

AGENDA
 PLANNING COMMISSION
SPECIAL MEETING



Thursday, March 18, 2010
 6:00 p.m.

Shoreline City Hall
 Council Chamber
 17500 Midvale Ave. N

	<u>Estimated Time</u>
1. CALL TO ORDER	6:00 p.m.
2. ROLL CALL	6:01 p.m.
3. APPROVAL OF AGENDA	6:02 p.m.
4. DIRECTOR'S COMMENTS	6:03 p.m.
5. APPROVAL OF MINUTES	6:08 p.m.
a. February 18, 2010 Dinner & Regular Meeting	
6. NEW BUSINESS	
a. Amend Planning Commission Bylaws	6:10 p.m.
b. Prepare for upcoming joint-meeting with Council	6:15 p.m.
7. GENERAL PUBLIC COMMENT	6:30 p.m.
<p><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></p>	
8. PUBLIC HEARING CONTINUATION <i>Quasi-Judicial Public Hearing</i>	6:35 p.m.
a. CRISTA Master Development Plan (continued from Jan. 21 & Feb. 18)	
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	
9. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	
a. Subcommittee work on Town Center Vision Statement	9:35 p.m.
b. Recognize Outgoing Planning Commissioners Kuboi, Piro and Pyle	9:50 p.m.
10. AGENDA FOR April 1	9:59 p.m.
11. 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 SUMMARY MINUTES OF DINNER MEETING

February 18, 2010
6:00 – 7:00 P.M.

Shoreline City Hall
Council Conference Room

Commissioners Present

Commissioner Behrens
Commissioner Broili
Commissioner Kaje
Commissioner Kuboi
Commissioner Perkowski

Staff Present

Paul Cohen, Senior Planner, Planning & Development Services
Steve Cohn, Senior Planner, Planning & Development Services
Jessica Simulcik Smith, Planning Commission Clerk

Commissioners Absent

Chair Wagner
Commissioner Piro
Commissioner Pyle

Other

Bob Bengford, MAKERS
Architecture & Urban Design

Mr. Cohen introduced the Commissioners to Bob Bengford, the City's consultant for the Town Center Subarea Plan project. He announced that the Design Review and Town Center Charrette had been rescheduled to Thursday, April 1. He then asked Mr. Bengford to summarize the meeting goals and proposed activities and visual preference survey (VPS) for the upcoming Charrette.

Mr. Bengford reviewed the draft agenda and walked the Commission through the VPS that contains images of various design concepts. He explained that for each image, participants would be asked to circle the score that most reflects whether they feel that particular image would be appropriate for various areas in the Shoreline Town Center.

Mr. Bengford explained that after the VPS has been completed, participants would break into small groups. Each group would gather around a table with a base map and their preferences and disagreements on connections, public amenities and housing/use/building type. At the end of the small group exercise, everyone would reconvene as a whole and the summary of results from each small group would be presented.

The Commissioners spent the remainder of the dinner meeting asking Mr. Cohen and Mr. Bengford questions and providing feedback on the charrette format and VPS.

The dinner meeting was adjourned at 7:00 P.M.

Ben Perkowski
Vice Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

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CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

February 18, 2010
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

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

Staff Present

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

Commissioners Absent

Chair Wagner
Commissioner Piro

CALL TO ORDER

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

ROLL CALL

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

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

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

APPROVAL OF MINUTES

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

GENERAL PUBLIC COMMENT

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

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

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

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

Staff Presentation of New Information

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

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

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

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

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

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

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

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

Public Testimony

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

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

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

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

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

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

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

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

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

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

Additional Staff Comments

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

As they review each item on the matrix they should:

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

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

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

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

Final Questions by Commission to Staff

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

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

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

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

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

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

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

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

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

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

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

Commission Deliberations

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

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

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

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

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

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

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

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

does not see that the proposed improvements would result in a good transition of uses. Discussions regarding traffic should involve more than just moving cars through intersections.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commissioner Kaje recalled that at the last meeting, the Commission heard a lot about the proposed siting of the entry for the early childhood center, which would be directly in line with North 196th Street. The residents noted the unique problems that would result due to the very steep hill. He expressed his belief that it seems odd to have a driveway for a major facility at an intersection where residential driveways are located. He suggested this issue could be addressed by redesigning the entry or reconfiguring the parking. Mr. Meredith said that, oftentimes, it is better to locate driveways at intersections to allow more room for turning maneuvers and controlling traffic. He

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- **Parking.**

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

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

mitigation requirement, they would need to provide a cost estimate for implementing the program. Mr. Meredith agreed to prepare a general cost estimate for the program.

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

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

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

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

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

- **Stormwater.**

Commissioner Broili referred to **Criteria 4** and **6**, as well as the Critical Areas Worksheet. The applicant indicated there is no standing or running water on the surface of the property or any adjacent property at any time during the year (Item 1 on the worksheet). The applicant also answered that there was no indication of slope failure on any portion of the property or adjacent property (Item 2 on the worksheet). He provided photographs showing major silt running from a down pipe of a building on the CRISTA Campus. There is quite a bit of mud and dirt that runs down the hill, around the corner, and into a storm drain. He provided a picture of what appears to be a stream on CRISTA property that flows under Richmond Beach Road, as well as pictures taken where the stream comes out directly across from Richmond Beach Road before it flows into the detention area. The water is coming out with such force it is blowing the lid off the man way. He said he has a big issue with stormwater coming from the CRISTA site, and he expressed his belief that the Critical Areas Worksheet does not accurately represent the facts.

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

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

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

Commissioner Broili pointed out that on Page 10 of the proposed CRISTA MDPP, the applicant refers to the use of the 1998 King County Surface Water Design Manual. He noted that is no longer an accepted manual. Mr. Roquet agreed and explained that there was a timing change, and a supplement was submitted indicating they would meet the 2005 Department of Ecology Manual. In

addition, they conducted a study to show they had site capacity to handle the low-impact development that is required in the 2005 manual. He referred to C-7 and C-8 of the drawing package, which shows the extensive storm system that was put together based on a master plan. The intent was to reflect a good approach for how stormwater would be addressed. Commissioner Broili observed that there is nothing in Drawings C-7 and C-8 that talks about low-impact development such as vegetative growth, rain gardens, and other tools for managing the water on site. Mr. Roquet agreed the drawings do not provide detailed information about the low-impact development techniques that would be used, but the 2005 manual describes what would be allowed and how prescriptively it is to be done.

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

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

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

DIRECTOR'S REPORT

Mr. Cohn suggested the discussion regarding amendments to the Commission Bylaws be moved to the March 4th agenda. The discussion of the joint City Council/Planning Commission meeting could be moved to March 18th. The March 4th agenda would also include continued Commission deliberations on the Southeast Neighborhoods Subarea Plan. The March 18th agenda would include a discussion of the joint City Council/Planning Commission Meeting for April 12, the continued hearing for the CRISTA MDPP, and recognition of outgoing Commissioners. A special meeting could be scheduled for March 25th, if necessary, for the Commission to complete their work on the Southeast Neighborhoods Subarea Plan and the CRISTA MDPP. He reminded the Commission that they hope to compete both of these items before some Commissioners leave and new Commissioners are appointed. Mr. Cohn reported that the Design Review and Town Center Charette has been rescheduled to April 1st.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda.

NEW BUSINESS

Amendment to Planning Commission Bylaws

This item was postponed to the March 4th meeting.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

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

AGENDA FOR NEXT MEETING

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

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

ADJOURNMENT

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

Ben Perkowski
Vice Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission



Memorandum

DATE: March 11, 2010
TO: Shoreline Planning Commission
FROM: Steve Cohn, Senior Planner
Jessica Simulcik Smith, Planning Commission Clerk
RE: Proposed Amendments to the Planning Commission Bylaws

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 Commission's Bylaws into conformance with the recent Council action are reflected in 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: March 18, 2010

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ARTICLE I - MEMBERSHIP

The Shoreline Planning Commission shall consist of ~~nine-seven~~ (97) members, appointed by ~~the Mayor and confirmed by majority vote of~~ the City Council but a fewer number, not less than ~~five~~ four (54), shall constitute a lawful Commission.

ARTICLE II - OFFICERS AND DUTIES

SECTION 1: DUTIES OF THE COMMISSION

As ~~established by stated in~~ City of Shoreline ~~Ordinance No. 36~~ Municipal Code 2.20.020, the Commission shall undertake the duties and responsibilities defined in ~~2.20.060~~ Section 6 in accordance with the purpose stated in ~~2.20.010~~ 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 (~~five-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.

