

AGENDA PLANNING COMMISSION DINNER & REGULAR MEETING



Thursday, February 18, 2010

Shoreline City Hall
17500 Midvale Ave. N

	<u>Estimated Time</u>
6:00 P.M. – Council Conference Room	
1. DINNER MEETING	6:00 p.m.
Review Draft Design Review Visual Preference Survey	
7:00 P.M. – Council Chamber	
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. DIRECTOR’S COMMENTS	7:03 p.m.
5. APPROVAL OF MINUTES	7:08 p.m.
a. January 21, 2010	
6. GENERAL PUBLIC COMMENT	7:10 p.m.
<i>During the General Public Comment period, the Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled later on the agenda. Each member of the public may comment for up to two minutes. However, the General Public Comment period will generally be limited to twenty minutes. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Speakers are asked to come to the front of the room to have their comments recorded and must clearly state their first and last name, and city of residence. The rules for procedure for Public Hearings before the Planning Commission are further defined in Resolution No. 182.</i>	
7. PUBLIC HEARING CONTINUATION <i>Quasi-Judicial Public Hearing</i>	7:15 p.m.
a. CRISTA Master Development Plan (continued from Jan. 21)	
1. Staff Presentation of new information	
2. Questions by the Commission	
3. Public Testimony (<i>on new information</i>)	
4. Final Questions by the Commission	
5. Deliberations	
6. Vote by Commission to Recommend Approval or Denial or Modification	
7. Closure of Public Hearing	
8. DIRECTOR’S REPORT	9:35 p.m.
9. UNFINISHED BUSINESS	9:40 p.m.
10. NEW BUSINESS	9:45 p.m.
a. Amendment to Planning Commission Bylaws	
11. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	9:55 p.m.
12. AGENDA FOR March 4	9:59 p.m.
13. ADJOURNMENT	10:00 p.m.

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk’s Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236.

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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 a 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 that 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



Memorandum

DATE: February 12, 2010
TO: Shoreline Planning Commission
FROM: Paul Cohen, Senior Planner
RE: February 18, 2010 Town Center Subarea Plan Study Session – 6 PM

I. Recommendation

Staff and our consultant will review with the Commission a draft Visual Preference Survey that will be used later at the March 25th public workshop on Design. Staff would like feedback on the survey from the Commission so that we can integrate it into the final survey for the workshop.

This information will be reviewed at a dinner meeting beginning at 6 PM.

II. Background

In discussing a survey presented at the October 29, 2009 Town Center Open House, the Commission requested an opportunity to review a draft of the Visual Preference Survey before it is presented at the March 25th public workshop.

This type of survey, together with small group discussion, has been used by the consultant in other communities and shown to be a useful method to solicit opinions on ground-level, graphic examples to find what is critical, desirable or unacceptable. Ultimately, feedback collected at the March 25 meeting will be used by staff and the consultant to draft zoning and design standards.

III. Next Steps

Given the Commission's schedule, this may be the only time that the Commission can review the survey prior to the workshop. As an aside, staff would like the Commission to present their draft vision statement at the beginning of the March 25 workshop so that the public can respond to the survey understanding the context of the draft vision.

ATTACHMENTS

1. Draft Visual Preference Survey and map

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City of Shoreline Town Center Plan

Town Center Visual Preference Survey (DRAFT)

For each image, circle the score that most reflects whether you feel particular images would be appropriate for the various areas of Shoreline Town Center.

Sub-area Map index	Neighborhood Transition A	Aurora E to Midvale B	Aurora West C	Comments
Connections				
 <i>Internal pathway through multifamily buildings</i>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <i>Woonerf street through residential area</i>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <i>Residential street with separated trail</i>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <i>Pedestrian-friendly street with storefronts</i>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	

Sub-area	Neighborhood Transition A	Aurora E to Midvale B	Aurora West C	Comments
Map index				

Public Amenities

NOTE TO STAFF/PC: Since it's possible participants may like all of these – perhaps we have them pick their top 2 or 3 features – maybe they circle them in this survey – OR –do a dot exercise – give them 2 dots - place next to favored feature on a wall.

 <p><i>Pedestrian-oriented spaces</i></p>	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	
 <p><i>Covered open space</i></p>	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	
 <p><i>Central "Green"</i></p>	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	
 <p><i>Commons</i></p>	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	

Sub-area Map index	Neighborhood Transition A	Aurora E to Midvale B	Aurora West C	Comments
 <i>Water feature</i>	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	
 <i>Pea-patch</i>	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	
 <i>Children's play area</i>	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	
 <i>Landmark feature</i>	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	
 <i>Public art</i>	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	4 Top priority 3 Desirable 2. Neutral 1. Not Important	

Sub-area Map index	Neighborhood Transition A	Aurora E to Midvale B	Aurora West C	Comments
Townhouses and Live-work Units				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>2-story townhouses, garages in back</i>				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>3-story townhouses – with corner retail</i>				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>Townhouses with live-work option</i>				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>Townhouses with live-work option</i>				

Sub-area Map index	Neighborhood Transition A	Aurora E to Midvale B	Aurora West C	Comments
Retail/Commercial				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>Mixed-retail</i>				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>Freestanding coffee shop</i>				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>Drive-thru bank along highway</i>				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>Contemporary office building</i>				

Sub-area Map index	Neighborhood Transition A	Aurora E to Midvale B	Aurora West C	Comments
 <i>Storefront office building</i>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <i>Mid-scale general retail development</i>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <i>Grocery store with northwest elements</i>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <i>Large scale retail with landmark elements</i>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	

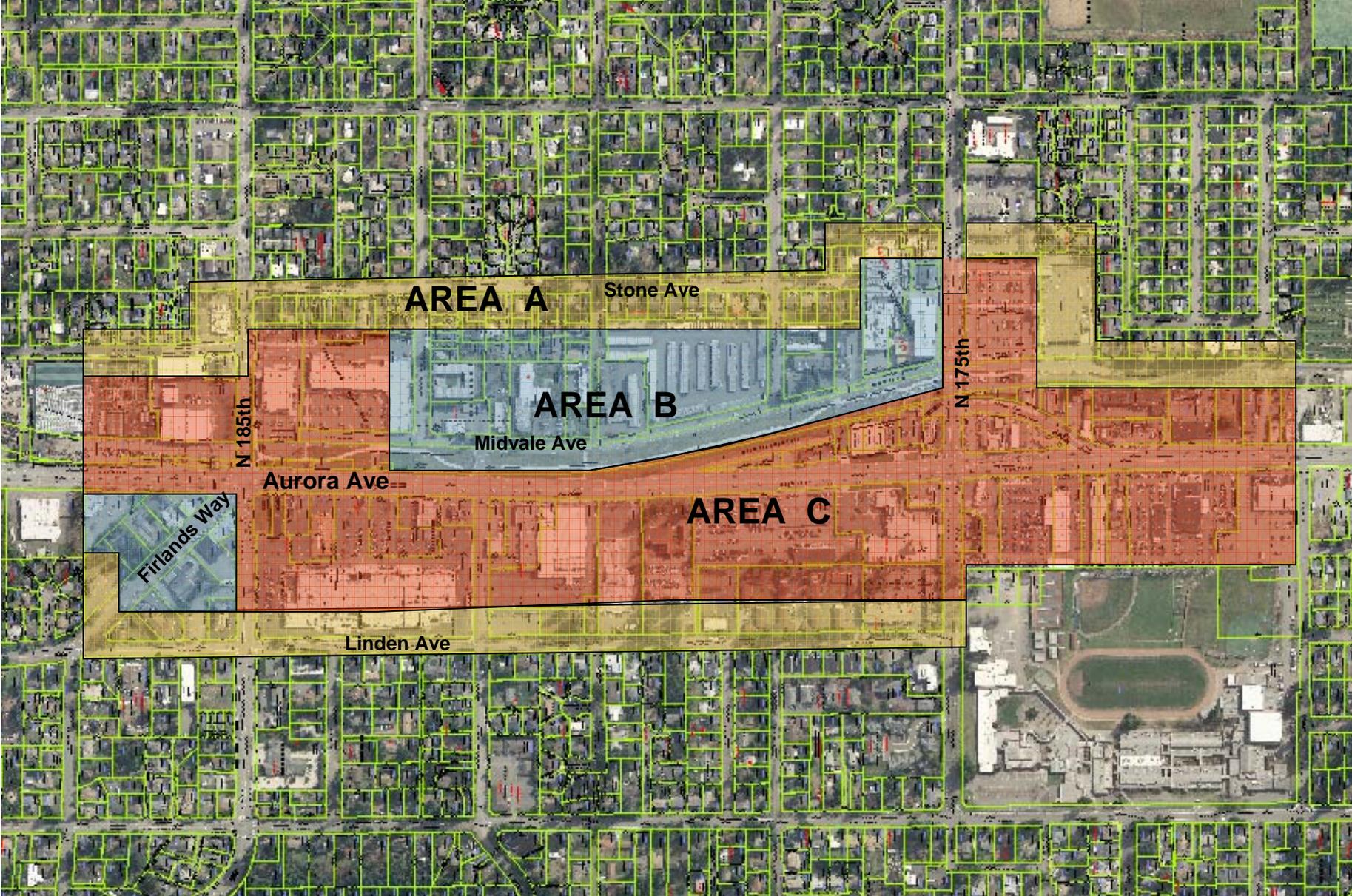
Sub-area	Neighborhood Transition A	Aurora E to Midvale B	Aurora West C	Comments
Map index				
Lowrise Buildings (2-4 stories)				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>2-story multifamily building with courtyard</i>				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>Storefront retail/office with 3rd floor setback</i>				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>Similar to above, different architecture</i>				
	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
<i>3-story office building</i>				

Sub-area Map index	Neighborhood Transition A	Aurora E to Midvale B	Aurora West C	Comments
 <p>4-story multifamily building</p>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <p>4-story mixed-use</p>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <p>4-story mixed-use</p>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <p>4-story mixed-use</p>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	

Sub-area	Neighborhood Transition	Aurora E to Midvale	Aurora West	Comments
Map index	A	B	C	
Midrise Buildings Plus (5-6 stories+)				
 <p>6-story mixed-use with setbacks</p>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <p>5-story mixed-use</p>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <p>5-story mixed-use</p>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	
 <p>5-story mixed-use with upper courtyard</p>	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	5 Great! 4 OK 3. Neutral 2. Not Great 1 No Way!	

Sub-area Map index	Neighborhood Transition A	Aurora E to Midvale B	Aurora West C	Comments
 <p><i>Skinny tower</i></p>	<p>5 Great!</p> <p>4 OK</p> <p>3. Neutral</p> <p>2. Not Great</p> <p>1 No Way!</p>	<p>5 Great!</p> <p>4 OK</p> <p>3. Neutral</p> <p>2. Not Great</p> <p>1 No Way!</p>	<p>5 Great!</p> <p>4 OK</p> <p>3. Neutral</p> <p>2. Not Great</p> <p>1 No Way!</p>	

VISUAL PREFERENCE SURVEY MAP



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Planning Commission Meeting Date: February 18, 2010

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

<p>APPLICATION NUMBER: 201713 AGENDA TITLE: Continuation of CRISTA Master Development Plan Permit PRESENTED BY: Steven Szafran, AICP, Associate Planner Steven M. Cohn, Senior Planner</p>
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I. INTRODUCTION

On January 21, 2010, the Planning Commission held the first portion of the quasi-judicial open record hearing for the CRISTA Ministries Master Development Plan Permit. Written and oral testimony were entered into the record at the January 21, 2010 hearing. The hearing was continued to February 18, 2010 and the record remains open for submittal of staff analysis of Commission questions submitted during and after the January 21 hearing as well as for public testimony on any *new* information submitted into the record by staff. New information is identified below. Public testimony at the hearing will only be allowed for new information submitted into the record.

Proposal

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.

The existing Shoreline Comprehensive Plan designation is Campus, which is 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 development within the Campus Land Use shall be governed by a Master Development Plan.

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 Commission's recommendation will include a review of these criteria and application of appropriate mitigations.

Issues

Staff has identified six focus areas that may help the Commissioners formulate its recommendation. The six areas are:

- **Traffic**

The Commission heard testimony about traffic around the CRISTA Campus. As identified in the traffic report submitted by CRISTA, traffic is mostly generated by the existing elementary, junior high, and high schools.

The school traffic has a 30 minute peak between 7:45 and 8:15 in the morning and a 30 minute peak between 2:45 and 3:15 in the afternoon.

