE SOLUTIONS. COMMISSIONERS PIRO AND PYLE ACCEPTED THE FRIENDLY AMENDMENT.

Commissioner Kuboi pointed out that, as proposed, an updated staff analysis would be the trigger for additional mitigation. He asked if the applicant would have the ability to appeal the validity of the

staff's analysis. Ms. Collins answered that there would be no administrative appeal. She clarified that it is important to have a clear connection between the mitigation requirements and impacts caused by the CRISTA development.

Chair Wagner cautioned against giving the neighborhood the idea that there would be at least \$20,000 available for traffic improvements that they request. She explained that decisions on how best to use the fund should be based on a fairly robust staff analysis process. The money should not be used to mitigate impacts that were caused by prior bad planning. Mr. Cohn said that future staff analysis would be tied to the current analysis.

The Commission agreed it would be appropriate to use the term "pedestrian improvements" rather than "sidewalks."

THE MOTION TO AMEND CONDITION 13 WAS APPROVED 7-1, WITH CHAIR WAGNER VOTING IN OPPOSITION. AS AMENDED.

COMMISSIONER KAJE MOVED THAT THE SECOND PARAGRAPH OF CONDITION 13 BE FURTHER AMENDED TO READ: "THE FIRST \$10,000 SHALL BE DEPOSITED UPON COMPLETION OF THE PRACTICE FIELD. THE SECOND \$10,000 SHALL BE DEPOSITED UPON COMPLETION OF THE FIRST BUILDING OVER 4,000 SQUARE FEET. CHAIR WAGNER SECONDED THE AMENDMENT.

Commissioner Kaje pointed out that construction impacts are already anticipated and likely mitigated. The fund is intended to address unanticipated operational impacts associated with implementation of the plan. Because implementation of the master plan would take place over numerous years, the City might end up in a situation where they return the money before the impacts of the facility are apparent.

Commissioner Pyle said he does not believe that the MDPP requires the applicant to go through a certain phasing sequence, and CRISTA could postpone construction of the new practice field until the end of year 10. Mr. Cohn agreed that is possible.

COMMISSIONER PYLE OFFERED A FRIENDLY AMENDMENT TO CHANGE THE SECOND PARAGRAPH TO READ, "THE FIRST \$10,000 SHALL BE DEPOSITED PRIOR TO ISSUANCE OF THE FIRST CONSTRUCTION PERMIT FOR THE PROJECT. THE SECOND \$10,000 SHALL BE DEPOSITED PRIOR TO THE ISSUANCE OF THE TEMPORARY CERTIFICATE OF OCCUPANCY OF THE FIRST BUILDING OVER 4,000 SQUARE FEET." COMMISSIONER KAJE AND CHAIR WAGNER ACCEPTED THE FRIENDLY AMENDMENT.

Commissioner Piro asked if the practice field would require a construction permit. Mr. Szafran answered affirmatively.

Commissioner Kaje pointed out that because there would be an uncertain time frame, they should use the same language in the first paragraph that was used in the second to make it clear that the deposit must be based on 2010 dollars. He suggested they reference the Consumer Price Index for Urban

Workers in the Seattle/Tacoma/Bremerton Area (CPI-U Seattle). The remainder of the Commission concurred.

Commissioner Pyle explained that the purpose of attaching the first payment to the first construction permit is to ensure funds would be available to address major traffic issues associated with early projects. He recalled an earlier hearing, where he raised concerns about the length and duration of construction and the impacts it could have on a residential neighborhood.

THE MOTION TO AMEND CONDITION 13 WAS APPROVED UNANIMOUSLY. AS AMENDED, CONDITION 13 WOULD READ:

“CRISTA SHALL DEPOSIT A TOTAL OF \$20,000 WITH THE CITY OF SHORELINE TO FUND THE IMPLEMENTATION OF OTHER CITY-APPROVED TRAFFIC CALMING MEASURES NOT SPECIFICALLY LISTED IN THE MDPP, TO BE USED IN THE HILLWOOD NEIGHBORHOOD. THESE FUNDS WILL BE USED BY THE CITY OF SHORE TO BUILD TRAFFIC CONTROL DEVICES TO HELP MANAGE ANY UNANTICIPATED TRANSPORTATION PROBLEMS ON STREETS IN THE HILLWOOD NEIGHBORHOOD AREA ATTRIBUTABLE TO THE CRISTA CAMPUS MASTER PLAN IMPLEMENTATION. TRANSPORTATION SOLUTIONS CAN INCLUDE SPEED TABLES, TRAFFIC CIRCLES, PEDESTRIAN IMPROVEMENTS, STATIONARY RADAR SIGNS, OR OTHER DEVICES DEEMED SUITABLE BY THE CITY’S TRAFFIC ENGINEER.

THE \$20,000 (in 2010 dollars) SHALL BE DEPOSITED IN TWO \$10,000 INSTALLMENTS. THE FIRST \$10,000 SHALL BE DEPOSITED PRIOR TO ISSUANCE OF THE FIRST CONSTRUCTION PERMIT. THE SECOND \$10,000 SHALL BE DEPOSITED PRIOR TO ISSUANCE OF TEMPORARY CERTIFICATE OF OCCUPANCE OF THE FIRST BUILDING OVER 4,000 SQUARE FEET.”

- **Conditions 6** (*formerly Condition 20*) **and 16** (*formerly Condition 30*). Commissioner Broili questioned the difference between Conditions 6 and 16. The Commission agreed they were similar, and Condition 6 was removed from the document.
- **Condition 23** (*new*).

COMMISSIONER BROILI MOVED THAT AN ADDITIONAL CONDITION 23 BE ADDED TO READ “ALL SITE AND ARCHITECTURAL IMPROVEMENTS AND DEVELOPMENT SHALL UTILIZE LOW-IMPACT DEVELOPMENT TECHNIQUES TO THE FULLEST EXTEND FEASIBLE AS INDICATED THROUGH CONTINUOUS HYDROLOGICAL MODELING.” COMMISSIONER PIRO SECONDED THE MOTION.