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 ~~five-four~~ (54) members constitutes a quorum, and is required for the Commission to take any action other than to adjourn.

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 ~~1st-18th~~ day of ~~October~~ March 2010, and that they do now constitute the Bylaws of the City of Shoreline Planning Commission.

 Jessica Simulcik Smith
 Clerk, Planning Commission

SIGNED BY:

~~Will Hall~~ Michelle Linders Wagner
 Chair, Planning Commission

 Joseph W. Tovar
 Planning & Development Services Director

Planning Commission Meeting Date: March 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>

I. INTRODUCTION

For tonight's meeting, the Planning Commission is asked to make a recommendation on CRISTA'S Master Development Plan Permit. The staff report is organized in a way to assist the Commission in developing a recommendation.

1. The proposal and options are summarized and criteria listed
2. The proposal is defined and impacts summarized
3. SEPA mitigations are listed
4. Conditions are listed
5. Traffic, tree, and stormwater impacts are discussed
6. Staff proposed findings addressing "Does the proposal (with mitigations and conditions) meet the criteria?"

What is included in the proposal?

The Master Plan Permit proposal consists of three sections:

- A visual representation of the Master Plan which shows general locations of buildings and their height and bulk, as well as development standards that apply only to this site
- SEPA conditions developed by staff to mitigate impacts of the proposal that are covered under the State Environmental Policy Act
- Additional conditions developed by staff that mitigate impacts not covered under SEPA

Commission's options

After concluding its review of the proposal, the Commission has three options:

- Recommend the proposal in the staff report to the Council
- Modify the conditions to result in a Council recommendation that is supported by the Commission
- Recommend that the Council deny the proposal.

In considering its recommendation, the Commission will develop findings on each of the items in the decision criteria listed below (SMP 30.20.353 (B)) If the proposal meets the criteria, the application should be approved.

Decision Criteria 1 – *“The project is either designated as either Campus or Essential Public Facility in the Comprehensive Plan and Development Code and is consistent with goals and policies of the Comprehensive Plan”.*

Decision Criteria 2 – *“The Master Development Plan includes a general phasing timeline of development and associated mitigation”.*

Decision Criteria 3 – *“The Master Development Plan meets or exceeds the current regulations for critical areas if critical areas are present”.*

Decision Criteria 4 – *“The proposed development uses innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design (including Low Impact Development stormwater systems and substantial tree retention) to mitigate impacts to the surrounding neighborhoods”.*

Decision Criteria 5 – *“There is both sufficient capacity and infrastructure in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity and infrastructure must be increased to support the proposed Master Development Plan, then the applicant must identify a plan for funding their proportionate share of the improvements”.*

Decision Criteria 6 – *“There is either sufficient capacity within public services such as water and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed Master Development Plan, then the applicant must identify a plan for funding their proportional share of the improvements”.*

Decision Criteria 7 – *“The Master Development Plan proposal contains architectural design (including but not limited to building setbacks, insets, façade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic management and multi-modal transportation standards that minimize conflicts and creates transitions between the proposal site and adjacent neighborhoods and between institutional uses and residential uses”.*

Decision Criteria 8 – *“The applicant shall demonstrate that proposed industrial, commercial, or laboratory uses will be safe for the surrounding neighborhood and for other uses on the Campus”.*

II. SPECIFIC PROJECTS AND IMPACTS (Maps are included in your packet)

In the analysis below, all new projects are listed and describe if they are new or replacement buildings and what staff views as the impact of the proposed project. These projects are shown on sheets A3-P and A4-P of the plan and are repeated here for clarity:

- **New Cristwood Senior Housing**

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

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

- **New Assisted Living Building**

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

One condition is to restrict access from N. 190th Street so no additional trips will come from this building onto N. 190th Street.

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

- **New Athletic Field**

CRISTA has revised the size of the field: the new field will be 190' X 380'. This is 23% smaller than originally proposed.

The total number of trees in the area of the field is 422. The revised field will remove 157 trees. This is 65 fewer trees than originally proposed (see practice field study graphic).

The proposed athletic field will be used for football practice and, at times, soccer games which currently use a field near the elementary school. In addition, some junior high football games will be held there.

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

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

The proposed athletic field will not generate additional traffic on N. 190th Street.

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

- **New Early Childhood Center**

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

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

Access will be from Greenwood Avenue. This building will generate 165 am peak hour trips and 117 pm peak hour trips.

Also accessed from Greenwood Avenue is a parking area for 76 cars. The parking area will provide parking for the early childhood center as well as the elementary school.

- **Performing Arts Building**

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

Access to the performing arts building is from Greenwood Avenue.

- **Senior Residential Living Building 1**

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

Access to this building is from CRISTA Lane.

- **Senior Residential Living Building 2**

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

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

- **Senior Residential Living Building 3**

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

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

- **Math-Sciences, Greenhouse Building**

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

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

- **King's Junior High**

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

Access to the junior high is from Greenwood Avenue.

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

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

Access is from Greenwood Avenue.

- **Elementary School**

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

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

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

Additional Discussion of Traffic, Trees, Stormwater Management and Parking/Pedestrian Safety:

The Commission's discussion has focused on the three above items. Staff has discussed the Commission's ideas and concerns and offers staff's current assessments below:

1. Greenwood Traffic north of intersection with 195th
 - Based on "worst case" 15-minute counts, new trips during the am peak could reach as many as 165 trips per hour. Most trips will be right-turn in and not impede traffic. Some of these trips will only enter Greenwood Ave. North since they will be teachers who will park in the parking garage. Since a round trip counts as 2 trips, one in and one out, the real increase will be roughly 80 new trips in and 80 new trips out, or slightly over one new car every 45 seconds. New trips in the pm peak are about 117 trips per hour (using the highest 15 minute peak period as a worst case). That is less than one car in and one car out every minute.
 - The City's Traffic Engineer concludes that the road can handle this amount of increased traffic and that safety concerns are addressed in the mitigations (i.e., new sidewalk)
 - The entrance to the new early childhood center and/or parking garage has not been sited yet. A number of options have been reviewed conceptually and the Traffic Engineer believes that an intersection that lines up with N. 196th Place would be the safest. He would not require a stop sign from the CRISTA property, but CRISTA staff suggests they would probably want to put one in.
 - The proposed intersection improvements include two-way left turn land between Fremont Avenue and Greenwood Avenue and would improve the LOS in the intersection from C to B.
2. 190th traffic west of Fremont
 - Existing traffic on the street comes from the 16 residences that access the street, CRISTA employees and visitors who access the Assisted Care Facility, 120 students who drive to school, people who live in Cristwood Senior Housing, trucks that serve Cristwood and the Assisted Care Facility and deliver food and other supplies, and visitors who attend football and basketball games.

- With the exception of visitors for games and the trucks that deliver supplies to Cristwood, much of the traffic only passes 4 homes, and then turns into the CRISTA lots.
- There are speed bumps to slow traffic down
- The cars that park on the street mainly belong to residents, with the exception of cars that park during football games. When these games occur, CRISTA staff work with residents who request help to ensure that people don't park in front of their homes.
- Residents of Cristwood tend to enter and exist in off-peak times. Shift change for the Assisted Care Facility is also at off-peak times. Peak times for traffic are from 2:45 to 3:15--when school gets out and from 5:00 pm to 6:00 pm when CRISTA staff leaves.
- To reduce traffic on 190th, CRISTA has modified its plan so that the proposed replacement nursing care facility will not gain access from 190th as it does today. This will eliminate 426 potential trips on N. 190th.
- The proposed changes to the intersection will include an eastbound right-turn-lane to provide additional capacity at this intersection .This mitigation will improve the intersection from an LOS F (future without project) to an LOS E during the worst 15 minute period. Outside of the worst 15-minutes, the intersection operates at an LOS C.

Is an internal road system practical?