High school students mostly use the parking lot off of N. 190th Street. Parents dropping off elementary students mostly use N. 195th Street and Dayton Avenue and junior high students mostly use N. 195th Street and Greenwood Avenue. Parents dropping off pre-kindergarten age children use Greenwood Avenue N south of N. 195th Street. CRISTA'S proposed plan moves the early childhood center to the elementary school site so traffic for kindergarten age children will move to Greenwood Avenue N. north of N. 195th Street.

The traffic report identifies the increases in traffic by development under the Master Development Plan and identifies mitigations to account for those increases. The City's Traffic Engineer has reviewed the traffic report and proposed mitigations and has determined that CRISTA'S Master Development Plan will not cause significant impacts to the surrounding transportation system if CRISTA and the City's proposed mitigations are in effect.

- **Pedestrian Safety**

There are few sidewalks around the CRISTA Campus. Currently there are sidewalks along Dayton Avenue and N. 195th Street adjacent to the elementary school and directly across the street from the elementary school.

As part of the mitigations for the Master Development Plan, CRISTA is required to install sidewalks along: N. 195th Street between Greenwood Avenue and Fremont Avenue; along Fremont Avenue N between N. 195th Street and N. 190th Street; along Greenwood Avenue north and south of N. 195th Street; and along N. 190th Street.

- **Early Childhood Center**

CRISTA has proposed moving the early childhood center from the main campus to the elementary school site. The early childhood center would be accessed from Greenwood Avenue N. where no driveway exists today. The traffic report cites 165 am peak period trips and 117 pm peak period trips that are entirely new to Greenwood Avenue N (those trips currently access the childhood center from Greenwood Avenue N. south of N. 195th Street).

The City's traffic engineer has reviewed this proposal and has determined that while it would add more trips to a short stretch of Greenwood Avenue N. north of N. 195th Street it has the capacity to handle the increase in traffic. Currently the street carries about 200 cars a day, approximately 20 cars per hour during peak times. The consultant report suggests that this would increase by about 80 cars per hour in the morning and 55 cars per hour in the evening on this part of Greenwood Avenue, which is well within the capacity of the roadway.

Another concern raised about locating the early childhood center on this site is pedestrian safety. Currently, there are no sidewalks on either side of Greenwood Avenue north of N. 195th Street. If CRISTA builds an entrance to the childhood center off of Greenwood Avenue, sidewalks will be constructed on the east side of Greenwood. Having a sidewalk will provide better pedestrian safety than currently exists.

Since accessing the new sidewalk from the residential neighborhood on Greenwood Place North would require a street crossing, a crosswalk could be designated north of the intersection of Greenwood Place. In addition, pedestrians would need to cross the driveway entrance to the drop off point for the early childhood center. The entrance would need to be well-lit and perhaps marked in some way.

Alternatively a trail could be constructed on the west side of the street. This would require the city to reclaim city owned right-of-way that is used in a couple of places for parking and for landscaping.

- **New Athletic Field**

The proposed athletic field is in the southwest portion of the campus. It will be located on a high point of the CRISTA Campus. This portion of the Campus has historically been undeveloped. It is currently used as a network of informal trails by neighbors and a place for people to dump refuse.

The neighborhood's concerns about the proposed practice field are; loss of trees, loss of habitat, loss of privacy, noise impacts from groups playing sports, and increased traffic on 1st Avenue NW adjacent to the proposed field.

Staff has addressed these concerns as mitigations identified in the Planning Commission's proposed Findings, Conclusions, and Recommendations:

- Require a sound barrier wall and landscaping adjacent to the practice field;
- no access from 1st Avenue NW;
- no lights or announcement systems;
- Requiring a wildlife expert to assess the site and wildlife before any construction may occur.

In addition, CRISTA has offered to limit the hours of operation of the proposed practice field to 8pm in order to address potential noise generated by the play field.

The loss of trees can be mitigated by replanting trees around the perimeter of the field or in the general area. Because an athletic field needs to be void of any vegetation, the *aesthetic* difference between forest and field cannot be mitigated. However the loss of tree canopy can be mitigated through replanting (see below).

- **Trees**

CRISTA'S plans call for the removal 450 significant trees. This equates to 34% of all significant trees onsite. The bulk of the trees removed are in the area of the proposed practice field and the new Cristwood senior building.

CRISTA will be required to replace trees on a 1 to 1 ratio with replacement trees being at least 8 feet high for evergreens and 3-inch caliper for deciduous trees.

- **Construction traffic and construction noise**

For construction wholly on the CRISTA campus, Shoreline Municipal Code 9.05.010 allows construction from 7:00am – 10:00pm (Monday-Friday) and 9:00am – 10:00pm (Saturday and Sunday). The Master Development Plan can impose shorter hours; if it does not, the hours above will apply to construction under the Plan.

If CRISTA needs to complete work in the City right-of-way, a right-of-way permit is required. Work on arterials is only allowed from 7:00am – 3:00pm. Equipment left in the right-of-way during non-working hours must be placed in a safe location, and, during work hours, only materials or equipment necessary for construction are allowed in the roadway.

II. RESPONSES TO COMMISSIONERS' QUESTIONS

Commissioners have asked a number of questions during and since the public hearing on January 21. Staff compiled the list of questions and made them available for public review on the City's website at <http://www.shorelinewa.gov/index.aspx?page=500>.

Some of the questions are clarifying of information already found in the record while others are completely new information. Per direction from the Planning Commission, the Commission will only accept testimony on new information, which is noted below.

New information:

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?

The piped water course (as differentiated from a piped stream) is not regulated by the City's Critical Areas ordinance. This watercourse is not considered a piped stream segment because it does not have an open stream channel both upstream and downstream from the piped segment, and is considered to be part of CRISTA'S piped drainage system. (See Administrative Order No. 301624-011310.) Only piped streams are regulated by the Critical Areas regulations.

SMC 20.80.480(H) addresses the daylighting of piped streams, not piped watercourses, and only encourages (does not mandate) daylighting of piped streams.

Staff does not believe that it would serve a useful purpose, given that the water is in a pipe for quite a distance on both sides of the water course, and because of the topography, in some places the piped watercourse is as much as 20 feet deep.

Question 2: What is the history of the piped water course running through CRISTA'S property?

The City's best guess is that the drainage may have been piped in 1953, as aerial photography from 1953 shows development on the CRISTA site in the areas where the piped drainage is located. By 1970 substantial development had occurred up from the piped watercourse and on the CRISTA site.

The CRISTA drainage is essentially piped its full length and connects to the Boeing Creek main stem upstream of Hidden Lake. The main stem is piped at this location.

Although identified in the City's Stream Inventory Report as "Boeing Creek Reach 11," the BC 11 is considered a piped watercourse, not a piped stream, since it does not have an open channel above and below the pipe and because it is considered to be part of the stormwater drainage system.

Question 3: Where does drainage currently go?

The drainage currently goes in pipes to the Boeing Creek main stem, which is in a pipe at that location. The City has no record of drainage or flooding complaints in any of the neighborhoods bordering CRISTA.

Question 4: How did the City come to a \$20,000 pot of money for traffic calming measures? Is this dollar amount enough?

This figure was arrived at using the traffic engineer's best judgement. While staff believes that the proposed mitigations will work, this will provide extra dollars in case there is a need for some additional traffic control devices such as traffic circles or speed humps). It is the traffic engineer's judgement that 3 or 4 of these devices might be useful over the life of the plan.

Question 5: How many houses will be impacted by street widening and new sidewalks?

Approximately 19 homes will see street and/or pedestrian improvements in the City's right-of-way in front of their homes. Nine homes are located on N 190th (CRISTA owns 4 of the 9 homes) and 10 homes on N. 195th Street (CRISTA owns one of the homes). In many cases, homeowners have extended their lawn or landscaping onto the City's right-of-way. The City will not require any homeowner to sell additional property to the City. All improvements will be on CRISTA'S or city-owned property.

Question 6: Would the required Wildlife Biologist be City approved?

Yes, the Wildlife Biologist should be City approved. The City has an application process to add qualified professionals in the fields of engineering, wetlands, streams, and trees. The City can add a category for wildlife biologists as well.

Question 7: What is the size of the proposed practice field?

CRISTA proposes a practice field that is 220' wide and 390' long based on requirements from the WIAA (Washington Interscholastic Activities Association). The WIAA is the sanctioning body for scholastic athletics in Washington State.

However, City regulations will ultimately control the size of the field. The City will not permit the field to be constructed in a steep slope or in its buffer. The size of the field will have to be reduced if necessary to conform with other City regulations as well (setbacks, perimeter wall and landscaping, road dedications, etc).

Question 8: Should there be additional mitigation for hours of construction traffic and hours of construction?

The Commission has the option of imposing shorter construction hours than those allowed by the Municipal Code. The code currently allows for construction on the CRISTA campus Monday-Friday from 7:00 am – 10:00 pm and Saturday/Sunday 9:00 am – 10:00 pm. Work in the right-of-way must cease at 3:00 pm.

CRISTA Ministries has a significant number of residents on their property who will be impacted by construction traffic and hours of construction as well as neighboring properties. CRISTA has an interest in minimizing construction impacts on their constituents.

To minimize impacts to CRISTA residents as well as the neighbors, it seems reasonable to limit construction hours to a shorter window, at least in the evening. If the Commission chooses to do so, it should ensure it is not impacting a contractor's ability to complete construction in a timely manner (i.e., do not make the working hours so restrictive that the contractor's work is delayed).

Question 9: Will the public have an opportunity to comment on future projects?

Future SEPA review and Administrative Design Review will provide the public with an opportunity to comment on future projects.

SEPA: The City will review all future Master Development Plan (MDP) projects to determine whether additional SEPA review is required. If there have been substantial changes to any of the MDP-approved development that results in significant adverse environmental impacts or if there is new information showing significant probable adverse environmental impacts, the City will provide an opportunity for public comment and issue a separate threshold determination. If

no changes are made to MDP-approved development that results in environmental impacts or if there is no new information showing environmental impacts, then the City will rely on its existing MDP MDNS (Mitigated Determination of Non-Significance). The City can rely on the existing environmental documents used for the MDP MDNS under WAC 197-11-600.

ADR: Future projects will also be subject to Administrative Design Review (ADR), which will be available for public comment. . Design review will be noticed the same way as other Type B permits (site posting, advertised in the *Seattle Times*, and mailed to surrounding neighbors).

Through ADR, the community would be given an opportunity to comment on the design of the new project.

Information already in the record

Question 10: What are the increased drainage impacts from the plan?

On a project of this size, a computer model will be used to analyze the runoff from the site. The in-depth runoff analysis occurs during the building permit stage; the Master Plan only analyzes whether increased drainage resulting from each phase of the Plan can be managed either by existing systems or by improvements to the system. In other words, the Planning Commission should determine whether it is possible to manage increased drainage resulting from each phase of the development under the Plan.

There are two major steps in the runoff analysis during the building permit stage. Step 1: model the site as if it were forested and determine the forested condition runoff. Step 2: model the site as fully developed per the proposal. The difference in runoff between the developed condition and the forested condition (the increase in runoff) must be handled onsite. In other words, no increase in runoff is allowed.

One method to control increased runoff is to detain it in a vault and then meter it out through a control device. The control device would release the stored stormwater at the forested condition runoff rate.

Newer methods to handle runoff include Low Impact Development methods. One of the main ideas of LID is to design a site and the project to minimize increase in runoff. For example smaller building footprints will have less runoff.

For this project, LID methods will most likely be used in conjunction with more traditional methods, such as a detention vault to meet the forested conditions requirement.

Question 11: Enrollment and student counts-what are the numbers?

CRISTA'S current enrollment is 1,263 students and current capacity is 1,570 students.

CRISTA is proposing enrollment and capacity at 1,610 students.

The traffic study provided by the Transpo Group assumed 1,610 students in the traffic models which generated street, intersection, and pedestrian improvements throughout the neighborhood.

Question 12: What is the breakdown of senior housing units?

	Residential - apt	Asst. Lvg – apt.	Skilled - bed	Total
Existing	277	81	167	525
Complete -15 yrs	469	70	90	629

Question 13: What is the 1980 agreement and was the County a party to it? Does the City have an obligation to enforce it?

The 1980 settlement agreement is between the Crista Senior Community and 27 neighbors (identified in the agreement as the Richmond Highlands Neighborhood Association) and was entered into at the time of construction of the Cristwood senior housing development. The agreement defined the boundaries of future development for the CRISTA campus. King County was not a party to the agreement. The only mention of King County in the agreement is in the recitals (providing background for a rezone, the associated SEPA appeal and a Shoreline Community Plan).

,As a non-party, the City cannot become involved with enforcement of a private civil matter between private individuals. Planning Commission deliberations should not analyze the 1980 agreement other than for the purposes of recognizing any current neighbor concerns that can be addressed through the Master Development Plan conditions.