Commissioner Broili pointed out that Decision Criteria 4 requires the applicant to use low-impact development techniques. However, the low-impact development techniques are not called out in any conditions. Commissioner Piro observed there is a good parallel between the decision criteria and the conditions with many of the other factors, and it would be appropriate to add a condition related

specifically to low-impact development, as well. He noted the staff's analysis makes it clear the master plan is sensitive to low-impact development.

Commissioner Pyle said he supports the proposed condition, but it would be redundant. He reminded the Commission that the City's Stormwater Manual automatically requires low-impact development. Commissioner Broili agreed but pointed out that connecting low-impact development techniques to continuous hydrological modeling is a somewhat different approach. He felt the proposed condition would "add teeth" to the stormwater requirements. Commissioner Pyle observed that the plan submitted by the applicant does not identify where low-impact development components might be applied, yet 11 detention vaults have been designed into the project. While vaults are the traditional method of stormwater conveyance under the old manual, they do not represent low-impact development techniques. Commissioner Broili commented that applying low-impact development techniques would be in CRISTA's best interest because it would free up areas that are presently indicated to be detention ponds. Low-impact development techniques leave the land available for other uses. Furthermore, low-impact development techniques will soon be a State requirement.

Mr. Cohn suggested the language of the proposed condition be changed to replace "all site and architectural improvements" with "all site and associated building improvements." Commissioners Broili and Piro accepted the change.

Commissioner Kuboi asked how the new condition would be enforced. He particularly questioned the use of the word "feasible." Commissioner Broili pointed out "feasible" is a term used in most stormwater manuals. Commissioner Kuboi observed that "technically feasible" is different than "economically feasible." He expressed concern that aspirational statements can be difficult to enforce. Commissioner Broili pointed out that the proposed condition would add teeth to the stormwater manual requirements by requiring a continuous hydrological model. Ms. Collins said that, as proposed, whatever the hydrological modeling shows to be feasible is what the City would require. Commissioner Kuboi cautioned that something that is technically feasible may cost many times more than the old fashioned way of dealing with something. He asked what limits would be placed upon the City when requiring an applicant to implement a technique that costs many times more than the traditional way. Ms. Collins agreed there must be some limit. Commissioner Pyle suggested that a phrase could be added to say, "The test of technical feasibility shall be an assessment or analysis that evaluates the proportionality of benefit to cost."

Commissioner Broili took exception to Commissioner Kuboi's use of the word "aspiration." He shared his position that developers should bear the burden of restoring and maintaining the hydrology of the site. It should not become a taxpayer problem or issue. Commissioner Kuboi agreed that this should be the City's goal, but it is not something that can necessarily be enforced at this time. Commissioner Broili expressed his belief that continuous hydrological modeling is a fine-textured approach that spells out what can actually be done. The applicant would be required to hire a hydrological engineer to perform this work before, during and after development.

COMMISSIONER PYLE OFFERED A FRIENDLY AMENDMENT TO CHANGE PROPOSED CONDITION 23 TO SPECIFICALLY REFERENCE THE MOST CURRENT

VERSION OF THE LOW-IMPACT DEVELOPMENT TECHNICAL GUIDANCE MANUAL FOR PUGET SOUND. COMMISSIONERS BROILI AND PIRO ACCEPTED THE FRIENDLY AMENDMENT.

While Commissioner Piro he agreed that proposed Condition 23 would be a very nice goal and would be a good outcome, he questioned the nexus for adding it as a requirement. For example, he asked the Commission to identify which Decision Criteria would support the additional requirement. Commissioner Broili pointed out that Decision Criteria 4 would support the proposed amendment. Ms. Collins said it is also important to tie the conditions specifically to the impacts that would be created by the proposed MDPP. Commissioner Broili referred to the comments from the applicant's engineer that there is no indication or sign that a stream existed on the subject property. However, the LIDAR Map clearly identifies where the drainage was and what the headwater looked like. This system was originally intact, but is now all piped. Again, he reminded the Commission that low-impact development would be required by the State and something everyone should be doing it. It is being promoted by many jurisdictions, and he felt that Shoreline should embrace the concept from this point forward wherever possible.

Commissioner Pyle pointed out that low-impact development is already required as part the City's stormwater plan. However, the modeling requirement would be a slightly different approach. It is not too far beyond what is already required, but the condition is a different way of describing how they want to address low-impact development for a site of this size.

Commissioner Pyle asked Mr. Hill, the applicant's engineer, to share whether or not the low-impact development technique requirement is already tied to continuous hydrological modeling. Mr. Hill answered affirmatively. He explained that "continuous hydrological modeling" refers to the method outlined in the 2005 Department of Ecology Manual as adopted by the City. The phrase is not outlined in the Low-Impact Development Technical Guidance Manual for Puget Sound. He recommended that the following be added at the end of the condition, "as outlined in the 2005 Department of Ecology Manual adopted by the City of Shoreline." This would make it clear where the phrase is coming from. Commissioners Broili and Piro accepted the change.

THE MOTION TO ADD CONDITION 23 CARRIED UNANIMOUSLY. AS AMENDED, CONDITION 23 WOULD READ: "ALL SITE AND ASSOCIATED BUILDING IMPROVEMENTS AND DEVELOPMENT SHALL UTILIZE LOW-IMPACT DEVELOPMENT TECHNIQUES AS SPECIFIED BY THE MOST CURRENT VERSION OF THE LOW-IMPACT DEVELOPMENT TECHNICAL GUIDANCE MANUAL FOR PUGET SOUND TO THE FULLEST EXTENT FEASIBLE AS INDICATED THROUGH CONTINUOUS HYDROLOGICAL MODELING AS OUTLINED IN THE 2005 DEPARTMENT OF ECOLOGY MANUAL ADOPTED BY THE CITY OF SHORELINE."

- **Condition 22** (*new proposed by staff*). Commissioner Piro said it is important to ensure that mitigation is more than just addressing vehicular movement.