The Commission explored the option of providing an internal access road from the upper campus to the lower campus. Staff is not recommending this option for the following four reasons:

- Critical Areas – The proposed route of the internal access road would travel through very high hazard landslide hazard areas (slopes greater than 40%). The Shoreline Development Code (20.80.240(B)) prohibits development in these areas. In addition, CRISTA would not meet decision criteria #3 with this alternative.
- Nexus – The increase in traffic from today's levels does not warrant an internal road system. The MDPP could add approximately 320 daily trips on N. 190th Street, 1/3 of which would occur if school parking is moved from the CRISTA side of Fremont to the lower parking level. The remaining trips (roughly 220) are related to the new senior housing facility. If these trips are evenly distributed over a 15-hour period during the day, this translates to an increase of 15 cars an hour or one additional car (either entering or exiting) every four minutes.
- Public Works – SMC 20.70.160 requires the Director to determine that a private street is warranted because “no other access is available”. In this case, N. 190th Street is available and has the capacity to support CRISTA'S MDPP. In addition, the internal road violates the following sections of Shoreline's Engineering Development Guide: 2.02, horizontal curvature and site distance design standards; 2.10, stopping site distances; and 2.09 maximum grade and grade restrictions.
- Trees – Building a new road adjacent to the southern end of the stadium will eliminate a large grove of trees that act as slope stabilization and a visual

screen to the neighbors to the south. Without those trees, there would be no visual buffer between the neighbors and the lights of the stadium.

3. Athletic Field and Tree Removal

- CRISTA has reduced the size of the athletic field to 190' X 380' which will save an additional 65 trees. This is a 23% reduction from originally proposed.
- The total number of trees in the area of the field is 422. The revised field will remove 157 trees. This is 65 fewer trees than originally proposed (see practice field study graphic).
- Substantial tree retention of 66%. CRISTA'S MDPP will more than double the current requirement for significant tree retention. Also, the trees within 60 feet of Fremont Avenue North are required to be saved. This will create a natural buffer between the street and the proposed nursing facility on the corner of Fremont and N 190th.
- Total number of trees removed in the plan is 372. This is 78 fewer trees than originally proposed.
- Replacement trees will be bigger and more substantial than the current code requires. CRISTA is proposing 8 foot high evergreen trees and 3-inch caliper for deciduous trees as opposed to 6 foot high evergreen and 1.5-inch caliper for deciduous trees.
- The environmental impact of the proposed athletic field is the least impact use proposed by CRISTA. Several alternatives were discussed for the area where the practice field is proposed. Other options could include single-family homes, senior housing, or a place to relocate the radio tower. Single-family homes or senior living facilities will generate much more traffic in residential neighborhoods where it never existed before and the radio tower would be more aesthetically unpleasing than an athletic field. In any of the proposed development scenarios, trees will be removed. For the case of the field, trees will be replaced by grass instead of concrete.
- The proposed athletic field will be used for football practice and, at times, soccer games which currently use a field near the elementary school. In addition, some junior high football games will be held there.

4. Methods of Dealing with Stormwater

- CRISTA'S Level 1 Downstream Analysis was preliminarily evaluated under the 2005 Department of Ecology Stormwater Manual. The Level 1 Downstream Analysis shows stormwater capacity for all phases of the plan. After MDPP approval, project specific storm drainage analyses will be completed and detailed storm drainage plans will be prepared for City review and approval during building permit review for the separate building projects. Storm drainage analysis and detailed plan preparation for each building permit will include a LID Site Assessment to identify LID measures applicable to each building site area.
- Stormwater management will improve with new development. The older buildings on campus were constructed before stormwater management practices were in

place. New buildings will manage water than is currently flowing on the site (from evidence of Commissioner Broili's photos).

- LID is also required to meet Built Green and LEED status.

5. Parking/Pedestrian Safety

- It is staff's understanding that there are very few times during the year that there is enough parking demand for an event on the CRISTA campus that people would park on the west side of Fremont. If these events occur they would likely happen outside of school hours. For these reasons, a Residential Parking Zone permit would not be a meaningful solution. However, other less formal solutions might be found, and the Commission might want to direct staff to look into a solution.

The plan does not propose to eliminate parking on the east side of Fremont. However, the MDP includes path and/or sidewalk construction on the west side to address the issue of pedestrian safety.

- The MPP also requires sidewalks or paths on 190th. Staff believes that this solution addresses safety concerns in that it will provide pedestrians with a safe walking environment. Overflow parking on 190th generally occurs only during football games and CRISTA staff works with the residents on 190th to "cone off" areas in front of resident's homes where they don't want people to park.

III. PROPOSED FINDINGS and RECOMMENDATION

SMP 20.30.353 states that a Master Development Plan shall be granted by the City, only if the applicant demonstrates that the proposal complies with the following eight decision criteria.

Staff's analysis is reproduced below:

Decision Criteria 1 – *"The project is either designated as either Campus or Essential Public Facility in the Comprehensive Plan and Development Code and is consistent with goals and policies of the Comprehensive Plan"*.

CRISTA is designated Campus in the Comprehensive Plan and is zoned CCZ. CRISTA is also consistent with policy 43 of the Comprehensive Plan. CRISTA will continue to serve children, schools and seniors on their campus. Over the next 15-20 years, CRISTA will add approximately 40 students and 104 senior living units.

Decision Criteria 2 – *"The Master Development Plan includes a general phasing timeline of development and associated mitigation"*.

CRISTA has proposed a phasing schedule that splits the MDPP into three phases over 15-20 years. Most of the mitigations are required before or at the time of building permit

issuance. For sidewalk and street improvements, staff has tied mitigation to specific development proposals instead of phases.

Decision Criteria 3 – “The Master Development Plan meets or exceeds the current regulations for critical areas if critical areas are present”.

The MDPP meets current regulations for critical areas. The CRISTA campus includes areas of steep slopes. CRISTA will be required to site all buildings outside of steep slope areas at the time of building permit submittal.

Decision Criteria 4 – “The proposed development uses innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design (including Low Impact Development stormwater systems and substantial tree retention) to mitigate impacts to the surrounding neighborhoods”.

CRISTA’S MDPP meets decision criteria 4 by incorporating the following:

- Using LID techniques as identified in the Level 1 Downstream Analysis.
- Compliance with the 2005 Department of Ecology stormwater manual and Chapter 13.10 of the Shoreline Municipal Code.
- CRISTA has reduced the size of the athletic field to 190’ X 380’ which will save an additional 65 trees.
- Substantial tree retention of 66%. CRISTA’S MDPP will more than double the current requirement for significant tree retention. Also, the trees within 60 feet of Fremont Avenue North are required to be saved. This will create a natural buffer between the street and the proposed nursing facility on the corner of Fremont and N 190th.
- Replacement trees will be bigger and more substantial than the current code requires. CRISTA is proposing 8 foot high evergreen trees and 3-inch caliper for deciduous trees as opposed to 6 foot high evergreen and 1.5-inch caliper for deciduous trees.
- Staff is recommending that CRISTA incorporate revised development standards to improve campus aesthetics by increase setbacks to 20’ along any right-of-way to mimic setbacks required in the single-family zone, limiting hardscape to 65%, and limiting density to 24 dwelling units per acre. These revised development standards will ensure that CRISTA’S MDPP will be less intrusive to the surrounding neighborhood while providing the flexibility needed to develop into the future.
- To meet the environmentally sustainable architecture requirement, CRISTA shall meet the King County Built Green 3-star rating, or equivalent, for all new structures on the campus. Since the City of Shoreline does not require “green development”, a 3-star rating for new structures will be above and beyond the City’s requirements.
- The environmental impact of the proposed athletic field is the least impact use proposed by CRISTA. Several alternatives were discussed for the area where the practice field is proposed. Other options are single-family homes, senior housing, or a place to relocate the radio tower. Single-family homes or senior living facilities will generate much more traffic in residential neighborhoods where it never existed before and the radio tower would be more aesthetically

unpleasing than an athletic field. In any of the proposed development scenarios, trees will be removed. For the case of the field, trees will be replaced by grass instead of concrete.

Decision Criteria 5 – “There is both sufficient capacity and infrastructure in the transportation system to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity and infrastructure must be increased to support the proposed Master Development Plan, then the applicant must identify a plan for funding their proportionate share of the improvements”.