Question 14: When should Built Green, LEED, and LID should be require?. What does LID mean?

The intention for the CRISTA campus is that residential structures shall be certified as 3-star Built Green projects. This rating has a system of check and balances as well as strict requirements that ensure that the project is a sustainably built project. All of the new King's School buildings are intended to achieve, at minimum, a LEED certified rating with the goal of reaching a LEED silver rating.

Both the Built Green and LEED rating systems encourage Low Impact Development (LID). The Built Green Checklist for Multi-Family has a distinct category for this type of development, while the LEED checklist for New Construction contains many credits under the category of “Sustainable Sites” that can be classified as Low Impact Development.

Low Impact Development is an approach to site design that preserves or restores the site’s natural water system to be similar to its pre-development performance. This approach can entail recreating natural landscape features such as ponds and swales, encouraging water infiltration by providing permeable surfaces, and installing vegetated roofs to reduce runoff among other things. In general, it treats storm water as a resource rather than a waste product that should be directed away from the site as quickly and efficiently as possible.

One of the main ideas of LID is to design a site and the project to minimize the increase in runoff. For example smaller building footprints produce less runoff, but require a taller building to get the same square footage.

When development occurs, LID measures might include:

- Using pervious concrete for new plaza areas and other internal hardscape.
- Using downspout infiltration systems if soil conditions support their feasibility.
- Providing downspout dispersion systems where feasible.
- Providing downspouts with perforated connections to the conveyance system.
- Preserving permeable, native soil and enhancing disturbed soils to store and infiltrate storm water.
- Retaining and incorporating topographic features that slow, store, and infiltrate stormwater.
- Minimizing total impervious area.
- Utilizing a multidisciplinary approach that incorporates planners, engineers, landscape architects, and architects at the initial phase of the project

Question 15: How does the fee-in-lieu work for tree replacement?

The intent behind this mitigation was a way to add and maintain tree canopy throughout the City, even if the trees were not on CRISTA’S property.

Based on discussions at the January 21 meeting, staff has modified its recommendation and suggests that this mitigation should be deleted. Tree replacement should be onsite as replacement trees will act as additional buffering to the community.

Question 16: Is the purpose of traffic mitigations trying to fix past problems or are they accounting for the increased traffic based on CRISTA’S current proposal?

The City must ensure that any required traffic and parking mitigations are reasonable and proportional to the impacts created by the proposed development. The focus should not be on fixing pre-existing deficiencies but rather on ensuring that any *new* traffic impacts caused by the MDPP are mitigated. In other words, the City can require traffic improvements that are proportional to the traffic impacts generated by the MDPP. Requiring improvements to and widening of streets by those who create the need for such improvements is a reasonable exercise of police power.¹

The traffic report proposes appropriate mitigations to address the increase of traffic generated by CRISTA'S proposed MDPP. These mitigations have been incorporated in the proposed Recommendation.

Question 17: When was the traffic count data collected?

Traffic counts were conducted in December 6 (Thursday) and December 11 (Tuesday), 2007. King's School was in session on these dates. Follow up work on isolated intersection (Richmond Beach Road/3rd Avenue NW) occurred on June 2 & 3, 2009 (Tuesday & Wednesday) when school was in session.

Question 18: Should the proposed entrance to King's Children Center from Greenwood Avenue N be revised or should there be additional mitigations? Are there different options concerning the layout of the proposed King's Children Center?

CRISTA has proposed the relocation of King's Children Center for the following reasons:

- The Children's Center is currently located on the other side of the junior high & high schools, and children must be led through the campus and across 195th Street to access the playground and other age-appropriate site amenities. This creates a safety risk that could be eliminated if the children's center were located adjacent to play facilities on the elementary campus.
- Co-location creates opportunities to share programs, and makes it easier for staff to meet regularly and align curriculum between the two schools. Both of these factors can improve the quality and coherence of the school programs.

¹ *Dolan v. City of Tigard*, 512 U.S. 374 (1994) (City's required conditions must be roughly proportional to the impacts of the proposed development); *Benchmark Land Co. v. City of Battle Ground*, 146 Wash. 2d 685 (2002) (Required improvement from developer must be directly related to traffic generated by the project. In *Benchmark*, the City required improvements to a street that bordered but did not have direct access to the plat. Traffic studies found that subdivision had little to no impact on that street; thus, court held that City could not require improvements to the street as a condition of development approval); *Sparks v. Douglas County*, 127 Wn. 2d 901 (1995) (Court upheld County's conditioning short plat applications approval on dedication of rights-of-way for road improvements; the roads surrounding the development were deficient in width and did not meet Uniform Fire Code requirements for safe access); *Miller v. Port Angeles*, 38 Wash. App 904 (1984) (court upheld conditions on plat approval requiring widening of roads and monetary contribution to fund development's share of road improvement costs).

- Locating the Children’s Center adjacent to the Elementary allows the older children to model appropriate behavior for the children just younger than themselves, increasing opportunities for age-appropriate learning.
- Families who have young children in both schools could potentially drop them off on one campus, reducing total traffic in the neighborhood.
- One of the goals of the campus master plan was to create a unified school identity and a coherent campus. Moving the Children’s Center to the Elementary Campus supports this goal.

Greenwood Avenue N, north of N.195th Street will see an increase of 165 am peak period trips and 117 pm peak period trips. The intersection of Greenwood Ave N and N. 195th Street is currently operating at a LOS C. With mitigations required by the City (two-way left turn lane along N 195th) the intersection of N. 195th Street and Greenwood will operate at a LOS B.

Greenwood Ave N currently accommodates approximately 200 daily trips. Twenty-nine homes are located on Greenwood Place N.

It is staff’s recommendation that the proposed entrance to King’s Children Center be from Greenwood Ave N. north of N.195th Street.

Question 19: In a Master Development Plan Permit, what is the Planning Commission approving?

The PC is approving the approximate locations of all new facilities located on the plan. Within the footprints located on Sheet A3-P and A4-P, the Commission is approving number of stories, number of units, footprint square footage, total building square footage, and parking stalls. In addition the PC is approving specific zoning and design standards as listed on Sheet A0-2. The MDPP will also include mitigations and conditions as listed in the staff report.

After the PC makes a recommendation on this permit, and City Council adopts it; CRISTA will be required to revise all plans based on staff, PC and Council mitigations and conditions. After the final plans are drawn, they will be added to the City’s Development Code.

V. STAFF RECOMMENDATION

Staff recommends three additional conditions:

1. Limit hours of use of the proposed athletic field to 8pm.
2. All replacements trees must be onsite.
3. Residential structures must meet 3-star Built Green Standards; non residential structures must 3-star Built Green Standards or equivalent (like LEED Certified).
4. Limit construction hours on the CRISTA campus to 7am – 7pm (M-F) and 9am-7pm (Sat and Sun).

Staff recommends removal of the following condition:

1. If the applicant demonstrates to the Director that it is unreasonable to accommodate all replacement trees on-site, the applicant shall establish an assignment of funds or fee program for the City to draw from for either replacing trees throughout the City or maintenance of existing trees on City owned property or right-of-way. The fee value shall be based on a nursery cost estimate for materials plus 15% for a mobilization fee plus 25% for a performance guarantee.

Staff expects to recommend an additional condition dealing with “hardscape” standards and intends to make this recommendation available early next week.

VI. NEXT STEPS

Staff will work with the Commission to assist you in developing your recommendation at this meeting. Since the public hearing was continued so that individuals could comment on new information, you may be hearing some new public testimony prior to continuing your deliberations.

If you have additional questions prior to the meeting, please contact Steve Szafran at 206-801-2512, or email him at sszafran@shorelinewa.gov.

Exhibits

(Page references refer to Jan. 21 Planning Commission packet)

- 1 -Vicinity Map of Comprehensive Plan Land Use Designations (p. 41)
- 2 - Vicinity Map of Zoning Designations (p. 43)
- 3 – CRISTA’S MDPP Proposal (p. 45-75)
- 4 – CRISTA’S Traffic Mitigation Plan (p.77-85)
- 5 – CRISTA’S Sign Standards (p. 87-88)
- 6 – Comment letters (p. 89-376)
- 7 – Desk Packet with 4 comment letters distributed 1-21-10
- 8 – Letter from Dianne L’Heureux received on 1-21-10
- 9 – Letter from Debora Buck received 1-21-10
- 10 -- Letter from Afia Menke received 1-21-10
- 11 – Letter from Lisa Thwing received 1-21-10
- 12 – Letter from Boni Biery received 1-21-10
- 13 – Letter and book from Clydene Staatz dated 2-5-10 (letter included as exhibit, book is available in PDS for reference)



PLANNING COMMISSION

January 21, 2010

Desk Packet

Diane L'Heureux
104 NW 189th Street
Shoreline WA 98177
January 15, 2010

Jessica Simulcik Smith
City of Shoreline
17500 Midvale Ave. N.
Shoreline WA 98133

Dear City of Shoreline Planning Commission:

This is a follow up to the letter I delivered to the planning commission. The letter was dated 12/4/09. In that letter I mentioned a previously submitted letter and signature list dated 8-25-2009, to Steve Szafran for a group of neighbors who own property directly west of the proposed practice field in the Crista proposal for master development plan. We face 1st Avenue N.W.

The main focus of that letter was an outline of our concept of a buffer in the form of a wall/landscape barrier between the practice field, 1st Avenue and the above mentioned group of neighbors.

I have asked Steve Szafran for the height of the bleachers. Bleachers were not a part of the original presentation of this field. The bleachers are to hold 80 people. That number of people alone will raise the noise level. If it is multiplied by many sets of bleachers, there will be a significant rise in noise level.

Therefore, it becomes even more important to have a noise barrier wall. I ask that the height of the bleachers be considered in the design height of the noise barrier wall that we have asked for. Also, I hope it may be possible to consider an alternate shorter design for the bleachers. Steve Szafran mentioned that he has stipulated a 30' dedication from the R.O.W. 1st Ave NW and will ask for 20' setback for the field.

The SEPA mitigations stipulate no lights on the practice field. However, in summer, daylight hours can run past 9:00 pm. There is a noise ordinance past 10:00 pm. That means the neighbors across from the field will be hearing noise quite late in the evening. We are working families. I go to sleep at 9:00. Dinner hour will be disrupted.

Please consider enforcing some time constraints. At least stating no field hours past 8:00 pm. You may be thinking that a noise barrier wall would take care of that. There is a hill and trees between us and Crista's regular playing field. It is incredibly loud. It can be heard all over the area. It is like living right next to Husky Stadium.

My last point concerns the usage of the "Practice Field". I have been told by another neighbor that Crista plans to rent this out as a soccer field. If that is the usage, Crista should be completely clear and forthcoming about that. I don't know which would be worse for noise, Crista students who have a culture of screaming loudly at games or soccer games going on at all hours.

Sincerely,

Diane L'Heureux
Diane L'Heureux

January 18, 2010

City of Shoreline
Attn: Steve Szafran
17544 Midvale Ave. N.
Shoreline, WA 98133-4921

Re: Crista Master Development Plan – Response to Staff Report (Agenda Item 7.a)

Dear Steve,

CRISTA Ministries has reviewed the Staff Report to Planning Commission, Agenda item 7.a, that is being reviewed at the January 21, 2010 public hearing. To confirm the items discussed with the City of Shoreline in our meeting on Friday January 15, 2010, CRISTA Ministries would like to make a record of the following items that need to be corrected in the final report.

1. On page 21, Item 23 of the proposed development standards, CRISTA Ministries notes that our application proposes that the new density for residential development be 24 dwelling units per acre, rather than the 12 shown. Max allowed is 48.
2. On page 27, Item 3 under the MDPP Criteria narrative, CRISTA Ministries would like to clarify that the mitigations will be completed with each related building permit issuance. The narrative infers that most will be complete with the first permit issuance.
3. On page 29, Item 11a of the MDPP Criteria narrative, CRISTA Ministries would like the language revised to correlate with the subsequent recommendation on page 37 (Item 5) by replacing the words “with trunks located” with “that are fully”.
4. On page 30, Item 12 Table, consistent with item 1 of this letter, CRISTA Ministries notes that the Density for residential development should be 24 du/ac rather than the 12 du/ac noted.
5. On page 31, Item 16 third bullet point, sidewalk work on Fremont Ave N. between 190th and 195th should not be linked to the Practice Field and/or King’s Jr. High. The Practice Field has been noted to effect 190th St. and King’s Jr. High effects 195th between Greenwood and Fremont.
6. On page 32, Item 17 third bullet point, CRISTA Ministries would like to clarify that 190th St widening will be limited to the EBRTL only and not the full length of the roadway.
7. On page 35, the fourth bullet of Conclusion Decision Criteria 4, CRISTA Ministries would again like to clarify that the density should be 24 dwelling units per acre and not the 12 du/ac listed.