COMMISSIONER PIRO MOVED THAT CONDITION 22 BE AMENDED BY REPLACING “TRAFFIC MITIGATION” WITH “TRANSPORTATION MITIGATION.” COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Behrens suggested that level of service would be a better way to address intersections over the course of the permit. He also wants to make sure they do not reduce level of service in the intersections adjacent to the development because of other development in the vicinity. There should be a proportionate way to attach future development to losses in level of service.

Commissioner Piro expressed his belief that although level of service is not explicitly called out, it is addressed by the 20 trip limit. He suggested Commissioner Behrens’ concerns could be addressed by adding the phrase “or change in level of service standard.”

THE MOTION CARRIED UNANIMOUSLY.

COMMISSIONER BEHRENS MOVED TO AMEND CONDITION 22 TO ADD “OR DECREASE IN LEVEL OF SERVICE” AFTER “INCLUDING GROWTH IN BACKGROUND TRAFFIC.” COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Pyle inquired if the amendment could be interpreted to mean the applicant would be required to review the traffic model output if the level of service decreases, regardless of the 20 pm peak trips. He suggested a better way to address Commissioner Behrens’ concern is to change the language to read, “When the applicant applies for a building permit for development during the term of the MDPP approval that generated 20 new pm peak trips at the nearest intersection or decreases the level of service standard, the applicant. . .” Commissioners Behrens and Broili agreed to the change.

THE MOTION TO AMEND CONDITION 22 CARRIED UNANIMOUSLY. AS AMENDED CONDITION 22 WOULD READ: “WHEN THE APPLICANT APPLIES FOR A BUILDING PERMIT FOR DEVELOPMENT DURING THE TERM OF THE MDPP APPROVAL THAT GENERATED 20 NEW PM PEAK TRIPS AT THE NEAREST INTERSECTION OR DECREASES THE LEVEL OF SERVICE STANDARD, THE APPLICANT WILL REVIEW THE TRAFFIC MODEL OUTPUT TO DETERMINE THE CONTINUING ACCURACY OF PRIOR TRAFFIC MODELING (INCLUDING GROWTH IN BACKGROUND TRAFFIC) AND WHETHER ADDITIONAL TRANSPORTATION MITIGATION IS WARRANTED AND SUBMIT TO SHORELINE STAFF TO EVALUATE.”

- **Condition 20** *(formerly Condition 35).*

CHAIR WAGNER MOVED TO DELETE CONDITION 20, WHICH STATES “THE PROPOSED ATHLETIC FIELD SHALL BE USED BY CRISTA OR CRISTA AFFILIATES ONLY.” COMMISSIONER PYLE SECONDED THE MOTION.

Chair Wagner recalled that there was a small amount of public input regarding use of the athletic field, but the comments did not seem to indicate this was a significant problem in the neighborhood. In

addition, it does not strike her as something that is necessary to meet the decision criteria. There is nothing in CRISTA's history that would lead her to believe that its use of the athletic field would be detrimental to the health, safety and welfare of the neighborhood. Commissioner Piro agreed and noted that the proposed condition would preclude a neighborhood group from using the field.

Commissioner Pyle said he sees the CRISTA facilities, in general, as a "yes in my backyard." All the schools around the City rent out their fields to various leagues. He felt the field provides a great amenity to the community. Commissioner Piro agreed.

Commissioner Kuboi recalled testimony voicing concern about increasing the intensity of the athletic field use, which translates into traffic, etc. He said he would not support the motion to delete Condition 20. Chair Wagner said she does not disagree there was some concern about the use, but she did not feel the impacts discussed would be the kind that would contribute to peak am and pm trips. Commissioner Kuboi said that although it might not change the peak traffic, it could increase the number of evenings during the week when the field is used.

Commissioner Behrens said he would also like to retain Condition 20. He reminded the Commission that there is also a noise issue associated with the athletic field use. It is totally appropriate for CRISTA to use the facilities for the school and affiliated organizations, but there is a legitimate neighborhood concern about use from outside sources that would contribute to congestion and noise in the neighborhood.

Commissioner Piro said he would support the proposed motion because other organizations are allowed to use public school athletic facilities. He said he does not believe the traffic impacts associated with the additional uses would be significant. Commissioner Pyle added that a lot of effort has been put into noise abatement and traffic mitigation to resolve the impacts. Chair Wagner recalled earlier Commission discussion that the City of Shoreline does not have sufficient parks and open space for public use. Allowing other people to use the field for exercise and activity would be an asset to the community.

THE MOTION TO DELETE CONDITION 20 WAS APPROVED 5-2-1, WITH CHAIR WAGNER, VICE CHAIR PERKOWSKI AND COMMISSIONERS PYLE, PIRO AND KAJE VOTING IN FAVOR, COMMISSIONERS KUBOI AND BEHRENS VOTING IN OPPOSITION, AND COMMISSIONER BROILI ABSTAINING.

- **Condition 4** (*formerly Condition 18*). Commissioner Kaje asked what is meant by "fully within 60 feet." Mr. Szafran said it was intended to mean the canopy. He explained that this condition was intended to save the most prominent trees that line Fremont Avenue North. Commissioner Kaje asked staff to illustrate the impact of Condition 4, which would require the applicant to maintain all significant trees that are fully within 60 feet of the Fremont Avenue North right-of-way. He recalled that some residents felt very strongly about retaining the trees in the corner and along the frontage of Fremont Avenue North, yet Condition 4 would allow several of the southernmost large trees to be removed. Mr. Szafran agreed that would be the location of the proposed assisted living facility.

Commissioner Pyle said that in his experience when large buildings are placed next to very large trees, the soil and roots are disrupted when the building's foundation is put in. Invariably, there becomes a condition where the property owner immediately wants to remove the trees because they are hazardous. Mr. Szafran noted that the Commission could use the tree plan to identify which trees must be saved. He suggested they add language addressing replacement requirements for trees that need to be removed because they are diseased, hazardous, etc. He pointed out that another proposed condition would require that substantial trees be replaced at a 1:1 ratio. Commissioner Pyle said he views Condition 4 as an attempt to preserve the character of a particular section of Fremont Avenue North, in addition to preserving resources, habitat, structure, etc. The proposed change would ensure that if trees are removed, the plantings would be sufficiently robust as to restore the character of the area over time.