The traffic study provided by the applicant shows sufficient capacity and infrastructure in the transportation system to support CRISTA'S MDPP:

- The MDPP will generate an additional 160 vehicular trips on N. 190th Street for a total of 2,260 vehicle trips (2,100 vehicle trips currently). 2,260 daily trips are under the threshold for local streets.
- The intersection of N. 190th Street and Fremont Avenue will be improved to include new turning lanes.
- Sidewalks will be installed the entire length of N. 190th Street between Fremont Avenue and Cristwood senior housing.
- Restricted access to the new assisted living building will decrease trips by 200-400 on N. 190th Street.
- The new early childhood center is estimated to add a maximum of approximately 160 am peak hour trips (80 inbound and outbound) and 110 pm peak hour trips (55 inbound and outbound) on Greenwood Avenue. This is well within the capacity of the street. After a new two-way left turn lane is installed on N 195th Street, The LOS at this intersection will improve from “C” to “B”.
- Sidewalks will be installed on N. 190th Street, Fremont Avenue; N. 195th Street and Greenwood Avenue N. CRISTA is also providing sidewalks around the perimeter of the City of Seattle water tanks which is property CRISTA does not own but will provide seamless connections around the campus.

Staff has tied sidewalk and street improvement mitigations to specific development proposals (see #17, #18, #19, and #20 in Exhibit 8) instead of phases of the MDPP. When a building permit is submitted for a new project, the City will require CRISTA submit an additional permit for necessary street or pedestrian improvements.

Decision Criteria 6 – “There is either sufficient capacity within public services such as water and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed Master Development Plan, then the applicant must identify a plan for funding their proportional share of the improvements”.

CRISTA has submitted letters from the City's water and sewer purveyors stating that there is sufficient capacity for future development on the CRISTA campus.

The Shoreline Fire Department expresses a need for a water lift station on any new building on the upper campus. This will be a requirement when CRISTA submits subsequent building permits.

CRISTA'S Level 1 Downstream Analysis was preliminarily evaluated under the 2005 Department of Ecology Stormwater Manual. The Level 1 Downstream Analysis shows stormwater capacity for all phases of the plan. After MDPP approval, project specific storm drainage analyses will be completed and detailed storm drainage plans will be prepared for City review and approval during building permit review for the separate building projects. Storm drainage analysis and detailed plan preparation for each building permit will include a LID Site Assessment to identify LID measures applicable to each building site area.

Decision Criteria 7 – *“The Master Development Plan proposal contains architectural design (including but not limited to building setbacks, insets, façade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic management and multi-modal transportation standards that minimize conflicts and creates transitions between the proposal site and adjacent neighborhoods and between institutional uses and residential uses”.*

CRISTA'S MDPP shows site design, landscaping, open space, recreation areas, and retention of significant trees, parking area, traffic management, and multi-modal transportation options.

- The MDPP provides 1,236 parking stalls where 997 exist today. As part of the traffic mitigations, CRISTA is required to submit a parking management plan to address special events, shared parking, pedestrian access, wayfinding signs, and enforcement. The parking management plan shall be submitted and approved before any building permits will be issued.
- 66% significant tree retention (also addressed in decision criteria #4).
- Design review is proposed as SEPA mitigation.
- Setbacks, building heights, density, building coverage, hardscape, landscaping, sign standards, and building design are proposed on sheet AO-2 of the plan.
- Landscaping adjacent to the proposed practice field shall include a wall as well as landscaping to act as a buffer to residents to the west of the proposed practice field.
- Buildings that are proposed in close proximity to adjacent single-family residential uses (assisted living building and early childhood center), are of a similar height and setback to the single-family zoning district.
- Sidewalks are proposed around the perimeter of the campus adding to pedestrian safety of the neighborhood.

Decision Criteria 8 – *“The applicant shall demonstrate that proposed industrial, commercial, or laboratory uses will be safe for the surrounding neighborhood and for other uses on the Campus”.*

CRISTA'S MDPP does not introduce any new uses.

IV. RECOMMENDATION

Staff recommends approval with added mitigations and conditions based on the decision criteria explained above.

Commission Discussion

Staff suggests that an expedient way to develop a recommendation is to go through the Proposed Findings (above) and propose changes to them. When you complete your discussion on the Findings, you will be able to vote on the entire proposal package.

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

Attached to January 21 Staff Report (page numbers are from 1/21 packet)

Exhibit 1 - Vicinity Map of Comprehensive Plan Land Use Designations (p. 41)

Exhibit 2 - Vicinity Map of Zoning Designations (p. 43)

Exhibit 3 – CRISTA'S MDPP Proposal (p. 45-75)

Exhibit 4 – CRISTA'S Traffic Mitigation Plan (p.77-85)

Exhibit 5 – CRISTA'S Sign Standards (p. 87-88)

Exhibit 6 – Comment letters (p. 89-376)

Attached to February 18 Staff Report (page numbers are from 2/18 packet)

Exhibit 7 – Desk Packet with 4 comment letters (p. 55-65)

Exhibit 8 – Letter from Dianne L'Heureux (p. 66)

Exhibit 9 – Letter from Debora Buck (p. 67-71)

Exhibit 10 - Letter from Afia Menke (p. 72-73)

Exhibit 11 – Letter from Lisa Thwing (p. 74-80)

Exhibit 12 – Letter from Boni Biery (p. 81-89)

Exhibit 13 – Letter and book from Clydene Staatz (p. 90)

Attached to this staff report

Exhibit 14 – Photos taken by Commissioner Broili

Exhibit 15 – Memo from Transpo Group

Exhibit 16 – Graphic of Practice Field Study

Exhibit 17 – Staff Recommended SEPA Mitigations and Revised MDPP Conditions















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MEMORANDUM

Date:	March 10, 2010	TG:	07341.00
To:	Kyle Roquet, Crista		
From:	Jennifer Lowe, Transpo		
cc:			
Subject:	Traffic Volumes on N 190 th Place		

This memo provides information on existing and future volumes on N 190th Place with the proposed Master Plan. The Master Plan involves many different projects including: changes in the ratio of independent senior housing to assisted and nursing care; relocation of new and replacement housing on campus, and; provision of new school related facilities. The analysis also includes some conservative assumptions related to school enrollment (by increasing the current enrollment to the maximum capacity at each school) and shifting some Crista related parking to lower campus. With these and other impacts from the Master Plan the analysis can be complex. The purpose of this memo is to explain how the segment of N 190th Place west of Fremont Avenue N will be impacted, as well as create a better understanding of the existing conditions on that street.

A summary of these findings include:

- N 190th Place is classified as a local street by City of Shoreline Transportation Master Plan.
- Current (2009) measured daily volumes on N 190th Place average around 2,100 with Crista schools in session. This is well below the volume of 4,000 daily trips which is the daily threshold indicated for local streets in the City of Shoreline Transportation Master Plan.
- During the four hours with the highest traffic volumes (with Crista schools in session), the average vehicles per minute never exceeded five. However, the hours around Crista school start and dismissal have short periods of time where volumes spike and result in some queuing on N 190th Place approaching the intersection with Fremont. The observed duration of congestion was seven to ten minutes in the afternoon dismissal period.
- The proposed changes to senior housing and care facilities in the campus master plan will result in an increase of about 100 total daily vehicle trips between Crista Lane and Fremont. However, because some senior housing is relocated further west on N 190th Place and some school parking demand will be relocated to lower campus (about 20 to 40 spaces) a total increase of around 320 daily trips will be experienced there. About one-third of those are school related trips which mostly travel at the school start and dismissal peak hours. The remaining are related to the senior housing, and even if all of those were distributed evenly between 6 AM and 9 PM instead of a full 24 hour period, the result would be an average increase of about 15 vehicles an hour, or an increase of about one vehicle every four minutes on average.
- The proposed Master Plan includes the addition of sidewalks on one side of N 190th Place from Fremont to the lower campus. This will improve the safety for pedestrians on this roadway, and will better define the roadway travel lanes. A new eastbound-to-southbound right-turn lane will also be installed at the intersection of N 190th Place and Fremont Avenue North to help better accommodate peak hour volumes at the intersection.

- With build-out of the proposed Master Plan, including the proposed mitigation, the average delay for the worst movement (eastbound) at the intersection of N 190th Place/Fremont Avenue N during the peak 15 minutes around school dismissal time is decreased by about 6 seconds compared to 2024 background conditions without project. The background condition assumes no change in campus populations while incorporating a general annual growth rate in area traffic. With the Master Plan assumptions and proposed mitigation the approach would experience an increase of about 4 seconds with no change to LOS (LOS E) compared to current (2007) conditions for the peak 15 minutes around dismissal. For the remainder of the dismissal hour outside the peak 15 minutes, vehicles on this approach would experience an average delay of 15.3 seconds (LOS C) with project and mitigation.
- An alternative was offered to revise the Master Plan to reorient the garage access for the new skilled nursing facility to King's Garden Drive. Even with the other changes proposed in the Master Plan, this change would result in a reduction from current daily volumes on N 190th Place by about 300. Peak period intersection operations would be better than current conditions.
- The proposal to create an internal road that would redirect Crista campus traffic from N 190th Place and distribute to other access drives such as N 195th Street would concentrate traffic volumes creating longer periods of congestion. The current configuration which distributes Crista traffic over widely separated access points provides better disbursement of traffic during peak periods thereby resulting in shorter periods of congestion.