Should you have any questions in this regard, please feel free to give me a call.

Sincerely,

Kyle Roquet
CRISTA Ministries
VP – Facilities and Construction Mgmt.

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

From: Jordan Stobbe [mailto:jojo.sto123@gmail.com]
Sent: Wednesday, January 20, 2010 8:51 PM
To: PDS
Subject: Environmental Protection

CRISTA Ministries
CRISTA Ministries

Greetings,,

"You know, more than 100 years ago, Upton Sinclair wrote this, that 'It's difficult to get a man to understand something if his salary depends upon his not understanding it.'" - Al Gore

In our current era, environmental protection is absolutely necessary, and critical for the world's health, humans, and all living things. Right now, the crisis of Global Warming, Climate Change, and Greenhouse gas emissions should be one main concern for people. We must take action in stopping these issues, or we will have major consequences -- even more than we already have. We are entering a period of consequences from past mistakes? Yet we still continue to make the same mistakes, and more. As new advances and technologies enter our lives, we seem to take advantage of them. It has turned from a? Need? To a? Because we can.? We must change this outlook on our actions, and start to understand the enormous amounts of damage we are causing to our planet and everything on it, and the consequences that will follow. Only when everyone decides to take action, and take their own small parts in creating change, will we start to make an impact. Many small actions will create one big change...and the only ones who can do that are the ones who started it all...us.

"What we take for granted might not be here for our children." - Al Gore

Jordan Stobbe
215 NW 200th Street
Shoreline, WA 98177

**Save Our Little Slice Of Forest
Environmental Protection
(Target: CRISTA Ministries)**

"You look at that river gently flowing by. You notice the leaves rustling with the wind. You hear the birds; you hear the tree frogs. In the distance you hear a cow. You feel the grass. The mud gives a little bit on the river bank. It's quiet; it's peaceful. And all of a sudden, it's a gear shift inside you. And it's like taking a deep breath and going, 'Oh yeah, I forgot about this.'" - Al Gore

I would like you to please take into consideration the surrounding neighborhood around the forested area being cleared. Increasing amounts of natural habitats and forests are

being demolished around the world, and even in our own city at an incredible rate. It will not only be harming the environment, but also the aesthetics and natural beauty that our neighborhood is constantly losing.

In our current era, environmental protection is absolutely necessary, and critical for the world's health, humans, and all living things. Right now, the crisis of Global Warming, Climate Change, and Greenhouse gas emissions should be one main concern for people. We must take action in stopping these issues, or we will have major consequences -- even more than we already have. We are entering a period of consequences from past mistakes...yet we still continue to make the same mistakes, and more. As new advances and technologies enter our lives, we seem to take advantage of them. It has turned from a "need," to a "because we can." We must change this outlook on our actions, and start to understand the enormous amounts of damage we are causing to our planet and everything on it, and the consequences that will follow.

Only when everyone decides to take action, and take their own small initiatives in creating change, will we start to make an impact. Many small actions, will create one big change...and the only ones who can do that are the ones who started it all...us.

"You know, more than 100 years ago, Upton Sinclair wrote this, that 'It's difficult to get a man to understand something if his salary depends upon his not understanding it.'" - Al Gore

Dear Mr. Szafran:

I am writing in regards to the recent CRISTA desire for additional development. Personally I think what they are wanting to do to our neighborhood is unreasonable!

We have lived in the immediate CRISTA area for over 25 years.

As we all know, 195th & Dayton is extremely dangerous and very congested during school hours. Almost daily, someone comes close to getting hit/killed and/or a car accident.

The traffic in this area during these hours is beyond absurd....obviously it is only going to get worse when they move the preschool to the same area.

A simple solution to the above is to put in an **overpass type crosswalk at the current crosswalk at 195th & Dayton**. Daily, during school hours traffic must stop for a few children to cross safely. And that process occurs many many times during school hours. Currently Security guards have to assist to assure their safety. Each and every time this happens, which is a significant amount during peak hours, traffic backs up. When this occurs, it just snowballs for a lengthy period of time and virtually shuts down the area.

A major concern I and others have is; if there is a need for Fire Dept., or Police to come through that area, it is darn near impossible during peak times. If they come that way, they would be literally stuck in a traffic block and it would be and is virtually impossible for cars, and buses to get out of their way. As a result of the delay for the Fire Dept. and Police to reach their destination in an appropriate timely fashion, it could very easily cost someone's life, or their house. And to me, that is unacceptable that they/CRISTA are permitted to put people's lives and homes in jeopardy like that, which they are and have been, obviously. The Fire Dept. and Police issue should be a priority, period..... And it is not, nor has it been and to me that is just plain wrong from all aspects. The City is well aware of this nightmare and to me that opens the door for a known liability issue for the City too.

If they/CRISTA/SHORELINE were to install an overpass type crosswalk there, that would keep the traffic flowing and virtually assure 100% safety for all.

We are all also shocked that clearly the Police Department just let's CRISTA and the parents get away with blatant and frivolous carefree driving violations. If an officer was to be there even for a few days, he/she would have carpal tunnel from being able to write so many blatant tickets/violations that are well deserved. Why are CRISTA and the parents permitted to do what they want without virtually any recourse from the Police department? Write them up, over and over and send a **strong message** to the carefree people that they may be rich but they can't get away with blatant carefree violations. Stop by that area yourself and see the unlimited blatant infractions that occur daily in that area. And it happens daily because nobody does anything about it. Come by during the lunch hour, or end of the school day and see the kids with Mommy and Daddy's

expensive cars doing burnouts, racing up and down the streets and on and on. Someone needs to send a strong message to these people that this is dangerous, violates the law and unacceptable, rich or not.

With the new buildings going in that same area, it will only get worse, obviously. To "everyone" in the surrounding neighborhoods, **that area is a nightmare, dangerous** and that is why and how a lot of the frustration comes from the local neighbors. A left hand turn lane is a great idea as well, but that will not reduce traffic congestion by much, nor protect the citizens from potential injury either.

During peak times, it is so difficult and frustrating to negotiate that area, let alone to watch the repeated traffic violations occurring daily with virtually little to nothing being done about it. Obviously the City is well aware of this and I wonder if and when someone gets injured/killed in that area because of the traffic problems, what Legal accountability the City will have for doing virtually nothing about it. Especially when they have been put on notice about it, repeatedly, for many years.

With an overpass type crosswalk, traffic congestion would be significantly better and frustrations and anger for all would be drastically reduced as well, obviously. Seems like our Tax dollars are going more to CRISTA's desires and concerns, rather than the Citizens.

Yes, it is pricey to install one of those overpasses..... But, saving one persons life, or preventing one car accident would justify the cost of an overpass crosswalk.

Come by that area and observe during these peaks hours and you will clearly see, the real problem in that area is traffic congestion and major traffic violations which puts the children adults and local citizens at a serious risk..... Plus you will see exactly what I am talking about. They stop the traffic many many times during those hours, causing backups. Get rid of the backups and I will assure the neighborhood would be delighted to know we can once again use our local streets during those hours, as we should be able to. We should not have to be *forced* to take alternate lengthy routes to avoid that area. An overhead crosswalk would virtually resolve almost all the above.

These are our roads too, not just for CRISTA and its members. And obviously with the addition of the preschool, it will get significantly worse, for all and of course the risks and dangers for all will increase as well. These streets and water pipes etc were never designed for this amount of traffic and "weight" on the roads. Trust me, I know, we already had a major flood that destroyed everything we had as a direct result of a 12" water main on 195th breaking.... we wonder if the buses, traffic and significant amount of weight on that road was a direct, or indirect cause of 75+ year outdated main water pipes rupturing. The City really needs to take this into consideration as well.....these water pipes are way past due to be replaced. And now the City is gong to let CRISTA to significantly increase the traffic and weight on this road with no accountability to CRISTA to deal with that issue? I say make them pay to dig them up and replace them because as a direct result of CRISTA's development plans, it will put way to much

needless strain on these outdated old pipes and roads. **They will break** under that amount of weight from endless buses and traffic... then what, the Citizens have to pay to have them duct taped together, AGAIN and/or replaced??

Trust me, a flood caused by the CITY water pipes is no picnic and devastating from so many aspects.... and recouping much of anything from *any* City as a result of a water pipe breaking is financially devastating and ruins people lives. You get virtually nothing in compensation from any City when such occurs....absurd when the pipes are outdated and well known they are too.

Now is saying the above about our flood, I do want to mention, **the City Of Shoreline was outstanding in their assistance to us.** In fact, I sent an appreciation letter and was just recently asked if my letter could be used on a City Of Shoreline's website, which I/we did authorize because of their sincere concern and assistance during that time.

CRISTA has the funds to build such, and I think they would think the idea(s) are a great one as well.

A simple solution for all and it also increases safety for all by 100% as well as potentially reduces the City's liability too.

Thank you for your time and consideration to our and many others issues and concerns.

Respectfully,
Chris H. Floeting
19520 1st Ave NW
Shoreline, WA
98177
(206) 546-0402

Diane L'Heureux
104 NW 189th Street
Shoreline WA 98177

Comments for COS Planning Commission Public Meeting

We own property directly west of the proposed practice field in the Crista-proposal for-master development plan. We face 1st Avenue N.W.

Noise: When we bought our property we chose this very quiet neighborhood. Existing condition 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, regular game and practice field game noise. Adding bleachers to this equation increases noise further. Handwritten note on the SEPA checklist read "Long term noise impacts can be expected in the evenings and weekends." Daylight hours run past 9:00 pm in the summer. We are mostly working families that go to sleep early.

The main mitigation for this is a noise barrier wall. *and no access from 1st Ave NW - No Parking there are required*
For the reasons mentioned, it becomes even more important to have an effective noise barrier wall. There is a steep hill and trees between us and Crista's regular playing field. The noise level is very high even under those conditions.

These factors should be taken in to 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 structures for equipment storage should suffice for a practice field. We ask for a separate condition to limit hours of use. ~~Close at 8:00 PM~~. Also ~~game~~ *in evenings* hours should allow hard working people to sleep in on weekends. *Field*

Size of the field should be reduced. Its current size on site plans will have significant environmental impact, destroying valuable woodland and increasing issues of noise. The current practice field is considerably smaller than the proposed field. *And incorp. of region - much lower than reg. soccer field*

The current tree retention plan calls for 450 trees to be removed. A large number of those trees would be removed from the wooded area north of 189th where practice field would be. I echo *Availability* others concern for loss of habitat and water retention that these trees afford. The suggestion to move the practice field south and reduce the size of field will help. I hope other means to stop tree loss will seriously be considered. *66% tree retention obscures the total number of trees destroyed in this heavily wooded area*

I have been told by a neighbor that Crista plans to rent this out as a soccer field or two. If that is the usage, Crista should be completely clear about that. ~~It may affect the hours of usage.~~
I understand that C.O.S staff will ask for a 30' dedication and 20' setback from 1st Ave. NW. for the field.

Construction entrance should be from Crista property. Large vehicles should not be clogging up narrow side streets.

Wastewater structure is old and has significant problems. Are taxpayers paying for this? *Connection to public infrastructure*

Diane L'Heureux

Handwritten signature and notes at the bottom of the page.

1/21/10: Shoreline Planning Commission

My name is Deborah Buck.

I have lived at 221 N. 196th Pl. for 20 years, directly across from the proposed new access point to Crista's:

location for their

~~the~~ location for their

- new Early Childhood Center for 140 students
- new 76 car parking lot
- expanded elementary school.

In snowy and icy conditions, the intersection at this proposed access point becomes extremely hazardous.

196th Pl., a steep hill, becomes virtually impassable. It is ~~also~~ the only road into and out of the cul de sac

Someone chose to avoid drawing attention to this hazard.

The plan adds hundreds of cars to this intersection, yet does not offer a single mitigating condition.

Once this hill is snowy and icy, only four or all wheel drive vehicles can make it up.

Others try, many of them multiple times.

Under this plan, any that did make it up would come careening into an intersection full of cars carrying children.

the hazards are compounded by cars parked at the top of this hill, where they have level access to the arterial.

- 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.

Adding a new access point at this location is a recipe for disaster.

In my letter of December 4, I asked this be considered in the EIS.

It was not, just as other EIS comments were ignored.

There is no appeal process.

I am told my only recourse is to sue.

I am lucky to have a brother who knows how to litigate EIS cases and I will use him to do that.

As a long time Shoreline resident I am aghast it takes litigation to

- produce adequate EIS information
- and to protect residents.