COMMISSIONER PYLE MOVED TO AMEND CONDITION 4 BY ADDING THE FOLLOWING SENTENCES AT THE END: "ALL TREES SHALL BE DOCUMENTED AS RETAINED TREES. ANY REMOVED TREES SHALL BE REPLANTED AT A RATIO OF 3:1 WITH SIMILAR SPECIES AND PROXIMITY." COMMISSIONER KAJE SECONDED THE MOTION.

Commissioner Piro questioned if a 3:1 ratio was too high. He expressed concern about over planting the area and creating an unhealthy mix of vegetation overtime. Commissioner Pyle suggested the ratio could be subject to design by a landscape architect. The remainder of the Commission agreed that would be appropriate. Commissioner Broili suggested that another option would be to plant more trees that you want to end up with, and then remove the weak trees at a later time and leave the healthier ones.

COMMISSIONER PYLE MOVED TO AMEND HIS MOTION TO READ: "ALL SUCH TREES SHALL BE DOCUMENTED AS PROTECTED TREES. ANY REMOVED TREES SHALL BE REPLANTED AT AN INCREASED RATIO WITH A SIMILAR SPECIES AND PROXIMITY." COMMISSIONER KAJE AGREED TO THE AMENDED LANGUAGE.

Commissioner Broili explained that the purpose of an increased ratio is to ensure you end up with a good tree to replace the one that was removed, but using the term "increased ratio" is too wishy washy. Mr. Hill suggested the replacement ratio could be based on a recommendation by a certified arborist. The Commission concurred that would be appropriate

COMMISSIONER PYLE MOVED TO AMEND HIS MOTION FURTHER TO READ: "ALL SUCH TREES SHALL BE DOCUMENTED AS PROTECTED TREES. ANY REMOVED TREES SHALL BE REPLANTED WITH A SIMILAR SPECIES AND PROXIMITY AT A RATIO RECOMMENDED BY A CERTIFIED ARBORIST." COMMISSIONER KAJE AGREED TO THE AMENDED LANGUAGE.

THE MOTION TO CHANGE CONDITION 4 AS AMENDED WAS APPROVED UNANIMOUSLY.

- **Condition 24** (*new*).

COMMISSIONER BROILI MOVED THAT A NEW CONDITION 24 BE ADDED TO READ: "ALL TEMPORARY EROSION AND SEDIMENTATION CONTROLS (TESC) PLANS SHALL MEET WASHINGTON STATE DEPARTMENT OF TRANSPORTATION BEST MANAGEMENT PRACTICES (BMP's)." VICE CHAIR PERKOWSKI SECONDED THE MOTION.

Commissioner Broili noted that Tab 7, Page 7 of the CRISTA MDPP identifies proposed measures to reduce controlled erosion and other impacts to earth, if any, during construction. He emphasized that there are actually better management practices available, and the Washington State Department of Transportation is using the "cutting edge" of BMP's. Using these new practices would benefit CRISTA by reducing their cost for erosion control. The techniques would also improve the soil conditions, etc.

Commissioner Pyle asked if the BMP's referenced by Commissioner Broili have already been included in the Low-Impact Development Technical Guidance Manual for Puget Sound. Commissioner Broili did not think so.

Commissioner Piro said he appreciates the Commission's efforts to bring projects to a higher standard, but he is not familiar with the Washington State Department of Transportation's BMP's. He questioned if these practices would be applicable to projects other than road projects. Commissioner Broili said the concept involves the use of compost, socks, berms and blankets and would be applicable for erosion control with all construction and site disturbances. The concept is used extensively throughout the United States. It works well and reduces waste, and the compost can be spread out across the landscape to amend the soils.

Mr. Hill advised that CRISTA shares the goal of making sure the construction practices during the various projects control erosion. However, he registered the concern that even though the manual identified by Commissioner Broili as prepared by the Department of Transportation has exemplary measures, they may be in conflict with the City's current standards. He reminded the Commission that the City has adopted the 2005 Department of Ecology Manual, which includes temporary erosion and sedimentation control measures. He summarized that CRISTA believes the project can meet Commissioner Broili's intent by conforming to the current City standards.

Commissioner Pyle asked if the applicant would be required to submit and follow through on a Stormwater Pollution Prevention Plan. Mr. Hill answered affirmatively. Commissioner Pyle advised that, as part of the Stormwater Pollution Prevention Plan, the applicant would identify all of their erosion control methodologies and techniques and how they would conform to the 2005 Department of Ecology Manual. Mr. Hill concurred. Commissioner Broili observed that some of their methodologies and techniques have been listed in the MDPP as referenced earlier. However, he still recommends the proposed Condition 24 because many of the techniques are no longer cutting edge, and there are better methods.

Vice Chair Perkowski asked if proposed Condition 24 would require City staff to review the plans for consistency. If the applicant's plan does not meet one aspect of the 2005 Department of Ecology Manual, would the proposal be found inconsistent? Ms. Collins suggested that additional language be added to state that the plans cannot conflict with the City's existing provisions. The Commission concurred.

THE MOTION TO ADD A NEW CONDITION 24 AS AMENDED WAS UNANIMOUSLY APPROVED. THE AMENDED CONDITION 24 WOULD READ AS FOLLOWS: "ALL TEMPORARY EROSION AND SEDIMENTATION CONTROL (TESC) PLANS SHALL MEET WASHINGTON STATE DEPARTMENT OF TRANSPORTATION BEST MANAGEMENT PRACTICES (BMP's) AS LONG AS PLANS DON'T CONFLICT WITH THE CITY OF SHORELINE'S TESC STANDARDS."

- **Condition 19** (*formerly Condition 34*). Commissioner Kuboi questioned if the measurement 190' x 380' represents the actual field size or the cleared area. If it represents the field size, he would like to place limitations on the cleared area. Mr. Szafran said the proposed field area would be 190' x 380'. Mr. Cohn said that if the Commission decides to add additional language, he asked that staff be allowed to work with the applicant to identify the exact dimensions provided on the sketch.