The memorandum first documents existing conditions, followed by a description of the impacts of the Master Plan. Lastly, we review other options for modification of the master plan that have been suggested.

Existing Conditions

This section provides information on the current road characteristics, traffic volumes and land uses that are served by N 190th Place west of Fremont Avenue N.

Uses served

Currently N 190th Place provides access to the following uses west of Fremont Avenue N.

- Approximately 16 single family homes
- 199 senior housing units within the Cristwood complex,
- Mike Martin Gym
- A sports practice field
- Woolsey Stadium/Athletic Field

The following parking lots are also accessed via N 190th Place to serve portions of the Crista campus:

- 216 parking spaces for Cristwood Complex
- 166 parking spaces around Mike Martin Gym
- 60 parking spaces on the northeast side of Woolsey Stadium

Crista Lane, an internal roadway to Crista campus is also accessed off of N 190th Place. Crista Lane provides access to much of the parking that serves buildings on the "upper campus" and access to the bus garage. Parking served by Crista Lane includes:

- 126 spaces for the nursing center

- 18 spaces for Arbor/Assisted living facility
- 6 spaces for Crest/Ambassador facilities
- 3 spaces near the physical plant/power house

Road Characteristics

This segment of N 190th Place is a two lane local roadway with no sidewalks or shoulders, ranging from 20 to 25 feet wide. Several speed humps are installed to reduce speeds on the roadway. The roadway has a slope that averages approximately 4% west of Crista Lane. There is no outlet.¹

Street Classification and Traffic Volumes

N 190th Place is classified by the City of Shoreline Transportation Master Plan as a local street. Twenty-four hour traffic volumes were collected on N 190th Place just west of the intersection with Fremont by the City of Shoreline in April 2009. The traffic volumes and related patterns described here reflect the average of the two mid-week days with school in session for which volumes were collected.

- On school weekdays, total daily traffic averaged about 2,100 vehicles per day. This is within the volumes identified for local streets in the City's Transportation Master Plan document (2005). In this document local streets are described as having traffic volumes of less than 4,000 vehicles per day (vpd).
- As noted earlier, those daily volumes are generated by: Cristwood Sr. Housing and school related parking and gym use on the "lower campus"; vehicles accessing upper campus uses via Crista Lane, and; approximately 16 single family homes. Currently, non-single family home related traffic volumes are about 45% / 55% split between those travelling between lower campus and Fremont Avenue and those travelling between Crista Lane and Fremont Ave, respectively. Unless otherwise specified, the following descriptions of traffic volumes on N 190th Place refers to the section between Crista Lane and Fremont Avenue as that is the section where the traffic volumes were collected. This segment also has the highest traffic volumes on the roadway. Between 6 AM to 9 PM, even including those peak hours, the street experiences an average of around 2 vehicles per minute, or one car every 30 seconds. Outside of those hours, volumes decrease significantly.
- There are only three hours in the day (3 PM to 6 PM) with an average of three or more vehicles per minute. The average never exceeded five vehicles per minute.
- With school in session, traffic patterns showed a morning peak occurring from 7 to 8 AM with an average of 135 vehicles (combined two-way total) during that hour, which represents a vehicle passing by on average once every 27 seconds. This represents about six-percent of the average daily traffic volumes using N 190th Place.
- The afternoon peak occurred from 5 to 6 PM with an average of 259 vehicles (two-way total), or one vehicle passing every 14 seconds on average. A secondary peak occurs from 3 to 4 PM, which includes school dismissal as well as other traffic, with 213 total vehicles. That also represents an average of one vehicle every 17 seconds, though almost half of those vehicles travelled within the peak fifteen minutes of school dismissal².

¹ A secondary outlet to 1st Avenue on the west side of the Mike Martin Gym parking lot is gated off and opened before and after major events at the stadium and gym to help disperse traffic. Occurs approximately 15 to 20 times a year.

² In the traffic analysis, the School dismissal period was analyzed for the PM peak hour. The analysis focused on the 15 minutes of highest volume which reflected the most congested period of the day, even though hourly totals were slightly higher for the 5 to 6 PM period.

The afternoon peak hours represent about 10-12 percent of the average daily traffic volumes using N 190th Place.

- When schools let out in the afternoon there is a spike in outbound vehicles during the peak 15 minutes. This results in some traffic queues approaching the intersection with Fremont for a short period of time; no congestion or queues were observed outside of those fifteen minutes. Queues were observed to extend as far as Crista Lane with ten to twelve cars on three occasions during the peak fifteen minutes, and the intersection approach cleared between those queues.
- At the Planning Commission hearings on the Master Plan some neighbors expressed concern about driver behavior at the stop sign at Fremont. While a review of traffic safety data for that intersection does not indicate a safety concern (two reported accidents over a five year period), it is our observation that some repainting of the pavement markings and/or modifications of the signage at that intersection may help resolve some of those concerns that were expressed.

Table 1 provides a breakdown of estimated traffic generated by the various uses served by N 190th Place west of Fremont Avenue N.

Table 1. Existing Land uses and Estimated Contribution to Traffic Volumes on N 190th Place

Land Use	Size	Site Trips ¹		
		Daily	7 – 8 AM	3-4 PM
<i>Single Family Residential Homes</i>	16 Homes	150	12	16 ²
<i>Existing "Lower Campus"³</i>				
Cristwood Center	199 Units	700	16	22 ²
Misc Lower Campus School and parking (gym and Woolsey)	NA	150	60	75
Total		850	76	97
<i>Existing "Upper Campus"⁴</i>				
Assisted Living /Skilled Nursing	233 Units	620	33	51 ²
Sr. Adult Housing	52 Units	180	4	6 ²
Other Miscellaneous Campus Parking	NA	300	30	90
Total		1,100	67	147
Total		2,100	155	260

1. Trip rates for housing and skilled nursing based on ITE Trip Generation Manual, 7th Edition, rounded. Other uses based on site observations and collected counts.
2. ITE PM Peak hour rates correspond to the commute period and do not necessarily correspond with the school dismissal hour. For purposes of the analysis, the peak hours for other uses were combined with the Campus peak hours as operational analysis focuses on the highest 15 minutes of delay.
3. For purposes of this analysis "Lower Campus" refers to all uses accessed west of Crista Lane.
4. For purposes of this analysis "Upper Campus" refers to all uses accessed east of Woolsey Stadium Parking.

These low volumes and limited delays generally provide easy access to resident driveways and ample crossing opportunities for pedestrians. The exception is during the 15 minute periods around 3 PM and 5 PM when some queuing at the intersection with Fremont Avenue N may block access/egress at the houses closest to the intersection.

Event Conditions

Additional traffic impacts the street when events are hosted at the gymnasium and stadium. These major events occur about 15 to 20 times per year. For a period before and after these

games, the gate to 1st Avenue is opened to help disperse traffic. Crista has measures in place to notify neighbors when major events are planned so that they can anticipate and plan for the related impacts.