Public Hearing Testimony Re: Crista Master Plan

Campus designation- Criteria #1

Crista is a campus, not an entertainment or sports complex. Performances or sports activities must be exclusive to Crista students, residents or parents, to avoid introducing large crowds of outside traffic from elsewhere in a neighborhood environment. This must be part of the planning to preserve the family-centered nature of our neighborhood. Hillwood for instance, derives its name from the elementary school built in about 1945. Families identified with the area by this school which is no longer a center piece of the neighborhood. So much for the heart of an area with a strong history. Use of these facilities should be specifically defined and limited to a maximum number of days/nights per week, month and year for our neighborhoods protection.

* **Meet or exceed current critical areas regulations?-Criteria #3**

Please consider day-lighting the stream in the front of Crista. In the long run all of the area would benefit aesthetically, habitat would thrive and it would add an incredible asset to the property & neighborhood

Innovative, aesthetic site design and tree mitigation?-Criteria #4

Sustainable practices would have native trees replaced by native trees. This unfortunately is not part of the plan. Why not? Please consider this.

* Wildlife species like the Pileated Woodpecker require large swaths of trees and with these trees removed we may lose our Pileated and other species thriving in them.

Capacity & Infrastructure -Criteria #5

* At present, the surrounding neighborhood is barely able to handle the traffic quantity Crista now creates. Putting in traffic turn lanes may ease movement in and out for the Crista folks, but does reduce the flow of traffic in the neighborhood and indeed, may serve to encourage more. Where is the required Regional level traffic study?

Provisions for open space/recreation, ...minimize conflict and create transitions between proposal site and adjacent neighborhoods....-Criteria #7

Hillwood is a residential neighborhood. The Crista Campus sits right in the middle of it. Crista's campus is a challenge for our Hillwood neighborhood to work with and around. We have so few areas of walk-able natural habitat and now this is on the brink of disaster. It will not serve our community to remove these trees, build out a private recreation center and increase traffic - especially on non-permeable surfaces.

Unlike Hamlin Park which brings people together, Crista restricting neighborhood access from the west to our local park on 3rd NW limits place and time to meet with each other. There should be a required, open to the public, easy access onto and across the campus for neighbors to use and public access open space for neighbors to enjoy.

Respectfully submitted,
Afia Christine Menke

Afia Christine Menke

* How will public communicate with Crista internal security system - especially during large events?

ps. of utmost importance is the ~~public~~ schedule presented in public & in advance to the community of THE ADMINISTRATIVE REVIEW over process - dates, results and follow-up outcomes & with attached consequences for non-compliance off City of Strake like findings

* "A pocket of money" seems to be a ~~core~~ issue in this whole Master Plan, with no reduction of traffic. I say go green. Think out of the box, commit to lowering your carbon footprint. Drive smaller vehicles less often!

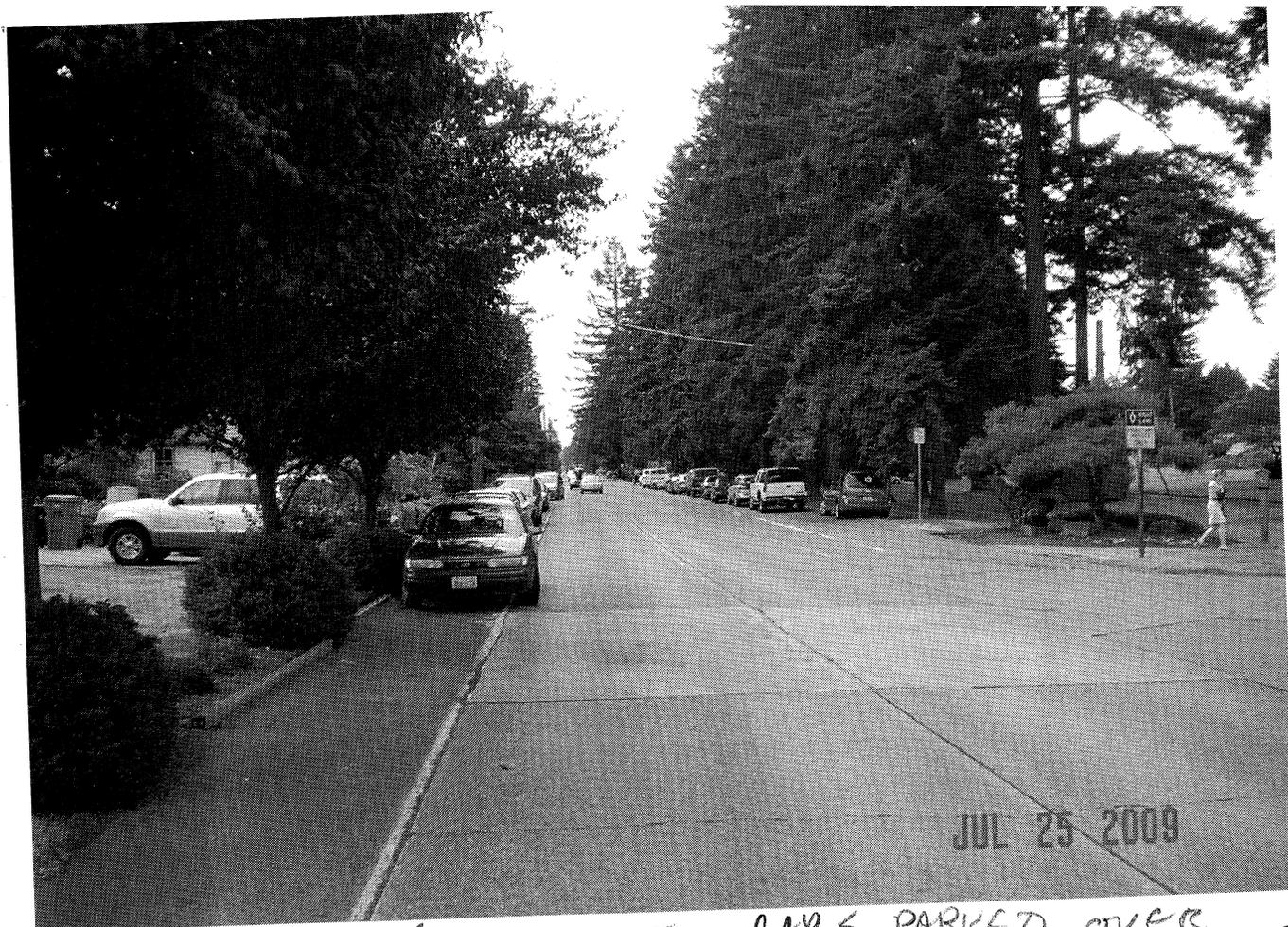
As Shoreline is Crista's "sweet spot", obviously there remains a fair amount of work still left to do before we believe this plan is ready for approval, such as:

Reduction of Traffic management Plan, stream definition, communication to Crista from neighborhood during large events - how that happens, recourse for neighbors

The City of Shoreline could consider NO PARKING except by CODE, so that neighbors could utilize the street but not Crista employee's, parents or students.