COMMISSIONER KUBOI MOVED THAT CONDITION 19 BE CHANGED TO READ: "CRISTA SHALL LIMIT THE SIZE OF THE ATHLETIC FIELD TO 190' X 380'. THE CLEARED AREA WOULD BE LIMITED TO THE AREA DEPICTED BY THE PRACTICE FIELD STUDY." STAFF WOULD BE DIRECTED TO FILL IN THE APPROPRIATE DIMENSIONS BASED ON THE MAP DRAWING. COMMISSIONER PYLE SECONDED THE MOTION.

The Commission noted that the field was referred to as the "practice field" on all the maps. They agreed that the terminology should be used consistently throughout the MDPP. Commissioner Kuboi expressed his belief that "athletic field" is more reflective of what the field would actually be used for. Chair Wagner noted that "athletic field" has been used to identify the field that is clearly attached to the stadium. The Commission agreed to use the term "practice field."

COMMISSIONER PYLE PROPOSED A FRIENDLY AMENDMENT THAT WOULD CHANGE THE SECOND SENTENCE OF CONDITION 19 TO READ: "THE CLEARED AREA IS LIMITED TO XXX SQUARE FEET UNLESS ADDITIONAL SPACE IS REQUIRED FOR ACCESSWAY SHORING." COMMISSIONER KUBOI AGREED TO THE FRIENDLY AMENDMENT.

Mr. Cohn agreed that additional space might be necessary for walls to shore up the access areas. Commissioner Piro expressed concern about leaving the condition open for staff to complete. Ms. Collins suggested the cleared area could be limited to the area depicted by the Practice Field Study (Exhibit 16).

Commissioner Behrens noted that the reduced field size would result in an increase in the amount of retained trees. Whatever is allowed to occur in this location should not result in the removal of additional trees. The remainder of the Commission concurred. Commissioner Kuboi pointed out that the Staff Report cited tree counts to illustrate the difference in the number of trees, but there is no mechanism in place to ensure that Commissioner Behren's concerns are met. Commissioner Behrens referred to the legend on the bottom of the map that shows the applicant would save a particular number of trees. He said he is comfortable with allowing the area around the field to be expanded to make it functional, as long as they don't lose additional tree cover.

Commissioner Broili expressed concern that when clearing occurs to accommodate the practice field, the root systems of the significant trees could be damaged and the trees could die. Rather than being concerned about the amount of space that is cleared, he is more concerned that the City require the proper attention of an arborist to make sure the trees are protected during construction. The City has already defined what trees would be removed, so they should focus their attention on the ones that will remain.

Ms. Collins recommended that the following be added at the end of the condition, "provided that additional area may be allowed to be cleared for shoring. The Commission agreed that would be appropriate.

COMMISSIONER KAJE OFFERED A FRIENDLY AMENDED TO ADD THE FOLLOWING AT THE END OF THE CONDITION: "TREE REMOVAL SHALL NOT EXCEED VALUES SHOWN ON THE PRACTICE FIELD STUDY." COMMISSIONERS KUBOI AND PYLE AGREED TO THE FRIENDLY AMENDMENT.

THE MOTION TO CHANGE CONDITION 19 WAS UNANIMOUSLY APPROVED AS AMENDED. AMENDED CONDITION 19 WOULD READ AS FOLLOWS: "CRISTA SHALL LIMIT THE SIZE OF THE PRACTICE FIELD TO 190' x 380'. THE CLEARED AREA IS LIMITED TO THE AREA DEPICTED BY THE PRACTICE FIELD STUDY (XXX SQUARE FEET) PROVIDED THAT ADDITIONAL AREA MAY BE ALLOWED TO BE CLEARED FOR SHORING. TREE REMOVAL SHALL NOT EXCEED VALUES SHOWN ON THE PRACTICE FIELD STUDY." *(Note: the XXX would be filled in at a later date by staff.)*

- **Condition 9** *(formerly Condition 23).*

COMMISSIONER KUBOI MOVED THE COMMISSION ADD A NEW SENTENCE AT THE END OF CONDITION 9 TO READ, "THE PARKING MANAGEMENT PLAN SHALL ANALYZE OFFSITE PARKING IMPACTS AND SUGGEST MITIGATIONS." CHAIR WAGNER SECONDED THE MOTION.

Commissioner Kuboi said he has heard repeatedly that the parking management plan would be limited to just onsite impacts. They have also heard that students and workers of CRISTA do not always park where they are supposed to. He felt CRISTA should be required to accept some ownership of the parking impacts when cars spill over into the neighborhoods.

Mr. Cohn asked for direction from staff as to whether parking along Fremont Avenue North should be allowed. While there are other offsite parking impacts, the most significant issues occur along Fremont Avenue North. Commissioner Piro suggested this question could be answered by the Parking Management Plan. Mr. Cohn summarized that, as proposed, the traffic engineer would make the ultimate decision about offsite parking impacts.

Commissioner Broili pointed out that quite a few bicyclists travel Fremont Avenue North, and there is a bike lane along CRISTA's portion of the street. He said the bicycle lane should be taken into consideration as part of the Parking Management Plan. Mr. Cohn agreed that the bicycle lane would be part of the future plan.

THE MOTION TO AMEND CONDITION 9 CARRIED UNANIMOUSLY.

- **Condition 2** (*formerly Condition 15*).

COMMISSIONER KUBOI MOVED THAT CONDITION 2 BE CHANGED TO READ, "SIGNIFICANT TREE RETENTION SHALL BE NO LESS THAN 66%." COMMISSIONER PYLE SECONDED THE MOTION.

Vice Chair Perkowski expressed concern that, as written, Condition 2 would not establish a baseline. He pointed out that the Practice Field Study (Exhibit 16) indicates that 65 significant trees would be saved. However, this was established before the 66% condition. Unless the 66% number is changed, tree retention would be a wash. He reviewed the number of significant trees identified in the Tree Retention Plan and 65 additional trees would make a total of 952 trees.