Proposed Master Plan Impacts

The proposed Master Plan includes the following modifications to existing conditions, which would impact traffic on N 190th Place:

- The Master Plan will include installation of sidewalks on one side of N 190th Place from Fremont to the entrance to Cristwood. Adding a sidewalk will provide separation of pedestrians and vehicles and help delineate the roadway.
- An eastbound right-turn-lane will be added to the intersection at N 190th Place/Fremont Avenue N to provide additional capacity at that intersection.
- Addition of sixty-four additional senior housing units in Cristwood North. These housing units would generate approximately 220 vehicle trips per day, with five trips during the AM peak hour and seven trips during the PM peak hour³.
- Net addition of 124 parking spaces at Cristwood North/Mike Martin Gym
- Modifications to many of the uses and parking lots currently accessed via Crista Lane. Crista Lane would provide access to 112 parking spaces, mostly serving the Skilled Nursing/Assisted Living facility and one for a new 42 unit Sr. Housing building and Chestnut Court, an existing Assisted Living building with 36 beds that will be converted to 18 Senior Housing units. This is less than the number of parking spaces (153) currently served by Crista Lane which support the nursing center, other Senior Housing and other miscellaneous campus uses. Some of this parking will continue to serve other general upper campus parking demand. However, the parking in and around the other new senior residential housing units that are accessed off of King's Drive will also accommodate some of the general campus parking needs.
- Changes to surface lots elsewhere on campus would potentially also shift some student parking to the Mike Martin Gym or Woolsey parking spaces. The net change is projected to result in 20 to 40 additional vehicles parking in "lower campus" generating an estimated approximately 100 additional daily trips on N 190th Place⁴.
- While the Master Plan proposes a new practice field at the SW corner of the site, this is a replacement for the field that is located where Cristwood North will be built. The replacement field is not expected to generate additional traffic as it will have similar types and levels of activity as the existing field.
- The Master Plan also includes an auditorium with a 550 seat capacity and a smaller theater with a capacity of up to 225 seats. These new facilities will be accessed via N

³ ITE Trip Generation, 7th Edition, average daily rate for LU 252 Senior Adult Housing – Attached. Note ITE 7th Edition used for consistency with traffic analysis conducted in 2007.

⁴ While the traffic analysis included a conservative assumption that school related parking currently taking place on Fremont Avenue N near King's Garden Drive would shift to use currently underutilized parking at Mike Martin Gym and Woolsey lots, this would only occur if the neighborhood and City determined this to be preferred. At this time, eliminating school parking from the west side of Fremont Avenue N between N 190th Place and N 195th Street is not assumed in the Master Plan or this analysis.

195th Street and Greenwood Avenue. This facility is expected to reduce the use of the Mike Martin Gym for non-sport events currently accommodated at the gym.

Impacts to Traffic Volumes on N 190th Place

The estimated net impacts to traffic on N 190th Place resulting from the modifications described above are summarized in Table 2. While about 320 new daily trips are added to the roadway west of Crista Lane, about 215 are reduced from the area between Crista Lane and Fremont Avenue N resulting in an increase of about 100 trips between Crista Lane and Fremont Avenue N, a net increase of less than 5%. The total daily volumes remain well within the City's daily capacity threshold of 4,000 vpd for local streets. About one-third of the 320 trips added west of Crista Lane are school related trips which mostly travel at the school start and dismissal peak hours. The remaining are related to the senior housing, and even if all of those were distributed evenly between 6 AM and 9 PM instead of a full 24 hour period, the result would be an average increase of about 15 vehicles an hour, or an increase of about one vehicle every four minutes on average. This increase would not be noticeable in terms of traffic volumes, operations, or safety, especially with the addition of a sidewalk to separate pedestrian and vehicular traffic.

Table 2. Future (with Master Plan) Land uses and Estimated Contribution to Traffic Volumes on N 190th Place

Land Use	Size	Site Trips ¹ (change from existing)		
		Daily	7 – 8 AM	3-4 PM
<u>Single Family Residential Homes</u>	16 Homes	150	12	16
<u>Future "Lower Campus"²</u>				
Cristwood North and South	263 Units (+64)	920 (+220)	21 (+5)	29 (+7)
Misc Lower Campus School and parking (gym and Woolsey)	NA	252 (+102)	101 (+41)	126 (+51)
Total		1,172 (+322)	122 (+46)	155 (+58)
<u>Future "Upper Campus"³</u>				
Assisted Living	160 Beds (-73)	426 (-194)	22 (-11)	35 (-16)
Sr. Adult Housing	60 Units (+8)	209 (+29)	5 (+1)	7 (+1)
Other Miscellaneous Campus Parking	NA	250 (-50)	25 (-5)	75 (-15)
Total		885 (-265)	52 (-15)	117 (-30)
Total⁴		2,207 (+107)	186 (+31)	288 (+28)

1. Trip rates for Senior Housing and Assisted Living uses are based on ITE Trip Generation Manual, 7th Edition, rounded. All others are based on site observations and collected counts.
5. For purposes of this analysis "Lower Campus" refers to all uses accessed west of Crista Lane.
6. For purposes of this analysis "Upper Campus" refers to all uses accessed east of Woolsey Stadium Parking.
7. Note that the volumes shown in Transpo Traffic Analysis for Trip Distribution include an adjustment for the school related peak hour factor and therefore are higher than actual number of vehicles added to the intersections during peak hours.

Impacts to Intersection Operations (N 190th Place/Fremont Avenue N)

The transportation analysis focused on the impacts to study intersections during the peak hours around school start and dismissal. During the AM peak 15 minute period, in year 2024 without changes to the Master Plan (background conditions), the intersection of N 190th Place/Fremont Avenue N would operate at LOS D with 26.7 seconds average delay for eastbound traffic. This represents about a two second increase over 2007 conditions. With Master Plan development described above, including the addition of the new eastbound right-turn-lane, the average delay for that movement would increase about seven seconds to 33.6, remaining at LOS D. The remainder of the peak hour (outside the peak 15 minutes) the intersection would operate at LOS B with an average delay of 12.4 seconds for the eastbound approach.

During the PM peak 15 minute period around school dismissal, in year 2024 without changes to the Master Plan (background conditions), the intersection of N 190th Place/Fremont Avenue N would operate at LOS F with 54.1 seconds average delay for eastbound traffic. This represents about a ten second increase over 2007 conditions. With Master Plan development described above, including the addition of the new westbound right-turn-lane, the average delay for that movement is mitigated, resulting in an average delay of 48.6 seconds, improving to LOS E. The remainder of the peak hour (outside the peak 15 minutes) the intersection would operate at LOS C with an average delay of 15.3 seconds for the eastbound approach.

These impacts are summarized in Table 3.

N 190th Place/Fremont Avenue Peak 15-minute LOS Summary (Eastbound Approach)				
Analysis Scenario	AM Peak		PM Peak	
	LOS¹	Delay²	LOS	Delay
Existing Conditions (2007)	C	24.6	E	44.4
Future 2024 Without Project	D	26.7	F	54.1
Future with Project and Mitigation	D	33.6	E	48.6
Balance of afternoon dismissal peak hour w/ proj. & mitg. ³	B	12.4	C	15.3

1. Level of service, based on 2000 Highway Capacity Manual methodology.
 2. Average delay in seconds per vehicle.
 3. Represents average delay for the 45 minute balance of "peak hour" after school dismissal queues have cleared.

Master Plan Options

Through the course of review of the Proposed Master Plan, other ideas have come forward for modifications to the proposed plan. This section assesses the potential transportation impacts of those proposed modifications to the plan.

Access to Skilled Nursing Facility

The proponent has put forward an option in which the parking serving the future skilled nursing/assisted living building is accessed via Town Street (King's Drive) rather than via N 190th Place. The 160 beds in this building would generate approximately 426 daily trips, with 22 occurring during the AM peak hour and 35 occurring during the PM peak hour. Therefore, shifting the access to the skilled nursing facility away from N 190th Place would result in daily volumes on N 190th Place below 1,800, about 300 lower than current daily volumes. This would also result in reducing the project impacts at the intersection of Fremont Avenue N and N 190th Place during peak hours, likely resulting in even better peak period operating conditions than current conditions. It would have equally opposite impacts on volumes on Fremont between N 190th Place and King's Garden Drive and at that intersection. However, that intersection has more available capacity than the intersection of Fremont and N 190th Place. The described modification to the Master Plan would decrease impacts to N 190th Place.