FREMONT



JUL 25 2009

THWING

FREMONT - CARS PARKED OVER FOG LINE



AT ONE OF CRISTA'S EVENTS - AFTER CRISTA
PROMISED US THEY WOULD MAKE THIS STOP

IT LOOKS A LOT LIKE THIS EVERY
SCHOOL DAY & EVERY EVENT

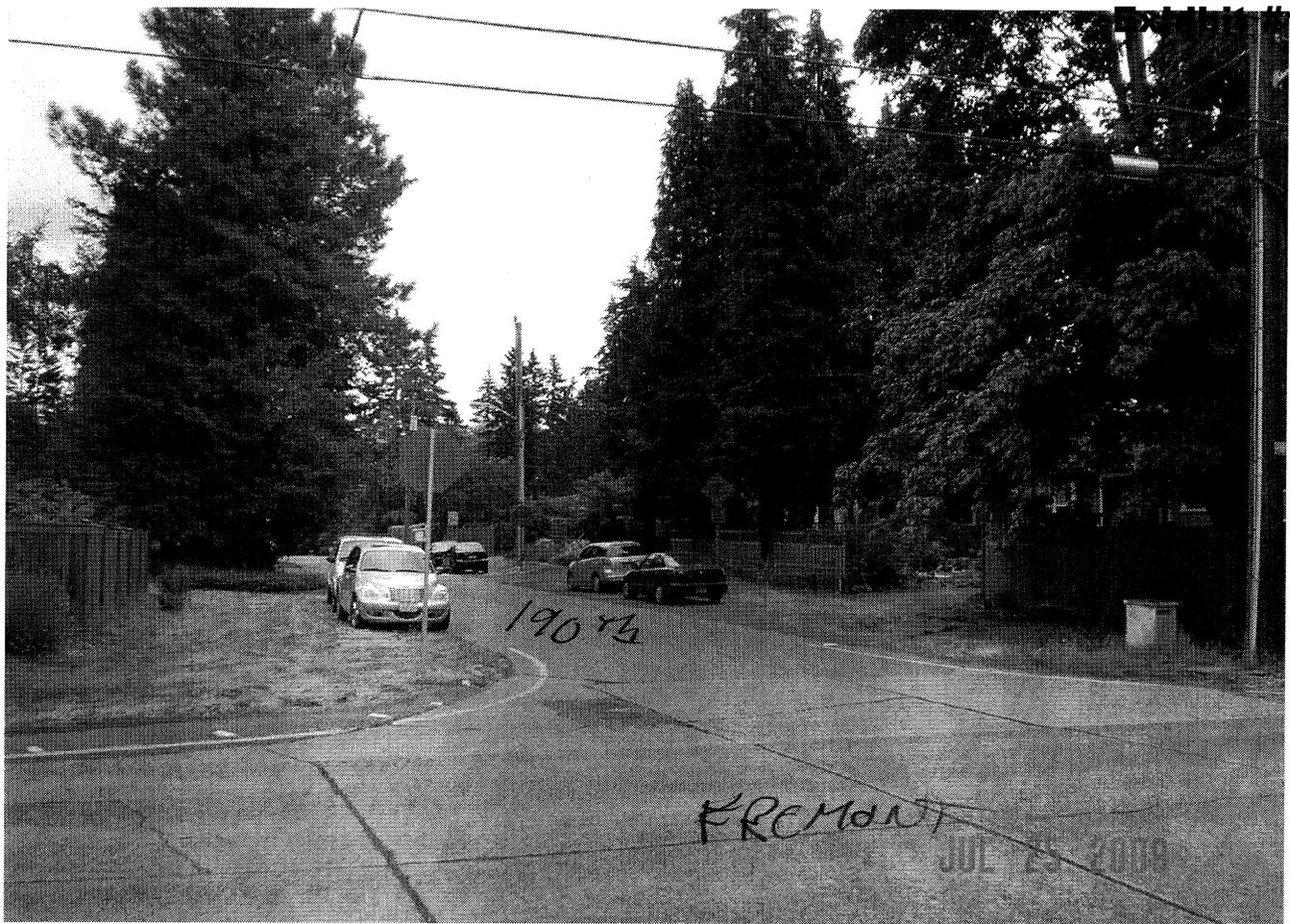
TWIN 6



PEDESTRIAN
FORCED INTO STREET



TWING



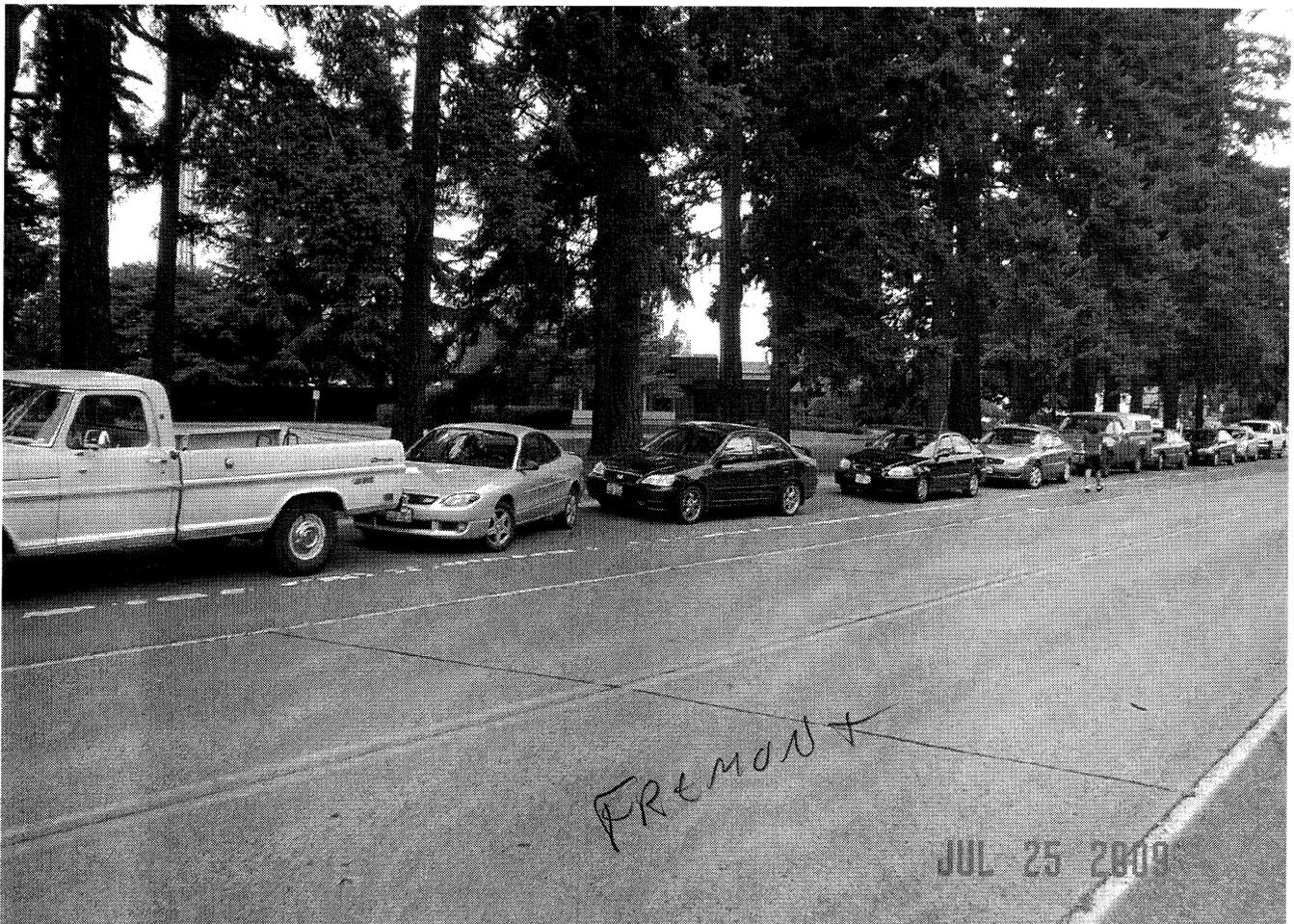
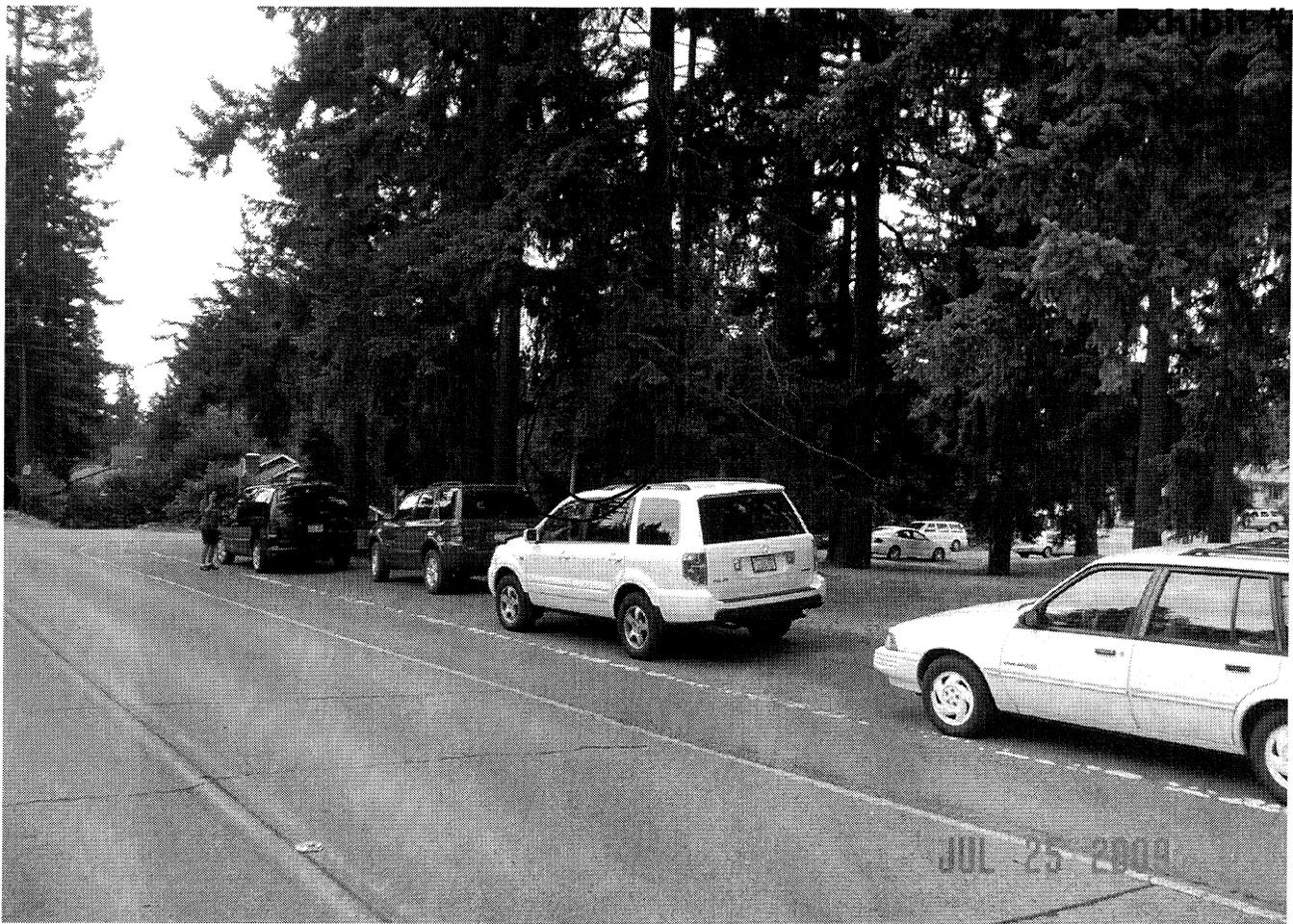
THWING



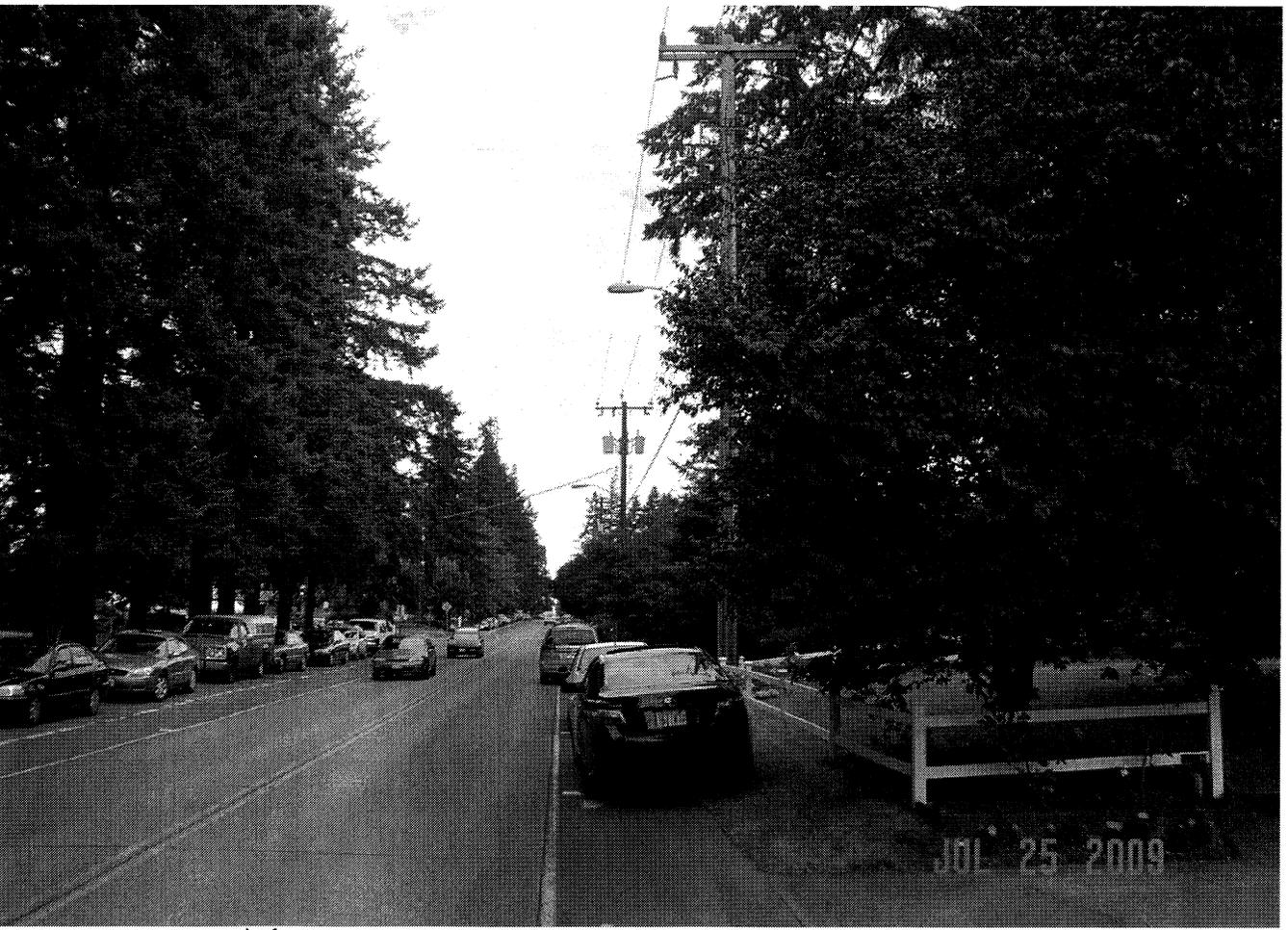
FREMONT



TWIN 6



TWINC



THWING

§
Crista Ma~~ter~~ Plan Public Hearing Input

Criteria #1 Campus designation

Crista is a campus, not a sports complex. The creation of a practice field will make rental/lease/loan of Woolsey Stadium available for other purposes. Therefore, the use of the stadium and practice field must be limited to Crista population activities only to protect the neighborhood from being overrun by non-Crista related impacts. Use of these facilities should be specifically defined and limited to a maximum number of days/nights per week, month and year to protect the residential nature of the neighborhood.

Criteria #3 Meet or exceed current critical areas regulations?

Crista has identified a piped watercourse and defines as "not a stream". Labeling something does not change what it really is and City Engineer Jill Masqueda recommends it be daylighted. Not daylighting it fails to meet/exceed current critical areas regulations which include wetlands. If this (Reach #11 of Boeing Creek) is similar to Reach #12 in Hillwood Park then it is considered a wetland and is protected as a critical area. Furthermore, this sounds a lot like the whole Thornton Creek / Aegis scenario revisited.

Criteria #4 innovative, aesthetic site design and tree mitigation?

Sustainable practices would have native trees replaced by native trees. However, very few of the proposed replacements are natives and even fewer are the native evergreens the neighborhood aesthetics demand. Please see information on coniferous and deciduous trees provided along with proposed native alternatives and require that native be used for replacement trees in all cases.

What will be done to restore the compacted, impervious surfaces and soils beneath existing buildings? The new layout will create impervious surface in wholly new areas leaving most the entire site impervious. *ONE THAT ADDRESSES/INCORPORATES EFFECTS OF THE AURORA CORRIDOR, POINT WELLS & TOWN CENTER DEVELOPMENT*

Criteria #5 - Capacity & infrastructure

Where is the Regional level traffic study that is required? You know the one that is about two inches thick with an index of addendums.

Criteria #7 - Provisions for open space/recreation, ...minimize conflict and create transitions between proposal site and adjacent neighborhoods....