VICE CHAIR PERKOWSKI SUGGESTED A FRIENDLY AMENDMENT THAT WOULD CHANGE CONDITION 2 TO READ, "SIGNIFICANT TREE RETENTION SHALL BE A MINIMUM OF 952 HEALTHY SIGNIFICANT TREES AS DEPICTED ON THE TREE RETENTION PLAN MAPS."

Vice Chair Perkowski explained that the friendly amendment was intended to get at the same point as the original motion language, but it would make the requirement clearer. Mr. Roquet recalled that someone earlier asked how CRISTA's proposal would compare with the new tree code requirements. He reported that their retention would be an almost exact invert of the new requirements. They are retaining trees that they could actually remove according to the new tree code. He emphasized that CRISTA has given up a lot, and he asked the Commission to give them some room to move. He summarized that, throughout the process, CRISTA has displayed a desire to work with the City and maintain trees wherever possible. But he also hopes the City would reciprocate and give them some room for flexibility. Commissioner Kaje asked if the 66% requirement would allow sufficient flexibility. Mr. Roquet said the evaluation counted every single tree on the property, and the 66% requirement would allow for some flexibility.

VICE CHAIR PERKOWSKI'S FRIENDLY AMENDMENT WAS NOT ACCEPTED.

Commissioner Behrens said it is important for the Commissioners to remember that the applicant is proposing to remove a significant forested area; one of the largest continuous forested areas in Shoreline. However, they should look beyond the number and consider that many trees would be removed from just one area to create a practice field. This will have a significant visual impact for a long time into the future.

COMMISSIONER PYLE OFFERED A FRIENDLY AMENDMENT TO ADD AN ADDITIONAL SENTENCE AT THE END OF CONDITION 2 TO READ, "TREES SHALL BE PRESERVED IN CLUSTERS AND PATCHES WHENEVER FEASIBLE."

Commissioner Broili pointed out that not all of the 33% of trees removed would come from one area. The removal would be scattered across the site. The applicant indicated that 11% of the trees in the practice field area would be removed. He agreed with the applicant that they need to allow some room for flexibility. Commissioner Kaje commented that the number identified in Condition 2 does not just apply to the practice field, but to the entire site.

COMMISSIONER PYLE'S FRIENDLY AMENDMENT WAS NOT ACCEPTED.

THE MOTION TO AMEND CONDITION 2 WAS APPROVED 6-2, WITH VICE CHAIR PERKOWSKI AND COMMISSIONER BEHRENS VOTING IN OPPOSITION. CONDITION 2 WOULD READ, "SIGNIFICANT TREE RETENTION SHALL BE NO LESS THAN 66%."

VICE CHAIR PERKOWSKI MOVED THAT CONDITION 2 BE FURTHER AMENDED TO CHANGE 66% TO 71% TO REFLECT THE 65 TREES THE APPLICANT IS CLAIMING TO SAVE IN THE NEW PRACTICE FIELD AREA (SEE EXHIBIT 16). COMMISSIONER BEHRENS SECONDED THE MOTION.

Vice Chair Perkowski suggested it would be misleading to the public if the Commission were to acknowledge that reducing the size of the practice field would save 65 trees, but then maintain an overall 66% tree retention requirement. Commissioner Broili suggested that one solution would be to replace the percentage with a specific number. Vice Chair Perkowski recalled that was his original suggestion.

Chair Wagner emphasized the need to apply the tree retention requirements equitably. For example, while this campus site is more heavily forested, another campus may have already removed trees and paved over 60% of their campus area. In order to apply the requirement equitably, the City would have to require the other campus to install up to 963 trees per 55 acres. She disagreed with the proposed amendment and noted that the applicant has already agreed to much greater restrictions and requirements than the current code would require. While she does not disagree with the intention of the proposed amendment, she did not feel they could justify the additional requirement if it could not be applied to other similar properties. Commissioner Piro agreed. If they want to ensure that the 65 additional trees in the new practice field area are saved, the condition should be clearer and merely ask for a higher percentage. He felt requiring 66% tree retention plus the additional 65 trees would be

double speaking. Vice Chair Perkowski disagreed. He pointed out that the motion on the floor would not change the proposal put forth by the applicant to reduce the size of the proposed new practice field and to retain 66% of the significant trees.

Commissioner Kaje suggested the practice field issue is not just about saving trees site wide, but about the impacts to the most contiguous grove of trees. While he would love to see the grove of trees saved, he appreciates the applicant's effort to reduce the size of the field. He said he is trying to keep in mind the person who will be asked to design the various elements of the master plan. Right now, the buildings are identified by "blobs" and the tree locations are largely based on "blobs," as well. He said he respects the applicant's statement that they need to have some measure of flexibility. He said he would likely vote against the motion on the floor. While he wished the tree retention number was higher in the proposal and citywide, it is already more than what they will ask any other property owner to do. Vice Chair Perkowski emphasized that the number contained in the motion on the floor would not be higher than what the applicant has already offered.

Commissioner Behrens said just because they have allowed vast sections of the City to be deforested for the purposes of development does not mean that is the standard they should start with now. Development within the City has lacked foresight because 50 years ago people did not have the same knowledge and understanding that is currently available. There is nothing they can do about what happened in the past, but they don't have to repeat the same mistakes. He summarized that he does not believe it is unfair to require property owners to preserve trees to the largest extent possible.

Commissioner Broili said no one appreciates trees more than he does, not just for their aesthetic amenities but for their functional qualities in terms of stormwater management. He said he understands that in order to give the client flexibility, trees have to be removed. He reminded the Commission that the point of low-impact development is to replace the functions that the trees originally provided. Low-impact development also brings a number of aesthetic amenities such as vegetative roofs and walls, rain gardens, etc. These features not only provide drainage functions, but they also provide aesthetic functions. He agreed with Commissioner Kaje that they have required as much tree retention as possible, and he hopes that low-impact development requirements would offset the loss of trees.

Chair Wagner reminded the Commission that the applicant is offering to replace the trees that are removed with higher-quality and more robust trees than what the City's code would required. They are showing a good faith effort in many ways.