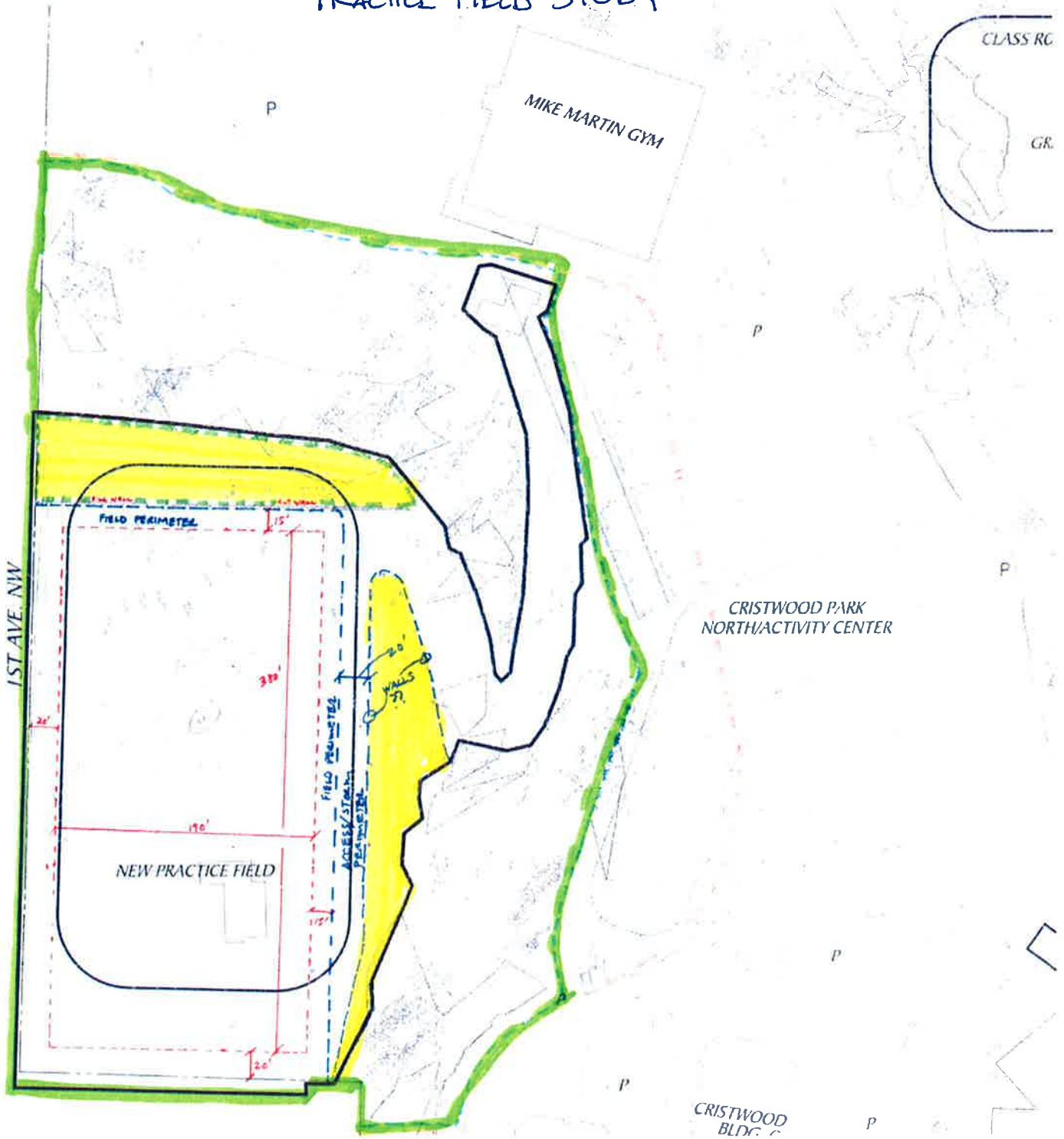
Changing access to the skilled nursing facility away from N 190th Place or Crista Lane would result in less average daily traffic volumes on N 190th Place than today's conditions. Along with the proposed mitigation, intersection operations at N 190th Place/Fremont Avenue N would improve over current conditions.






Internal Road Alternative

A question was raised as to whether an internal roadway could be developed to eliminate traffic volumes related to lower campus uses from using N 190th Place. Crista Ministries has noted that there are many physical constraints to constructing such a roadway. From a transportation standpoint, the more points of access provided, the more easily traffic is dispersed to and from the site and resulting in shorter periods of congestion. While school traffic can create more congestion during start and dismissal periods, the congestion can be more rapidly discharged with multiple access points: fewer non-school related drivers are impacted as intersections clear out more quickly. However, we believe that the internal roadway option seems unnecessary as traffic volumes on N 190th Place are well within expectations for a local street, with the exception of impacts from events held at the gym or stadium, in which case the limited use of access onto 1st Avenue provides some relief.

DA

PRACTICE FIELD STUDY



-  Orig. Field
-  Greater area of the practice field = 422 existing trees
-  Area of field and access = 222 trees to be removed
-  Reduced field
-  Area of saved trees = 65 trees saved

OTHER CRISTA
NEW PRACTICE FIELD AREA
TREE COUNT EXHIBIT
TRAD. 3/14/10



△ Remove 157 trees

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STAFF RECOMMENDED SEPA MITIGATIONS AND REVISED MDPP CONDITIONS

Staff recommends approval of CRISTA'S Master Development Plan Permit with the following SEPA Mitigations:

1. Limit the number of students (pre-school, elementary, junior and high school) to 1,610. City staff will verify enrollment with CRISTA after every 5 year phasing schedule. Staff may approve an increase of up to 10% in the enrollment cap, provided that the increase does not result in any new or expanded school facilities, and traffic impact analysis is provided to determine whether additional traffic mitigation measures are warranted by the increase.
2. Limit the amount of independent senior housing to 475 units. Total senior housing shall be limited to 630 units.
3. Review its Transportation Management Plan (TMP) and modify as needed to encourage alternate modes of travel and reduce the project's impacts on the adjacent roadways and intersections.
4. Construct improvements to existing pedestrian facilities internal to the site to further promote non-vehicular travel to the site from the surrounding areas.
5. Develop a traffic control plan for special events including sporting, theatre, and performing arts, to be approved by the City of Shoreline. Utilize temporary traffic control as needed during these events to meet the conditions of the plan.
6. Install the following roadway modifications:
 - N 195th St – Widen the roadway to accommodate a Two-Way Left-Turn Lane (TWLTL) between Greenwood Ave N and Fremont Ave N. In order to properly transition to the TWLTL, an eastbound left-turn pocket will be required at Greenwood Ave N/N 195th St, and a westbound left turn pocket at Fremont Ave N/N 195th St. The TWLTL will consist of two 11ft wide lanes and an 11ft wide center turn lane. Projects that will trigger the required roadway modifications: King's Junior High, Early Childhood Center, Great Hall or Elementary School.
 - Fremont Ave N/N 195th St – left turn pockets will be required in all directions at this intersection. Projects that will trigger the required roadway modifications: Residential Living on King's Garden Drive North, King's Junior High, Early Childhood Center, Great Hall, Elementary School, or Residential Living on King's Garden Drive South.
 - Fremont Ave N/N 190th St – N 190th St shall be widened to accommodate three lanes: an eastbound left turn & thru lane, an eastbound right turn lane, and a westbound lane. Projects that will trigger the required roadway modifications: New Practice Field, Cristwood Park North, or Skilled Nursing Facility.

7. Upon issuance of the first building permit under the Master Development Plan, CRISTA shall contribute to the City \$20,000 to fund the implementation of other traffic calming measures not listed above as approved by City staff to be used in the Hillwood neighborhood. These funds will be used by the City of Shoreline to build traffic control devices to help manage any unanticipated traffic problems on local streets in the Hillwood neighborhood area during the CRISTA campus master plan implementation. Traffic control devices can include speed tables, traffic circles, or stationary radar signs. Any funds unused after 6 years after the final building permit is issued would be returned to CRISTA.
8. To mitigate potential unreasonable impacts to wildlife, a professional in wildlife biology shall submit a report prior to the issuance of a clearing and grading permit for the proposed practice field. The report must address expected impacts to wildlife during construction of and after completion of the proposed practice fields; implementation of any recommendations will be a condition of the clearing and grading permit.

To mitigate impacts to historical buildings:

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

To mitigate noise and aesthetic impacts:

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

To mitigate impacts to air and soil quality:

13. A qualified professional in the field of hazardous materials shall inspect any building or buildings proposed to be remodeled or demolished. Results of the inspection and any recommended mitigating conditions must be submitted to the City prior to issuance of any demolition or building permits.