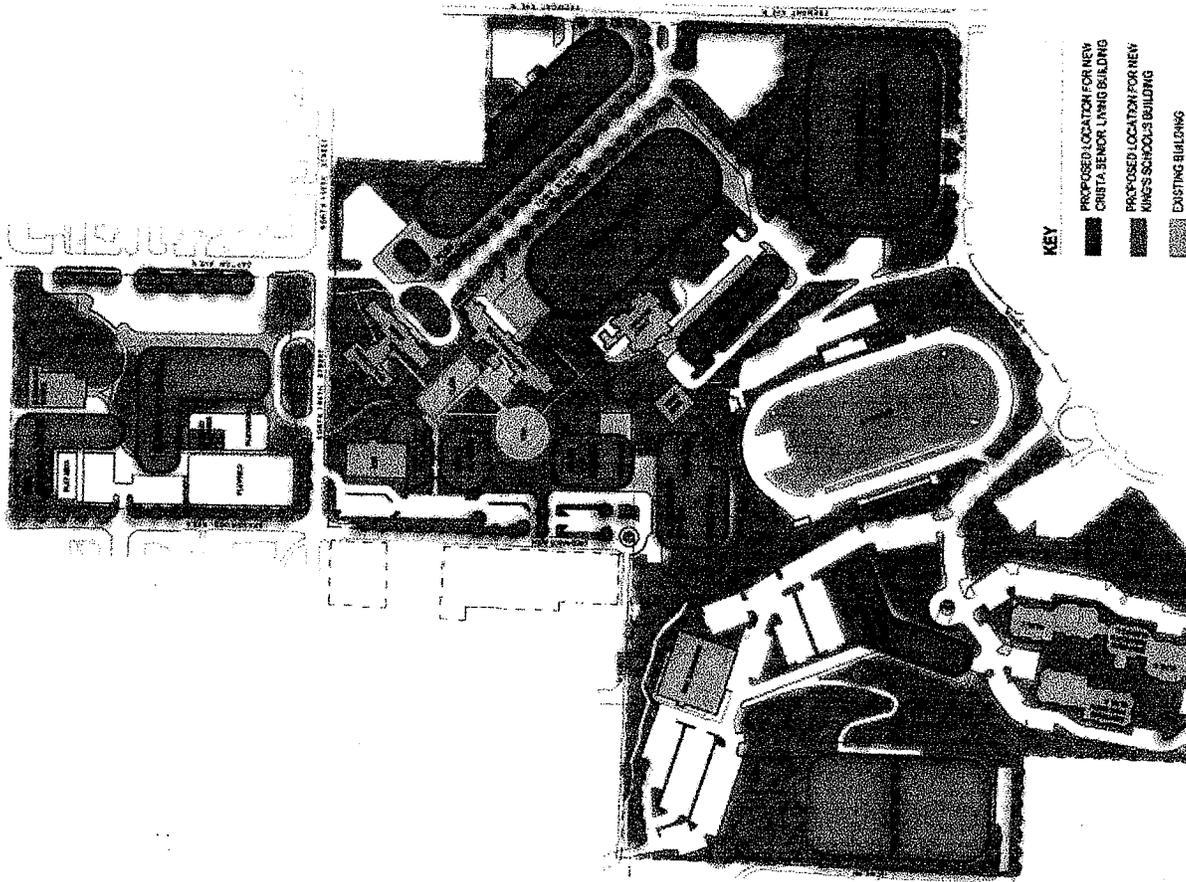
Hillwood is a residential neighborhood with The Crista Campus physically is the size of Hamlin Park right in the middle of it. Unlike Hamlin Park which brings people together, it keeps people apart by restricting neighborhood access from the west to our local park on 3rd NW. There should be a required, open to the public, easy access onto and across the campus for neighbors to use and public access open space for neighbors to enjoy.

Boni Biery
Hillwood Resident

CRISTA Campus

ABOUT THE CAMPUS:

- Original buildings built in 1913 as Firland Tuberculosis Sanatorium
- Property vacated in 1946-47
- King's Garden moved here in 1949
- Initial services: Education and Senior Care
- Additional services: Broadcast, Humanitarian & Relief, Camps, etc.
- Renamed CRISTA Ministries in 1979
- Additional major buildings added:
 - Elementary School - 1955
 - Print Shop (now Broadcast) - 1959
 - Cristwood - 1984
 - King's Garden Gym - 1996
 - Chestnut Court - 1998
 - Intermediate Elementary - 1999
- Current acreage: 55
- Current residents: 670
- Current student body: 1200
- Current staff: 890



Please note all the new buildings; most on new footprints leaving old compacted soils. Many mature evergreens will be removed and the current plan replaces them with

Proposed Deciduous/Accent Trees At Maturity Native? notes / comments

		height	spread	Native?	notes / comments
vine maple	<i>Acer circinnatum</i>	40 - 60 ft	40 - 60 ft	yes	
paperbark maple	<i>Acer griseum</i>	20 - 30 ft	10 - 20 ft	no	
Japanese maple	<i>Acer palmatum</i>	6 - 25 ft	6 - 25 ft	no	
White-barked Himalayan Birch	<i>Betula utilis</i> var <i>Jacequemonti</i>	40 ft	30 ft	no	
Chinese Dogwood	<i>Cornus kousa chinensis</i>	22 ft	15 ft	no	there are other varieties, not subject to blight that are much more like our native nuttalli
star magnolia	<i>Magnolia stellata</i> "Royal Star"	10 - 15 ft	10 - 15 ft	no	
crabapple	<i>Malus</i> spp	6 - 30 ft	10 - 20 ft	tbd	adaptable, can easily escape into native landscape
flowering cherry	<i>Prunus</i> spp	20 - 50 ft	20 - 30 ft	tbd	adaptable, can easily escape into native landscape
flowering pear	<i>Pyrus calleryana</i> 'Capital'	35 - 45	12 - 15 ft	no	
Japanese snowball	<i>Styrax Japonica</i>	20 - 30 ft	20 - 30 ft	no	

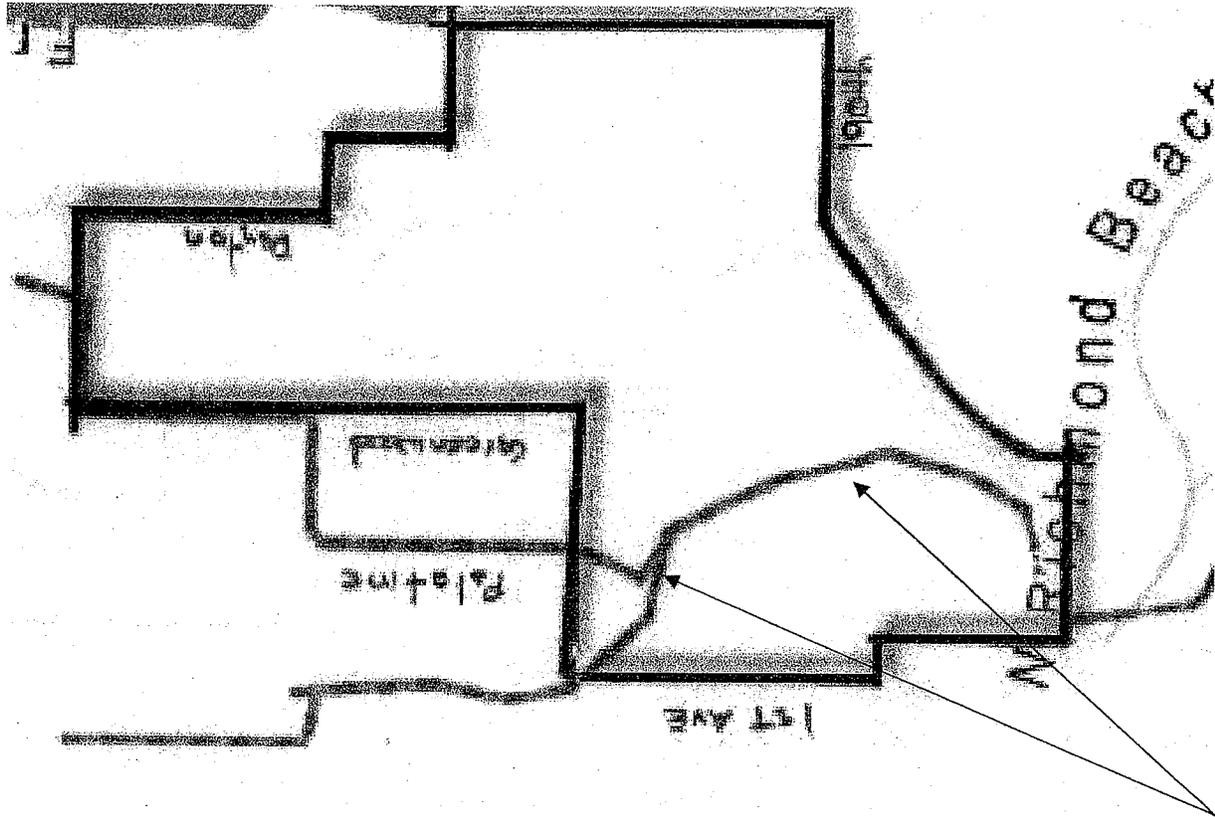
Alternatives

hazelnut	<i>Corylus cornuta</i>	8 - 25 ft	8 - 25 ft	yes	
red alder	<i>Alnus rubra</i> Bong.	70- 120 ft	15 - 25 ft	yes	nitrogen fixing
big leaf maple	<i>Acer macrophyllum</i> Pursh	50 - 90 ft	30 - 40 ft	yes	
Cascara	<i>Rhamnus purshiana</i> <i>Fraxinus latifolia</i>	20 - 30 ft	15 20 ft	yes	
Oregon ash	Benth.	70 ft	to 50 ft	yes	
bitter cherry	<i>Prunus emarginata</i>	45-50 ft	15 ft	yes	
Garry oak	<i>Quercus garryana</i>	75 ft	30-40 ft	yes	
Pacific crabapple	<i>Malus fusca</i>	40 ft	40 ft	yes	

Coniferous Trees		At Maturity		Native?	notes / comments
common name	botanical name	height	spread		
subalpine fir	<i>Abies lasiocarpa</i>	up to 150 ft	15-20 ft	no	measurements for natural environment; severely dwarfed at sea level
Hinoki; false cypress	<i>Chamaecyparis obtusa</i> "Gracilis"	4 - 8 ft	2 - 3 ft	no	extremely slow growing
California incense cedar	<i>Calocedrus decurrens</i>	30 ⁺ ft	15 - 30 ft	no	
Blue spruce	<i>Picea pungens</i> "Hoopsii"	30-50 ft	15 - 20 ft	no	
Lodgepole; maybe Shore pine	<i>Pinus contorta</i>	tbd	tbd	yes	can't determine which tree is intended for use
Coast Douglas fir	<i>Pseudotsuga menziesii</i>	80 - 200 ⁺ ft	15 - 20 ft	yes	easily lives to 500 years old
Western redcedar	<i>Thuja plicata</i>	200 ft	25 - 40 ft	yes	
Canadian hemlock	<i>Tsuga canadensis</i>	40- 70 ft	25 - 30 ft	no	native to the northeast coast

Alternatives

Pacific Madrone	<i>Arbutus menziesii</i> Pursh	90 ft	
Western hemlock	<i>Tsuga heterophylla</i>	150 - 225 ft	state tree
Western white pine	<i>Pinus monticola</i>	130 ft	yes
Pacific silver fir	<i>Abies amabilis</i>	150 - 170 ft	
Grand fir	<i>Abies grandis</i>	170 - 250ft	
Sitka spruce	<i>Picea sitchensis</i>	40 - 90 ft	yes needs moist soil
Rocky mountain juniper	<i>Juniperus scopulotum</i> Sarg.	30 - 40 ft	most important native juniper



City Engineer, Jill Masqueda PE, recommends this stream be daylighted. However, it is the Planning Dept/Commission who will make recommendations to City Council for voting on the final decision.

20.80.320 Classification.

Wetlands, as defined by this section, shall be classified according to the following criteria:

- A. "Type I wetlands" are those wetlands which meet any of the following criteria:
1. The presence of species proposed or listed by the Federal government or State of Washington as endangered, threatened, critical or priority, or the presence of critical or outstanding actual or potential habitat for those species; or
 2. Wetlands having 40 percent to 60 percent open water in dispersed patches with two or more wetland subclasses of vegetation; or
 3. High quality examples of a native wetland listed in the terrestrial and/or aquatic ecosystem elements of the Washington Natural Heritage Plan that are presently identified as such or are determined to be of heritage quality by the Department of Natural Resources; or
 4. The presence of plant associations of infrequent occurrence. These include, but are not limited to, plant associations found in bogs and in wetlands with a coniferous forested wetland class or subclass occurring on organic soils.
- B. "Type II wetlands" are those wetlands which are not Type I wetlands and meet any of the following criteria:
1. Wetlands greater than one acre (43,560 sq. ft.) in size;
 2. Wetlands equal to or less than one acre (43,560 sq. ft.) but greater than one-half acre (21,780 sq.ft.) in size and have three or more wetland classes; or
 3. Wetlands equal to or less than one acre (43,560 sq. ft.) but greater than one-half acre (21,780 sq.ft.) in size, and have a forested wetland class or subclasses.
- C. "Type III wetlands" are those wetlands that are equal to or less than one acre in size and that have one or two wetland classes and are not rated as Type IV wetlands, or wetlands less than one-half acre in size having either three wetlands classes or a forested wetland class or subclass.
- D. "Type IV wetlands" are those wetlands that are equal to or less than 2,500 square feet, hydrologically isolated and have only one, unforested, wetland class. (Ord. 398 § 1, 2006; Ord. 238 Ch. VIII § 5(B), 2000).