THE MOTION TO FURTHER AMEND CONDITION 2 FAILED 2-6, WITH VICE CHAIR PERKOWSKI AND COMMISSIONER BEHRENS VOTING IN FAVOR.

- **Condition 18** (*formerly Condition 33*). Commissioner Kaje recalled that the Commission has heard a great deal from the residents about their fear of frequent, on-going construction on the campus.

COMMISSIONER KAJE MOVED THE COMMISSION AMEND CONDITION 18 BY ADDING A SECOND SENTENCE TO READ, "CONSTRUCTION NOISE ON WEEKEND

AND HOLIDAY DAYS SHALL NOT EXCEED (XX) DECIBELS AS MEASURED AT THE PROPERTY BOUNDARY.” COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Kaje said he respects the quiet nature of the neighborhood. Having a complete campus transformation over the next 15 years will create a major impact. He felt it would be reasonable to suggest there would be some amount of peace on weekend and holiday construction days. However, he recognized he does not know what the exact number should be.

Commissioner Pyle explained that assigning noise values can be a complex process. There may be situations where it is permissible to have a momentary elevation of the noise. He agreed that assigning a base level and allowing for momentary increases to occur would be appropriate, but sticking to a straight baseline could be too restrictive. Ms. Collins said the City has a code section related to noise abatement, but it does not establish a specific decibel level.

Al Wallace, Land Use Counsel for CRISTA Ministries, said King County’s noise ordinance regulates construction hours, as well as peak decibels and how they are measured. It provides a very good standard that noise analysts are used to working with. He agreed with Commissioner Pyle that there will be peak noises for short durations of time. He summarized that the King County noise ordinance is the best standard available and he suggested the condition be changed to read that “Noise generated on weekend hours shall comply with King County noise ordinance standards.”

Commissioner Kaje asked if a noise standard would be applied to weekday construction, as well. Mr. Wallace said Shoreline’s noise ordinance is a bit general, and he is not certain how it correlates to the King County noise ordinance. Ms. Collins cautioned against adopting the King County noise ordinance as part of Condition 18 because it may be inconsistent with the City’s code. She suggested they focus on specific noise levels, instead.

COMMISSIONER KAJE AMENDED HIS MOTION TO CHANGE CONDITION 18 BY ADDING AN ADDITIONAL SENTENCE TO READ, “THE APPLICANT SHALL SUBMIT A NOISE ABATEMENT PLAN WITH PERMIT APPLICATIONS THAT RECOGNIZES THE SENSITIVITY OF THE NEIGHBORHOOD ON WEEKENDS AND HOLIDAYS TO HIGH NOISE LEVELS.” COMMISSIONER BROILI ACCEPTED THE AMENDMENT. THE MOTION CARRIED UNANIMOUSLY.

COMMISSIONER PYLE MOVED THAT CONDITION 18 BE AMENDED FURTHER BY ADDING A STATEMENT, “PRIOR TO THE COMMENCEMENT OF CONSTRUCTION FOR EACH PHASE OF DEVELOPMENT THE APPLICANT SHALL SUBMIT A CONSTRUCTION MANAGEMENT PLAN THAT IDENTIFIES APPROPRIATE CONTACT INFORMATION. THE INFORMATION SHALL BE DISTRIBUTED TO THE SURROUNDING COMMUNITY.” COMMISSIONER BROILI SECONDED THE MOTION.

Commissioner Pyle expressed his belief that it is important for the neighborhood to know what is going on and who to contact if they have issues or concerns. He noted this is a common requirement

in a lot of jurisdictions and is something the applicant would probably do anyway. Commissioner Piro asked who the applicant would submit the management plan to.

COMMISSIONER PYLE AMENDED HIS MOTION TO CHANGE CONDITION 18 TO READ, "PRIOR TO THE COMMENCEMENT OF CONSTRUCTION FOR EACH PHASE OF DEVELOPMENT, THE APPLICANT SHALL PREPARE AND SUBMIT A CONSTRUCTION NOTIFICATION ACCEPTABLE TO THE CITY AND DISTRIBUTE IT TO ALL RESIDENTS WITHIN (XX) FEET OF THE PROPERTY."

Commissioner Broili suggested that rather than placing the notification on the fence around the campus, reaching out to the surrounding residents with a postcard would certainly garner some good will for CRISTA.

Chair Wagner pointed out that development does not have to take place by phases so using phasing as a trigger might not meet the intent of the proposed change. She suggested more information be provided as to what would trigger the notification requirement. Rather than amending Condition 18, Commissioner Broili suggested another approach would be to make the recommendation as a good-will gesture to the community, at large. If CRISTA decides to accept the recommendation, they would benefit from the notification. The majority of the Commission concurred.

COMMISSIONERS PYLE AND BROILI WITHDREW THEIR MOTION.

- **Condition 12** (*formerly Condition 26*). Commissioner Kuboi asked if Condition 12 was intended to include only neighbors on 1st Avenue Northwest. If so, he suggested "neighbors to the west" be changed to "neighbors on 1st Avenue Northwest." Commissioner Piro said one thing that launched him into a career in planning was his work to get sound barriers along an urban freeway. One thing he has learned is that while the facilities may mitigate noise immediately, they can bounce the sound off into other directions. He said he supports the current language, which would allow the City and the proponent to figure out who they need to work with. He recognized that residents on 1st Avenue Northwest have a lot of aesthetic concerns, and he supports the language that not only talks about an abatement barrier, but also landscaping to make it attractive.
- **Condition 14** (*formerly Condition 28*). Commissioner Kuboi suggested Condition 14 be amended to make it clear that the practice field could be used no later than 8 p.m. He also questioned if an early start limitation would be appropriate. Mr. Cohn recalled that neighbors' concerns about early morning noise were related to construction activities and not the practice field. Mr. Szafran noted that there were some concerns raised by neighbors. Mr. Cohn suggested they could add language that would limit the use to no earlier than 8 a.m. Commissioner Behrens suggested another option would be to limit the fields use to daylight hours. The Commission agreed to change Condition 14 to read, "Limit hours of use of the proposed practice field to no later than 8 p.m."
- **Condition 25** (*new*). Commissioner Behrens reminded the Commission of the legitimate concerns raised by residents on Greenwood Avenue North, north of North 195th Street about access. He expressed his belief that access to the early childhood center and elementary should come from North

195th Street. He noted that CRISTA owns property on both sides of North 195th Street, so it would be reasonable and simple to provide access from North 195th Street. He expressed his belief that the neighbors on North 196th Place and Greenwood Avenue North should not be imposed upon to provide a driveway to the CRISTA property.