Staff recommends approval of CRISTA'S Master Development Plan Permit with the following conditions from the January 21 staff report:

14. The MDPP building depictions and placements are not approved; only the building standards in text on sheets A3-P and A4-P as set forth in the MDPP is approved. Any placement of structures in the MDPP that violates Chapter 20.80 SMC is not approved.
15. Significant tree retention shall be 66%.
16. Tree replacement ratios shall be 1:1 with replacement trees being at least 8 feet high for evergreen trees and 3-inch caliper for deciduous trees.
- ~~17. 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.~~
18. All significant trees that are fully within 60 feet of Fremont Avenue right-of-way line, north of 190th Street and south of King's Garden Drive, shall be retained and enhanced with understory. The understory shall consist of drought tolerant vegetation native to the area. Understory vegetation shall be planted in areas that do not disturb the critical root zone of the significant trees in this area. The trees included in this mitigation shall be reflected in CRISTA'S revised tree plan (sheets TR1 and TR2).
19. Sidewalk improvements shall include the following:
 - The entire length of N. 190th Street between Fremont Ave to Cristwood Park Drive (triggers: New Practice Field, Cristwood Park North, Residential Living on Crista Lane, or Skilled Nursing Facility).
 - North 195th Street between Fremont Ave and Greenwood Ave (triggers: King's Junior High, Early Childhood Center, Great Hall, or Elementary School).
 - Fremont Ave between N.190th Street and N.195 Street (triggers: New Practice Field, Residential Living on King's Garden Drive North, Skilled Nursing Facility, or Residential Living on King's Garden Drive South).
 - Greenwood Avenue North between N.195th Street and N. 196th Place (triggers: Early Childhood Center or Elementary School).

20. Development on the campus, its architectural and site design, must be developed utilizing the King County Built Green 3-star rating or, at a minimum, an equivalent rating.
21. The applicant shall provide the City with adequate funds to install signage to prohibit parking on 1st Avenue NW (adjacent to the proposed practice field), 1st Avenue NW between 193rd and 195th and Palatine Avenue (between N 195th Street and N 193rd Streets).
22. Administrative design review shall be required for all new or remodeled buildings that are located within the CRISTA Campus. Administrative design review will address building design (design must be compatible with existing architecture), building bulk, building placement (both consistent with the approved MDPP), and green building methods. New buildings must meet King County Built Green 3-Star, or equivalent, standards. An Administrative design review shall be processed concurrently with associated building permits to ensure consistency with the approved Master Development Plan.
23. CRISTA shall submit a parking management plan before the first project is completed. The parking management plan shall analyze redistributing parking at high demand areas to where capacity is available, additional pedestrian connections on-campus, sharing of parking areas, additional wayfinding and directional parking signs, and enforcement.
24. Frontage improvements on 1st Avenue NW shall be installed as determined by the City's Development Review Engineer or Public Works Director to mitigate impacts to neighbors to the west of the proposed practice field.
25. Access to the practice field must comply with the following:
 - A. If there is no internal ADA access to the field (between the practice field and Mike Martin Gym), CRISTA must provide ADA accessible parking from 1st Ave NW and ADA access from that parking space to the field.
 - B. If the Fire Department requires access to the practice field from 1st Ave NW, the Fire Department will be provided access. CRISTA maintenance workers will be provided access as well.
26. To mitigate potential noise from the practice field, staff will work with the neighbors to the west and CRISTA to design a sound barrier wall and landscaping on the western edge of the property adjacent to the proposed practice field. Ultimate approval of the specifications and performance of the sound wall and landscaping rests with the City.
27. Upon issuance of the first building permit under the MDPP, CRISTA shall deposit with the City \$20,000 to fund the implementation of other City-approved traffic calming measures not specifically listed in the MDPP, to be used in the Hillwood neighborhood. These funds will be used by the City of Shoreline to build traffic control devices to help manage any unanticipated traffic problems on local streets in the Hillwood neighborhood area during the CRISTA campus master plan implementation. Traffic control devices can include speed tables, traffic

circles, or stationary radar signs. Any funds unused after 6 years after the final building permit is issued would be returned to CRISTA.

Added conditions from February 18 staff report:

- 28. Limit hours of use of the proposed athletic field to 8pm.
- 29. All replacements trees must be onsite.
- 30. Residential structures must meet 3-star Built Green Standards; non residential structures must meet 3-star Built Green Standards or equivalent (like LEED Certified).
- ~~31. Limit construction hours on the CRISTA campus to 7am – 7pm (M-F) and 9am- 7pm (Sat and Sun).~~

Staff recommends the following conditions:

- 32. Maximum building coverage shall be 55%. Maximum hardscape shall be 65%.
- 33. Limit construction hours on the CRISTA campus to 8am – 7pm Monday –Friday and 9 am- 7pm Saturday and Sunday.
- 34. CRISTA shall limit the size of the athletic field to 190' X 380'.
- 35. The proposed athletic field shall be used by CRISTA or CRISTA affiliates only.
- 36. As part of tree replacement requirements; CRISTA shall provide 1 tree every 10 feet along the south and west boundary of the new athletic field.

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Memorandum

DATE: March 11, 2010

TO: Shoreline Planning Commission

FROM: Joseph W. Tovar, FACIP, Director
Paul Cohen, Senior Planner

RE: March 18, 2010 Town Center Subarea Plan – Draft Vision Statement

I. Recommendation

Staff recommends that the Commission discuss the subcommittee’s draft Town Center Vision Statement (attached) and make final comments so that it can be presented at the April 1 Design Charrette. This can occur during the March 18th meeting if time allows or by e-mail to the subcommittee members. The subcommittee draft should be sent to staff by March 30 so that it can be readied for the charrette.

II. Background

Public input at the October 29th Open House took the form of written and oral comment provided to City staff as well as a “Pulse Pad” electronic voting survey. Subsequent to the Open House, the City launched a Facebook Page and by this means, as well as the City’s website, solicited additional people to take the survey. As of January, 156 people took part in the survey. Staff presented a summary of the adopted City policies and strategies relevant to Town Center which were presented at the Open House, as well as a summary of the public inputs provided at the Open Houses of May 10, 2008 and October 29, 2009. A summary of the results of the online survey was presented at the January 7 study session. At that meeting the Commission appointed a three-member committee to work with staff on the development of a draft “Vision Statement” for Town Center.

III. Next Steps

At the April 1 workshop staff would like the Commission to present their draft vision statement at the beginning of the workshop to help the public with their survey choices in the context of the vision.

ATTACHMENTS

1 - March 10, 2010 Draft Town Center Vision Statement

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Town Center Vision Statement – Draft 3/10/10

Shoreline Town Center 2030 is the vibrant cultural and governmental heart of the City with a rich mix of housing and shopping options, thriving businesses, and public spaces for gatherings and events. People from all walks of life enjoy living, working and visiting in this safe, healthy, and walkable urban place.

Once a crossroads on the Interurban that connected Seattle and Everett, Shoreline's Town Center has evolved to become a signature part of the City that stands out as a unique and inviting regional destination while gracefully fitting in with its surrounding landscape and neighborhoods. Citizens, business owners and city officials are all justifiably proud of the many years of effort to create a special and livable place that exemplifies the best of Shoreline past, present and future.

Town Center is anchored on one end by the City Hall complex, Shorewood High School, the Shoreline Museum, and other public facilities. The linear park with the Interurban Trail provides a green thread through the center. City Hall not only is the center of government, but provides an active venue for many other civic functions. On the other end, the revitalized historic five-point interchange again attracts people from throughout the community.

(Note: Paragraph focusing on look, scale, texture of area to be developed here using information/feedback from design review workshop)

Town Center has achieved a strong balance between the three primary sustainability components – *environmental quality, economic vitality and social equity*. The City has long been committed to the realization of these three E's, and Town Center has integrated them successfully.

Environmental Quality

While respecting elements of its historic character, Town Center has become a model of environmentally sound building and development practices. The buildings themselves are state-of-the-art energy efficient and green structures, with zero carbon impacts. There is an extensive tree canopy and native vegetation, which is part of a strategic system for capturing and treating stormwater right on site. Major transit stops along the mature boulevard built earlier in the century provide quick and convenient connections to major centers elsewhere in the region. There are walkways and bicycle trails that link Town Center and neighborhoods throughout the City. Civic spaces and parks have been designed for daily use and special events.

Economic Vitality

Town Center attracts a robust mix of office, service and retail development. The boulevard boasts an inviting choice of shops, restaurants, entertainment, and nightlife. The Center is a model of green industry and economic sustainability that generates the financial resources that support excellent city services, health and living standards. As a result, Shoreline is one of the most profitable cities on the West Coast with a very desirable tax rate.

Social Equity:

The Town Center offers a broad range of housing choices that attract a diversity of household types, ages and incomes. Attention to design allows the public gathering places to be accessible to all. People feel safe here day and night. Festivals, exhibits and performances attract people of all ages and cultural backgrounds.

(Note: Final wrap-up paragraph(s) to be developed here summarizing vision, using information from design review workshop)