20.80.330 Required buffer areas.

- A. Required wetland buffer widths shall reflect the sensitivity of the area and resource or the risks associated with development and, in those circumstances permitted by these regulations, the type and intensity of human activity and site design proposed to be

19818 Fremont Ave. N.
Shoreline, WA 98133
February 5, 2010

Dear Michelle Wagner,

My name is Clydene Staatz. My husband and I have lived in the same house on Fremont Ave. N. three blocks north of Crista, for 48 years. During this time, we have seen Fremont Ave, N. grow from a sleepy residential street into a busy arterial, partly because of Einstein Jr. High, Shorewood High School, Crista, and being an escape from Aurora Ave. We have also seen Crista Ministries grow in service, locally, nationally, and internationally. It is true that we, at peak times around 8 A.M. and 3 P.M. when the schools have extra traffic, have sat in our driveway several minutes waiting to enter Fremont Ave. N. *Instead of fretting and stewing because we cannot have what we want right when we want it-out of the driveway-we feel our patience makes us a part of the service and good these three institutions are providing.* Any residents living near a school, elementary, Jr High or High School, will experience traffic congestion at various times. It is to be expected.

Concerning service to the community, Crista is very beneficial to our community. Besides providing a home and excellent care for over 500 senior citizens, Crista has provided a voting location for the surrounding neighborhood for many years. Crista's World Concern continuously ministers to hurting people locally and around the world. Crista's adoption agency secures homes for needy children. Their radio stations not only provides world news and weather, but also helpful programs and news of local events. Then consider the schools Crista provides.

Currently Crista provides education for some 1,200 students, which shows their growth from 1950 when their schools opened with 126 students. Consider the money Crista has saved for our area public schools by providing education for this many students for nearly sixty years, especially if it costs over \$5,000 per student per year for public education. This year alone by educating 1,200 students, Crista is sparing our area public schools \$6,000,000 (1,200 X \$5,000) in expense.

I thank you for the thoughtful consideration you are giving to Crista's 20 Year Plan. I, for one, hope you vote to approve their plan.

Respectfully submitted,



Clydene Staatz

P.S. I thought you
might like to read
about Crista's history
in By Faith.



Memorandum

DATE: February 12, 2010
TO: Shoreline Planning Commission
FROM: Steve Cohn, Senior Planner
Jessica Simulcik Smith, Planning Commission Clerk
RE: Proposed Amendments to the Planning Commission Bylaws

The Planning Commission last reviewed and revised its Bylaws on October 1, 2009 to bring its special meeting provision in conformance with that of the City Council. On February 8, the Council modified the City Code to reduce the number of Planning Commissioners from 9 members to 7 members.

The proposed changes which will bring the Bylaws into conformance with the recent Council action are reflected on the attachment. If you have questions, please call the Commission Clerk at 206-801-2514 or email her at jsmith@shorelinewa.gov.

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PLANNING COMMISSION BYLAWS

Adopted: February 15, 1996
Revised: November 6, 1997
Revised: October 15, 1998
Revised: January 18, 2001
Revised: April 5, 2001
Revised: April 3, 2003
Revised: April 7, 2005
Revised: March 16, 2006
Revised: May 1, 2008
Revised: October 1, 2009
Revised: February 18, 2010

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ARTICLE I - MEMBERSHIP

The Shoreline Planning Commission shall consist of seven (7) members, appointed by majority vote of the City Council but a fewer number, not less than four (4), shall constitute a lawful Commission.

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ARTICLE II - OFFICERS AND DUTIES

SECTION 1: DUTIES OF THE COMMISSION

As stated in City of Shoreline Municipal Code 2.20.020, the Commission shall undertake the duties and responsibilities defined in 2.20.060 in accordance with the purpose stated in 2.20.010.

Deleted: established by
Deleted: Ordinance No. 36
Deleted: Section 6
Deleted: Section 1 of that ordinance

SECTION 2: OFFICERS

Officers shall be a Chair and a Vice-Chair; both elected members of the Commission. In absence of both the chair and vice chair, members shall elect a Chair *pro tem*.

SECTION 3: DUTIES OF THE OFFICERS

CHAIR: The Chair shall preside at all meetings and public hearings and shall call special meetings when necessary. The Chair shall be a full voting member of the Commission. The Chair shall sign minutes and official papers, appoint all committees and their respective Chairs, and act as an *ex-officio* member of each, but without voting privileges. The Chair may delegate

duties to other Commissioners with the consent of the Commission. The Chair shall speak on behalf of the Commission before the City Council, the public and City staff.

A term of Office shall be defined as one year. A Commissioner may serve as Chair for no more than two consecutive terms.

VICE CHAIR: The Vice Chair shall perform the duties of the Chair in the absence of the same. The Vice Chair may also serve as convener of special committees. The Vice Chair shall speak on behalf of the Commission before the City Council, the public and City staff when the Chair is not available to speak.

A term of Office shall be defined as one year. A Commissioner may serve as Vice Chair for no more than two consecutive terms.

SECTION 4: DUTIES OF THE CLERK OF THE COMMISSION

CLERK OF THE COMMISSION: The Clerk shall record and retain, by electronic means, each meeting for the official record and shall prepare summary minutes for the Commission, maintain official records and post agendas.

ARTICLE III - ELECTIONS

The Commission shall elect a Chair and a Vice Chair each year. Generally, officers shall be elected and take office annually at the first regular public meeting of the Commission in April. Such election shall take place as the first item of new business of that meeting, and elected officers shall assume their duties at the close of elections.

The election of Chair will be conducted by the Planning Commission Clerk. No one Commissioner may nominate more than one person for a given office until every member wishing to nominate a candidate has an opportunity to do so. Nominations do not require a second. The Clerk will repeat each nomination until all nominations have been made. When it appears that no one else wishes to make any further nomination, the Clerk will ask again for further nominations and if there are none, the Clerk will declare the nominations closed. A motion to close the nominations is not necessary.

After nominations have been closed, voting for the Chair takes place in the order nominations were made. Commissioners will be asked to vote by a raise of hands. As soon as one of the nominees receives a majority vote (~~four~~ votes), the Clerk will declare him/her elected. No votes will be taken on the remaining nominees. A tie vote results in a failed nomination. If none of the nominees receives a majority vote, the Clerk will call for nominations again and repeat the process until a single candidate receives a majority vote. Upon election, the Chair conducts the election for Vice Chair following the same process.

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Should the Chair be vacated prior to the completion of the Term, the Vice-Chair shall assume the duties and responsibilities of the Chair for the remainder of the said Term. The Chair shall then conduct elections for a new Vice-Chair.

Should the Vice-Chair be vacated prior to the completion of the Term, the Chair shall conduct elections for a new Vice-Chair to serve out the remainder of the Term.

Time spent fulfilling a vacated Term shall not count towards the two consecutive Term limit for Chair and for Vice-Chair.

ARTICLE IV – MEETINGS

SECTION 1: SCHEDULE

The Planning Commission shall hold regular meetings according to the following schedule:

First and Third Thursday of each month. The meetings shall begin at 7:00 p.m. and end at 9:30 p.m. unless modified. Should a regular meeting day be a legal holiday, the scheduled meeting shall be postponed to the succeeding Thursday, unless a majority of the Commission votes to select another day or to cancel the meeting.

Special meetings may be held by the Commission subject to notice requirements prescribed by State law. Special meetings may be called by the Chair of the Commission, the City Council or Mayor, City Manager or designee, or by the written request of any three (3) Commissioners by written notice emailed or delivered to each member of the Commission at least 24 hours before the time specified for the proposed meeting.

SECTION 2: PURPOSE OF SPECIAL MEETINGS

Special meetings called in accordance with Section 1 of this article shall state the subjects to be considered, and no subject other than those specified in the notice shall be considered. No special meetings shall be scheduled between December 15th and the end of the year. The agenda for a special meeting need not conform to that specified in Section 3 of this Article.

SECTION 3: ORDER OF BUSINESS

The order of business for each **regular** meeting of the Commission shall be as follows:

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. DIRECTOR'S COMMENTS
5. APPROVAL OF MINUTES
6. GENERAL PUBLIC COMMENT
7. STAFF REPORTS
8. PUBLIC COMMENT
9. DIRECTOR'S REPORT
10. UNFINISHED BUSINESS
11. NEW BUSINESS
12. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS
13. AGENDA FOR NEXT MEETING

14. ADJOURNMENT

The order of business for each meeting that includes a **Public Hearing** shall be as follows:

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. DIRECTOR'S COMMENTS
5. APPROVAL OF MINUTES
6. GENERAL PUBLIC COMMENT
7. PUBLIC HEARING
8. DIRECTOR'S REPORT
9. UNFINISHED BUSINESS
10. NEW BUSINESS
11. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS
12. AGENDA FOR NEXT MEETING
13. ADJOURNMENT

SECTION 4: PUBLIC COMMENT

Planning Commission meetings allow the public to express its views. In all cases, speakers are asked to come to the front of the room to have their comments recorded. Each speaker must begin by clearly stating their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak.

During the General Public Comment period, the Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled later on the agenda. Each member of the public may comment for up to two minutes. However, Item 6 (the General Public Comment period) will generally be limited to twenty minutes. Each member of the public may also comment for up to two minutes on action items after each staff report has been presented.

During Public Hearings, the public testimony or comment follows the Staff Report. The rules for procedure for Public Hearings before the Planning Commission are further defined in Resolution No. 182.

ARTICLE V - RULES OF MEETINGS

SECTION 1: ABSENCES

Unexcused absence from more than three (3) consecutive meetings shall be cause for removal. Members shall communicate with the Chair of the Commission or the Vice Chair or the Planning & Development Services Director prior to the meeting with requests for excused absences. Emergency requests may be considered. The Chair of the Commission may approve the excused absence.

SECTION 2: QUORUM

The presence of ~~four (4)~~ members constitutes a quorum, and is required for the Commission to take any action other than to adjourn.

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SECTION 3: RULES OF PROCEDURE

The current edition of Robert’s Rules of Order shall provide the basis for meeting structure and official decisions shall be made by motion and vote of the Commission.

SECTION 4: VOTING

In instances where a vote is called for or required, the present majority is sufficient to act (providing a quorum is present). Each member shall have one vote and no proxies shall be allowed. Present members may abstain for cause. The Chair may vote on any issue, and shall vote in the event of a tie. No action is taken if the Chair votes and the tie continues. A majority vote shall carry, and minority opinions shall be formally registered in the summary minutes and reported to the City Council.

SECTION 5: RECESSES / CONTINUATIONS

Meetings shall be adjourned by a majority vote.

Continuations of meetings shall be to a definite time and place, by majority vote of present members.

ARTICLE VI – COMMITTEES

Committees may be appointed by the Commission Chair. Standing committees shall serve at the pleasure of the Commission and special committees shall also serve for such purposes and terms as the Commission approves. Committees shall establish their own meeting schedule, and the deliberations thereof shall take the form of written reports, submitted to the entire Commission.

ARTICLE VII - CONFLICT OF INTEREST

The Chair shall routinely ask members if they have a conflict of interest with any quasi-judicial item on the agenda. Such conflict(s) must be publicly announced at the earliest possible opportunity, and the member shall step down during the particular case(s), neither deliberating nor voting on same.

ARTICLE VIII - APPEARANCE OF FAIRNESS

The members of the Planning Commission in considering quasi-judicial matters, shall maintain the appearance of fairness as required by law.

ARTICLE IX - AMENDMENTS

These Bylaws may be amended or repealed and new Bylaws may be adopted at any regular meeting or special meeting by a majority vote of the membership. A copy of the proposed Bylaws, or amendments thereto, shall be furnished to each member at least three (3) days prior to the date of the meeting. All amendments to the Bylaws shall be submitted to the Mayor and City Council for their information.

It is hereby understood that the undersigned Clerk of the Planning Commission does hereby certify that the above and foregoing Bylaws were duly adopted by the members of the Commission as the Bylaws of the Commission on the 18th day of February 2010, and that they do now constitute the Bylaws of the City of Shoreline Planning Commission.

Jessica Simulcik Smith
Clerk, Planning Commission

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Deleted: October 2009

SIGNED BY:

Michelle Linders Wagner
Chair, Planning Commission

Joseph W. Tovar
Planning & Development Services Director

Deleted: Will Hall