COMMISSIONER BEHRENS MOVED TO AMEND THE MAP TO ALLOW FOR ACCESS FROM NORTH 195TH STREET INTO THE NEW EARLY CHILDHOOD CENTER AND ELEMENTARY SCHOOL.

Commissioner Piro suggested that rather than amending the map, another option would be to create a condition that would require the applicant to study alternative access opportunities for that part of the development. Commissioner Behrens said he would not be opposed to a condition as proposed by Commissioner Piro. However, the Commission should be aware of the fact that on the south side of North 195th Street, CRISTA owns seven of the eight houses on Greenwood Avenue North. The impact on that portion of the street would be very limited, but that would not be the case to the north.

COMMISSIONER BEHRENS MOTION DIED FOR LACK OF A SECOND.

COMMISSIONER PIRO MOVED TO ADD A NEW CONDITION 25 TO READ, "STUDY ALTERNATIVE ACCESS TO EARLY CHILDHOOD CENTER FROM EITHER AN ALTERNATIVE LOCATION ON GREENWOOD AVENUE NORTH, NORTH 195TH STREET, OR DAYTON AVENUE NORTH." COMMISSIONER KAJE SECONDED THE MOTION.

Commissioner Behrens said it would seem fairly simple to change the access to address the neighborhood concerns. He said he walks through the area regularly. Although the map shows that the street ends, it actually extends all the way to the property line. Again, he suggested the access be moved further to the north, with a stop sign at the intersection. He felt this solution would address the issues raised by residents on North 196th Place. However, he acknowledged there still could be issues on snowy days.

Commissioner Kaje said he shares Commissioner Behrens' concern, and the Commission has received public comment about this issue at every hearing on the proposed MDPP. However, he recognized he does not know how feasible it would be to require access from North 195th Street. He noted that instead of moving the driveway entry further north, it could also be moved south where the entry to the south end is currently proposed. He recalled that the neighborhoods' main concern is that the current access is right at a difficult intersection. Even if the access has to stay on Greenwood Avenue North, it should not come in right at the intersection. He said he supports proposed Condition 25, which would forward a recommendation that would require the applicant to study alternative access options.

COMMISSIONER KAJE OFFERED A FRIENDLY AMENDMENT THAT LANGUAGE BE ADDED TO CONDITION 25 TO ADDRESS THE ISSUE OF THE ENTRY BEING IN CONFLICT WITH THE EXISTING INTERSECTION.

Commissioner Behrens pointed out that Greenwood Avenue North is a public street, which means the City of Shoreline remains responsible for its maintenance. If they allow the applicant to design an access that uses a public road, the roadway would receive an excessive amount of wear and tear, and it would be the City's responsibility to maintain it. It would accommodate buses and be used at a level beyond what it was designed to accommodate. He said he would like the access to stay away from neighborhood side streets. If possible, he would like the access to come from North 195th Street.

Commissioner Piro took exception to Commissioner Behren's comment about using public streets for private access. It is just as legitimate for CRISTA to use adjacent streets as anyone else. He suggested they are dealing with the impacts from disproportional use via the proposed conditions. He reminded the Commission that the City's engineering studies indicate that even though there may be an increase in traffic associated with the MDPP, the increase would be within the range of maintaining or improving the existing level of service.

Chair Wagner agreed with Commissioner Piro that it is not within the Commission's purview to design the access points. She also pointed out that there would be no bus service to the early childhood center. She recalled that CRISTA explained their challenge of creating a separation between the early childhood center and the elementary school.

COMMISSIONER KAJE'S FRIENDLY AMENDMENT WAS NOT ACCEPTED.

THE MOTION WAS APPROVED UNANIMOUSLY TO ADD A NEW CONDITION 25 TO READ, "STUDY ALTERNATIVE ACCESS TO EARLY CHILDHOOD CENTER FROM EITHER AN ALTERNATIVE LOCATION ON GREENWOOD AVENUE NORTH, NORTH 195TH STREET, OR DAYTON AVENUE NORTH."

Vote by Commission to Recommend Approval or Denial or Modification

THE MAIN MOTION WAS APPROVED 7-1 TO FORWARD A RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL FOR THE CRISTA MASTER DEVELOPMENT PLAN PROPOSAL (MDPP) MAP PACKET (INCLUDED IN THE MARCH 18TH STAFF REPORT) AND EXHIBIT 17 (STAFF RECOMMENDED SEPA MITIGATIONS AND REVISED MDPP CONDITIONS) AS AMENDED BY THE COMMISSION. COMMISSIONER BEHRENS VOTED IN OPPOSITION.

Closure of Public Hearing

The public hearing was closed.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Subcommittee Work on Town Center Vision Statement

Mr. Cohn said Mr. Cohen has suggested Commissioners forward their comments to him, and he would work them into the subcommittee's recommendation that would come before the Commission on April 1st.

Recognize Outgoing Planning Commissioners Kuboi, Piro and Pyle

Mr. Cohn reported that Outgoing Planning Commissioners Kuboi, Piro and Pyle would be recognized by the City Council at a future date. On behalf of staff, he expressed appreciation for their service. Commissioner Piro said it has been a pleasure working with the Board and staff. Commissioners Pyle and Kuboi concurred.

AGENDA FOR NEXT MEETING

Mr. Cohn announced that the Commission's April 1st meeting will be an open house design charette regarding the Town Center Subarea Plan. Mr. Cohen would provide more specific information about the meeting.

ADJOURNMENT

The meeting was adjourned at 12:14 A.M.

Michelle Linders Wagner
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission