

**PLANNING COMMISSION AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<p><b>AGENDA TITLE:</b> Study Session for the Crista Master Plan Permit <b>DEPARTMENT:</b> Planning and Development Services <b>PREPARED BY:</b> Steven Szafran, AICP, Associate Planner <b>PRESENTED BY:</b> Joseph W. Tovar, FAICP, Director</p>
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**SUMMARY**

This application, the Master Plan Permit, is required for large projects or developments that are located in areas zoned for single-family homes and are planning on expanding and building new facilities. In this case, Crista Ministries has plans to renovate, reconstruct existing structures, build new facilities and relocated some of its essential facilities related to the existing schools on-site. In order to facilitate a planned upgrade to the campus, the City is requiring Crista to apply for the Master Plan Permit before any new buildings may be constructed. The Master Plan Permit will dictate when and what improvements will need to be installed such as frontage improvements, traffic upgrades in and around the campus, tree retention and replanting, utility improvements and other considerations.

The purpose of this study session is an opportunity to staff to present the item to the Planning Commission for consideration. The applicant has the opportunity to present to the Commission and to the community their future plans for the campus and to answer any questions that arise.

**BACKGROUND / ANALYSIS**

The campus was originally built as the Firland Sanatorium, Seattle's municipal tuberculosis hospital, in 1911. King's Garden moved to the facility in 1949 to initially serve children through education and senior care. In 1979, the facility was renamed Crista Ministries. There are currently 670 residents, a student body of 1,200, and a current staff of 890.

The site is currently zoned R-6 and a small piece zoned R-24. Most of the current uses are nonconforming to the zoning and land use plan and in order to make improvements to the campus, this Master Plan Permit must be in place.

Crista has proposed the following improvements to the Campus:

**Kings School Plans-**

- Relocate the early childhood center near the elementary school
- Replace existing elementary school with a new school
- Improve the parent drop-off and pick-up queuing areas
- Build a new junior high and science building
- Add up to a 250 seat theater for drama, lectures and meetings
- Add a great hall for a cafeteria, student common area and concert seating for up to 600 people
- Relocate the practice field southwest of the gym

### Crista Senior Living Plans

- Construct a new three story, 53 unit independent living apartment with underground parking
- Expand the existing activity center
- Demolish the royal apartments and build a three story independent living apartment with common spaces, Crista offices, and underground parking
- Demolish Oak Tree, Ambassador and Popular buildings and build a new three story living apartments with common space and underground parking
- Demolish the Crest building a replace with new three story building with underground parking
- Demolish old skilled nursing building and replace with new assisted living and skilled nursing building
- Post office

At final completion, in 15 to 20 years, residential units will increase from 274 to 455, assisted living units decrease from 81 to 32, skilled nursing units decrease from 176 to 90, student body increases from 1,200 to 1,700, parking spaces from 997 to 1,187, and 391 significant trees will be removed (29%), 952 significant trees will remain (71%) and 987 trees will be replanted (per Shoreline Development Code).

### Concerns raised at the Neighborhood Meeting and during the SEPA Comment Period

#### *Traffic*

Existing traffic is not adequate for the existing school. Adding more students and seniors will compound the problem without added mitigation.

#### *Parking*

Cars parked on Fremont create a hazard to motorists and pedestrians.

#### *Density*

An increase in students and seniors will add more cars and traffic to the existing streets.

#### *Environmental Impacts*

Noise from trucks and buses, 391 significant trees being removed (29%), there should be no net loss of tree canopy, stormwater runoff for existing and proposed buildings, stormwater standards should be reassessed and be made to comply with the 2005 standards and not the 1998 standards, exhaust from increased traffic, stream should be day lighted.

#### *Emergency Services*

Sirens are a nuisance as Crista has several emergency calls a week.

#### *Sidewalks*

There isn't any. Pedestrians are in danger when walking on Freemont Avenue.

### Next Steps

Staff will take the suggestions and comments from this study session and make recommendations to the Planning Commission before the public hearing.

If you have questions or comments, please call Steve Szafran at 206-546-0786 or email him at [sszafran@ci.shoreline.wa.us](mailto:sszafran@ci.shoreline.wa.us).

### Attachments:

1. Proposed code language
2. Public Comment Letters
3. Engineering, Traffic and Stormwater Comments from Staff

# Chapter

## CRISTA Ministries Shoreline Campus Master Plan

### Zoning Regulations

Sections:

- 20.91.010 Purpose and Scope
- 20.91.020 Permitted/Prohibited Uses
- 20.91.030 Density and Dimensional Standards
- 20.91.040 Administrative Design Review
- 20.91.050 Design Standards

#### **20.91.010 Purpose and Scope**

- A. The purpose of this chapter is to establish development standards for the CRISTA Ministries Shoreline Campus. These standards are intended to implement a new vision for the CRISTA Campus by replacing or modifying the regulations of SMC Chapter 20.50 – General Development Standards. The development guidelines contained herein are also intended to complement the long range zoning and planning aspirations of the City of Shoreline reflected in the Shoreline Comprehensive Plan.
- B. The CRISTA Ministries Shoreline Campus standards are designed to:
1. Define the formal qualities of buildings, landscape, and streetscape planned for the site by citing the SMC Chapters 20.40 or 20.50, or defining parameters in this document which reflect departures from the formal suggestions of SMC 20.40 & 20.50.
  2. Respect the character, privacy and safety of the surrounding neighborhood R-6 zone residents.
  3. Contribute to the healthy development of a sustainable campus consisting of a diverse & dynamic population of; elderly residents, elderly care support staff, pre k-12 students & faculty, office staff & administrative support for CRISTA Ministries.
  4. Enhance the character of the Campus by; salvaging the existing ‘Tudor’ style sanitarium buildings remaining on site when reasonable, or respecting the architectural stylistic character of the existing buildings on site when new buildings are proposed.
  5. Provide flexibility for the development of the Crista Campus. Building footprints will be allowed to expand by 15% without additional approval by the City.
- C. If provisions of this chapter conflict with provisions elsewhere in the Shoreline Municipal Code (SMC), the provisions of this chapter shall apply. When it is unclear which regulations apply, then the presumption shall be that the regulations of this chapter take precedence with the ultimate determination to be made by the Director.

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### 20.91.020 Permitted/Prohibited Uses

- A. In order to implement the vision of the Comprehensive Plan, the CRISTA Campus Master Plan is adopted as defined within this document on the official zoning map.
- B. The CRISTA Ministries Shoreline Campus is surrounded on all edges of the property by an R-6 zone per Shoreline Zoning map (adopted per City Ordinance No. 292). There is currently a portion of the Campus property zoned R-24 per Shoreline Zoning map (adopted per City Ordinance No. 292) which contains concentrated elderly housing within 4-6 story buildings. The Shoreline Comprehensive Plan (adopted per City Ordinance No. 292) maintains the surrounding R-6 zone and allows for the adoption of more specific defined and informed zoning criteria within the CRISTA Campus.
- C. Principal Permitted Uses.
  - 1. Residential General
    - a. Affordable Housing
    - b. Apartment
    - c. Single-Family Residence
  - 2. Group Residences
    - a. Community Residential Facility – I
    - b. Community Residential Facility – II
    - c. Dormitory
  - 3. Temporary Lodging
    - a. Recreational Vehicle (see 20.40.495)
    - b. Tent City (see 20.40.535)
  - 4. Retail/Service Type
    - a. Broadcasting and Telecommunications
    - b. Churches, Synagogue, Temple
    - c. Daycare II Facilities
    - d. Professional Office
    - e. Daycare I Facilities
  - 5. Education, Entertainment, Culture and Recreation
    - a. College and University
    - b. Conference Center
    - c. Elementary School, Middle/Junior High School
    - d. Outdoor Performance Center
    - e. Performing Arts Companies/Theater
    - f. Secondary or High School

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- 6. Health
  - a. Nursing
- 7. Regional
  - a. School and Senior Housing Bus Base

### D. Accessory Uses

- 1. School Bus Repair and Refueling
- 2. General Retail and Restaurant Uses Serving On-Site School, Professional Office and Residential Populations
- 3. Library
- 4. Museum
- 5. Sports/Social Club
- 6. Recycling Facility
- 7. Medical Office/Outpatient Clinic
- 8. Accessory Dwelling Unit for single-family lots
- 9. Single Family detached for single-family lots
- 10. Home Occupation
- 11. Utility Facility

### E. Conditional Uses

- 1. Mobile Telephone Facilities (see 20.40.600)

### 20.91.030 Density and Dimensional Standards

- A. The purpose of this section is to establish the basic dimensional standards of development for the CRISTA Campus.
- B. Developments on the CRISTA Campus shall be limited to a maximum density of 12 dwelling units per acre.
- C. Developments on the CRISTA Campus shall be limited by the following table:

#### 1. Setback & Height Standards

Table 20.91.030C –Dimensional Standards

<b>Standards</b>	<b>CRISTA Campus</b>
Minimum Lot Width	no limit
Minimum Lot Area	no limit
<b>Setback:</b> Where CRISTA Campus property	30ft (min.)

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<p>directly abuts R-4, R-6 or R-8.</p> <p>Where Crista Campus property directly abuts a public right-of-way.</p>	<p>10ft (min)</p>
<p><b>Base height:</b> where CRISTA Campus property <b>directly abuts R-6</b> zone's property lines.</p>	<p>For all portions of a building located on the CRISTA Campus which abut an R-6 zone, the maximum height allowed is 35'-0". The allowed height of portions of the building may increase to a maximum of 65'-0", granted the building contains an additional transition line setback of 1:2</p>
<p><b>Base height:</b> where CRISTA Campus property <b>directly abuts public right-of-way</b> or a <b>Public Facilities</b>.</p>	<p>For all portions of a building located on the CRISTA Campus which abut a right-of-way or 'Public Facility', the maximum height allowed at the 10'-0" setback is 35'-0". The allowed height of portions of the building may increase in 10'-0" increments to a maximum of 65'-0", granted the building contains an additional transition line setback of 1:2.</p>

2. **Building height measurement.** The base height shall be measured per the average existing grade method per SMC 20.50.050 'Building height- Standards' and per the graphic per SMC Figure 20.50.050(A): Building Height Measurement.
3. **Building setback exceptions.** Projections into setbacks shall be allowed as defined in SMC 20.50.040-I Projections into Setback. Underground parking may extend to a property line of any zoning designation provided the ground level surface within the designated setback is landscaped.
4. **Additional Height Provisions.**
  - a. The following rooftop features may extend up to 15 feet beyond the otherwise applicable height limit as long as the combined area of such structures does not exceed 20 % of the total roof area or 25% of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment: Stair and elevator penthouses may align with the exterior wall of a property line setback, but other rooftop features must be setback from exterior walls abutting property line setbacks by 10'-0":
    - 1 stair and elevator penthouses
    - 2 mechanical equipment
    - 3 smokestacks
    - 4 chimneys

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June 5, 2008  
Page 4 of 6

## ITEM 7.A – ATTACHMENT 1

5 flagpoles

6 religious symbols for religious institutions

Stair and elevator penthouses may align with the exterior wall of a property line setback, but other rooftop features must be setback from exterior walls abutting property line setbacks by 10'-0".

- b. The ridge of pitched roofs (gable, shed or butterfly) may extend a maximum of 10 ft. beyond the height required for the CRISTA Campus, granted the pitch of the roof is greater than 4:12 and granted the high side of the end wall of the gable, shed, or butterfly roof does not align directly with a wall abutting a neighboring property line setback. These roof height exceptions shall not in aggregate compose more than 40% of the roof area.
- c. The ridge of pitched roofs (gable, shed, or butterfly) may enclose additional living space subject to provisions of a Mezzanine as defined per IBC 2006- Section 505.
- d. Features providing environmental sustainability such as solar panels, wind turbines, and associated equipment are excluded from height standards, provided they are no more than 10 feet above the otherwise applicable height limit.
- e. Open railings, planters, skylights, clerestories, greenhouses, parapets, and firewalls may extend up to 4'-0" above the otherwise applicable height limit.

### 20.91.040 Administrative Design Review

- A. **Applicability.** Administrative design review shall be required for developments on the CRISTA Campus where it is determined that proposed development does not meet the intent defined within this code.
- B. **Standards for Approval.** When design review is required, the applicant shall demonstrate that development proposals satisfy the criteria in this document unless approved as a design departure by the Department Director consistent with the intent of each subsection.
- C. **Design Departures.** A permit applicant wishing to modify any of the standards in this chapter may apply for a design departure. A design departure will be approved if it is consistent with the intent of each subsection and it meets or exceeds the standard design objective. The Director's decision may be appealed to the Hearing Examiner with substantial weight given to the Director's decision.

### 20.91.050 Design Standards

- A. **Fences & walls- Standards-** Fences & walls shall comply with SMC 20.50.210.
- B. **Lighting- Standards-** Lighting shall comply with SMC 20.50.115. Parking lot light poles and fixtures shall not exceed 25'-0" in height. Sports field lighting poles shall not exceed 100 ft. from the ground to the top of all structures or equipment attached to the structures.

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**Draft**

June 5, 2008  
Page 5 of 6

## ITEM 7.A – ATTACHMENT 1

- C. **Storage space & service area location & screening- Standards-** Developments shall provide storage space for the collection of garage & recyclables per SMC 20.50.150.
- D. **Service areas & mechanical equipment- Standards-** All on site service areas, loading zones, outdoor storage areas and similar activities shall be located and screened as per SMC 20.50.270.
- E. **Radio/ Communication Tower- Standards-** Radio/ Communication Tower equipment heights shall not exceed 650 ft. from the ground to the top of all structures or communication components attached to the structure. Existing radio tower on the site has the following heights as follows; top of beacon 423 ft, top of ladder 425 ft, top of lightening rod 427 ft.
- F. **Landscape Buffer Standards-** A Type I landscape buffer is required between any new development and single-family property zoned R-4, R-6 or R-8. The buffer area shall be as wide as the required setback when adjacent to single-family property (30 feet). A type II landscape buffer is required between any new development and the public right-of-way. The buffer area shall be as wide as the required setback when adjacent to the public right-of-way (10 feet).



## ITEM 7.A – ATTACHMENT 2

**From:** Nancy Wickward [mailto:iinwii@hotmail.com]  
**Sent:** Thursday, May 15, 2008 3:07 PM  
**To:** Steve Szafran  
**Subject:** Master Use Plan for Crista Ministries App #201713

Hello, Nancy Wickward here giving feedback regarding the Master Plan permit process for Kings (Crista).

As a 33yr resident that lives below the Elementary School I am adamantly against this. I also think that the permit process is ridiculous. The information on the flyer is misleading, the facts need to be on it. This spin doctor approach is just crap. So with that all said...I am against the grand scale plans that the school has.

As neighbors....they suck. I cant tell you how many times I have approached the city about parking issues to be blown off. There are times that I cant go out and walk in the neighborhood because of the traffic and the cars parked on both sides of the street which forces me, the pedestrian to walk in the street, often well into the street. Its a nightmare to try and drive and walking....is out of the question. It scares me to think about the neighborhood kids who are out walking to and from school.

Their plans for growth, will negatively impact the neighborhood. They are talking density that this area is not prepared to handle. remodels on the schools means bigger buildings and more students. which brings more traffic and parking issues that Fremont and 195th cant handle. More students means more student drivers and even more parents driving their children to school. Honestly, i have not been impressed with how the school has handled the traffic problems that it creates now. When I went in person to complain that their parents were parked on the the sidewalk, forcing me to walk around an SUV that was also blocking a lane of traffic, into the lane of traffic where I couldn't see what was coming at me....I was told to call the cops. They need to deal with the situation...and have staff out there....it should never get to that point.

I'm not impressed that they use the wheel chair ramp to drive up and into the field at the Elementary...its right next to a crosswalk and it doesn't matter if I'm driving or walking...I'm sure the heck not expecting a car coming down 195th to do a u turn at that point and drive up a the wheel car ramp. Yes, I have had some close calls.

I do understand wanting to upgrade the buildings...and if they stayed the same size...I can agree with that. but some serious attention is needed to solve the current traffic issues before adding to them.

Yes an improvement to the drop off area is needed. I think they should run a shuttle to the park and ride because the current area can not handle the traffic.

what does relocate the practice fields mean???

Construct a 53 unit senior living building  
is this new? what about low income and affordable housing? nothing about Crista is affordable...and you get that many elitists in one place and its hard to breath....and they are not very sensitive to the neighbors. this sounds like an addition...not really clear. I dont feel like they have the space to expand like they want without going up...and that will have a negative impact on the area.

## ITEM 7.A – ATTACHMENT 2

Construct underground parking areas

its really hard to make informed comments when there is not enough info. what is the environmental impact of this? I dont support more growth and more cars.

Demolish old senior apartments and rebuild new apartments with underground parking  
how many are we talking here??? again...the area cant support huge growth and are they replacing what they have??? adding? what about low income and affordable housing?

Demolish old skilled nursing buildings and build new skilled nursing buildings  
again...just what are we talking about here????? if they replace what they have...but if they want a huge expansion...NO

Residential units will increase from 274 units to 455 units,  
again...where are they putting these??? its too much density for that space.

I am a long term resident that is concerned about the environmental impact of these huge changes that crista wants to do... and how it will impact the community and the flavor of shoreline.

some of the changes, i understand the need, small scale remodels. but i am not in support of ruining the community in the name of big business and this is what this is. I ask that this permit not be accepted as is.

Thanks,  
Nancy Wickward  
19614 Greenwood Pl N  
Shoreline Wa 98133

Date: Thu, 15 May 2008 13:08:27 -0700  
Subject: Fwd: Master Use Plan for Crista Ministries App #201713  
To: iinwii@hotmail.com  
From: nw@tmail.com

## ITEM 7.A – ATTACHMENT 2

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

From: lcrazymumi@aol.com [mailto:lcrazymumi@aol.com]  
Sent: Thursday, May 01, 2008 8:34 PM  
To: Steve Szafran  
Subject: Master Use Plan for Crista Ministries App #201713

I would like some more information about this application. I am curious as to what the what the 500 ft dotted line around Crista means since it includes my house.

The explanation on the front of the page doesn't explain clearly what the plan is

Thanks  
Sue Holloway

19614 Greenwood Pl. N.  
Shoreline, WA 98133

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

From: lcrazymumi@aol.com  
To: nw@tmail.com  
Subject: Fwd: Master Use Plan for Crista Ministries App #201713  
Date: Fri, 2 May 2008 15:08:46 EDT

In a message dated 5/2/2008 8:33:41 A.M. Pacific Daylight Time, ssafran@ci.shoreline.wa.us writes:

The 500 foot dotted line around the Crista Campus is a notification radius the City is required to send out. Basically, everyone within that 500 foot line received notification.

Crista has applied for a Master Plan Permit for the following reasons:

- Replace elementary school with new elementary school
- Improve bus and parent drop-off circulation
- Build new junior high and science building
- Add a student cafeteria
- Relocate practice fields
- Construct a 53 unit senior living building
- Construct underground parking areas
- Demolish old senior apartments and rebuild new apartments with underground parking
- Demolish old skilled nursing buildings and build new skilled nursing buildings

Residential units will increase from 274 units to 455 units, assisted living units will decrease from 81 units to 32 units, and nursing units will decrease from 176 units to 90 units.

The City has required Crista to apply for the Master Plan Permit to guide the above projects over the next 20 years.

## ITEM 7.A – ATTACHMENT 2

**From:** Lisa Thwing [mailto:tootrd@comcast.net]  
**Sent:** Thursday, May 15, 2008 9:29 AM  
**To:** Steve Szafran  
**Cc:** Dan Thwing  
**Subject:** Crista Master Plan Project #201713 - Public comment

Steven Szafran, 206-546-0786 City of Shoreline Associate Planner

We are responding to the request for public comment on the Crista Master Plan project # 201713.

We live on Fremont across from Crista and have for 23 years. We have raised three children while here. We realize that Crista Ministries provides a great service to a community of people. We have watched Crista expand over the years and have dealt with traffic issues, parking issues, radio station, emergency responses and all of the facets of the schools, senior community and Crista Campus activities. We as neighbors have some concerns that we would like to have addressed during the comment and review/permit periods, as well as any future construction activity.

Item #1 - Traffic - Fremont is a busy road carrying school buses, students and neighbors throughout the day. It is soon going to be a refuge for the trapped traffic trying to avoid Aurora Ave during construction, and often is used during the morning and evening commutes for the same purpose. Speeds traveled often exceed the posted limit. It is often difficult to get in and out of our driveway due to heavy traffic. During the morning and afternoon school rush, it becomes impossible. There are streets in the area that are literally choked with traffic moving to and from the schools. These cars are driven by students who also leave the campus or visit in their cars at lunch time.

Item #2 - Sidewalks - Assuming that sidewalks are part of any property improvement, they will not be available until all of the construction has been completed, typically the last item on the schedule. Many people use the current walkway for exercise and bicycling (and parking, see next item). There are no other streets with sidewalks going North and South except for Aurora and 3rd Ave NW. \*\*\*Concern\*\*\* People will walk through any construction zone on Fremont rather than going around.

Item #3 - Parking - Parking is insufficient on the Crista Campus during the day causing many students and employees to park everywhere and anywhere on all the neighbor streets. Parking for sporting contests is not sufficient for current attendance. Trying to avoid the bicycle lane, they park on the sidewalk making those in wheelchairs or pushing strollers to travel into the bicycle lane to get by. \*\*\*Concern\*\*\* Current master plan shows a huge reduction in the current parking areas, yet vastly increasing the number of people on campus. They will be parking on the street/sidewalks all the time with no available space for activity parking. Neighboring streets will be forced to accommodate parking on the street, at least where there are no ditches. Trying to tell people that they can't park on shoulders because they are in fact sidewalks is useless.

Item #4 - Storm Water Run-off - About 10 years ago there was a biofiltration swale added on the corner of Fremont N and N 190th to help with water retention and drainage. This is where the planned new nursing center is located. Plans may need to include an underground tank to replace this necessary feature. During heavy rains, the streets are covered with running rivers of water. The sidewalks become moats. Cars travel into the oncoming lanes and straddle the centerline to avoid the rivers. \*\*\*Concern\*\*\* Storm water is a big problem which will only grow as the impervious surface area grows around campus.

Item #5 - Emergency Services - There are several emergency responses a week at Crista. It sometimes seems to be a daily occurrence. Screaming sirens occur all hours of the night and

## ITEM 7.A – ATTACHMENT 2

day, even more so as the new Fire Station is closer. When allowed, we appreciate all of the efforts of emergency response teams to run quietly. \*\*\*Concern\*\*\* City resources are stretched thin currently. A vast increase in population will most assuredly cause an increase in emergency responses. Crista pays very little in taxes to support the response effort. They only pay a small amount for storm water handling. Negotiations should be held with Crista and Shoreline on how to address the response costs in a fair manner so that we all can benefit, not just a select few. The only time we have ever called a fire truck was to report a car on fire--at Crista. It seems kind of lop-sided.

Item #6 - Trees - \*\*\*Concern\*\*\* There won't be any left on Fremont and elsewhere. Crista cut down trees that were diseased on King's Garden Drive with promises to replace them in two years. It has been over 8 years and there are still no trees. Promises to plant trees are not fulfilled by Crista and should be taken into consideration when they plan to remove evergreen trees lining Fremont.

Item # 7--Exhaust- The buses and other vehicles coming from Crista spew exhaust into the air. Having windows open becomes impossible. The stench and fumes fill the house and neighborhood. The endless stream of cars adds to the problem. More traffic obviously increases this.

Item # 8--Exhaustion-The buses start rolling every school morning at 6 AM. The big trucks come and go. The noise from these vehicles is incredible. Employees from the shift changes run loud cars and radios at night. The students coming to and leaving campus visit by their cars. The only acceptable hours to sleep in this neighborhood are between 11:30 and 6AM. Expanding this will only make the problem worse.

Item #9-Broken promises-Over the years, Crista has held several neighborhood meetings. They have stated that they understand the burden they have placed on a single family neighborhood. They pledge to be good neighbors. They have allowed the neighborhood to use their green space on 190th and Fremont as a type of neighborhood park, so the neighborhood children would have a safe place to play. They have promised that they wouldn't build on it. They are about to do just that. The current administration there doesn't seem to be aware of past promises to the neighborhood. We understand they have a right to do what they want with their property. But why do they have a right to inflict the burden on the neighborhood? Of what benefit is it to the residents of this city when the residents of Crista increase their costs? The flooding will come. The pollution will increase. The traffic and noise are already a nightmare. Can the infrastructure of this part of the city bear both the density at Crista, as well as the proposed density a few blocks away on Aurora? The City of Shoreline talks endlessly about the need for increased housing for low income people, for schools, to bring down housing costs, etc. Increased density at Crista provides none of these things.

We are interested in and would request notification of any further comments, notices or directives involved in this process.

Dan and Lisa Thwing

19014 Fremont Ave N

Shoreline, WA 98133

## ITEM 7.A - ATTACHMENT 2

From: anna m [<mailto:annam1001@yahoo.com>]  
Sent: Wednesday, May 14, 2008 4:54 PM  
To: Steve Szafran  
Subject: Crista Master Plan comment

Hi Steven,

I wanted let you know of a concern I have regarding Crista's master plan.

I am one of the remaining homeowners on Greenwood Ave N. All but two of the houses have been purchased by Crista over the last 10yrs or so. I am concerned about the increased traffic that will result if Crista is allowed to redirect all school traffic down this narrow, dead-end block. I don't see that any baseline data is being collected to determine how much traffic is already routed down Greenwood to begin with. What is the percentage increase? How will the intersection at 195th and Greenwood handle this flow?

Five of the ten homes on this block have children living in them (from 1 year old to high school aged). Kids play outside and this increased traffic becomes a danger to them.

The documents on Crista's website do not clearly outline the details of the master plan. The pictures are too small, with simplistic explanations. I understand they are housed at the City of Shoreline, but unless these documents are accessible on the weekends, I would not be able to view them.

Also, at what time is the Crista Master Plan study session on June 5? The flyer did not list a time, just a date and location.

Thank you,  
Anna Marchini

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

**From:** Julie Amundson [<mailto:jkamundson@verizon.net>]  
**Sent:** Friday, May 09, 2008 9:42 AM  
**To:** Steve Szafran  
**Subject:** Crista Ministries improvements

Hello--

I'm a curious neighbor wondering what Crista is planning to do. The handout doesn't give any information. Could you briefly tell me the plan. I'd appreciate it.

Thanks,

A neighbor at 19812 Dayton Ave N  
Julie Amundson

## ITEM 7.A – ATTACHMENT 2

**From:** Steve Whalen [mailto:custodian@calvinpc.org]  
**Sent:** Wednesday, May 14, 2008 6:53 PM  
**To:** Steve Szafran  
**Cc:** Barbara Rood; Russ Quackenbush  
**Subject:** Crista Master Plan Application

Steve,

Thank you for taking the time to speak to me the other day concerning the Crista Master Plan application. You were most helpful in going over the area of the Plan that might directly affect Calvin Presbyterian Church, namely the proposed driveway and parking lot connected to the new practice field which would exit on the west side of their property onto 191st Street NW. The Church already experiences quite a bit of "avoidance" traffic on 2nd NW on our Eastern boundary and through our North parking lot and there is a concern that this exit to 191st would possibly increase this traffic. The Church has a large number of young children attending such things as our Vacation Bible School, Wednesday night dinners and Bible studies and Sunday school classes. Our North parking lot also is a corridor for children who debark school buses on 3rd Ave. NW and live to the East of the church. It would be helpful if there could be consideration of these concerns in the review of Crista's Master Plan Application.

Thanks again for your help, Steve.

Steve Whalen  
Custodian  
Calvin Presbyterian Church  
18826 3rd Ave. NW  
Shoreline, WA 98177  
206-542-6181

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## ITEM 7.A – ATTACHMENT 2

**From:** Ilze Jones [mailto:IJones@JonesandJones.com]  
**Sent:** Wednesday, May 14, 2008 3:50 PM  
**To:** Steve Szafran  
**Subject:** Crista MP Application

City of Shoreline  
Department of Planning & Development  
Re: Crista Master Plan Application

I have a long standing appreciation of the Crista property, having watched it evolve over the course of the last 43 years from my parent's residence at 19141 - 1st NW. I appreciate the opportunity to comment.

### STORM WATER

It is my understanding that this application is being processed under the 1998 King County storm water guidelines because the 2005 requirements are awaiting adoption in September of this year. This is a bit disingenuous and needs to be redressed.

### DESIGNATED STREAM

The stream traversing the property needs to be mapped and analyzed for daylighting as part of this long term Master Plan.

### NO NET LOSS OF TREE CANOPY

The wholesale loss of mature, native tree canopy, particularly off 191st NW and 190th and Fremont is not acceptable given today's environmental standards and the stated environmental goals of the City. At a minimum, the Master Plan should be held to a standard of no net loss of canopy.

### TRAFFIC

Per Mr. Aigner's written clarification in the City files, athletic equipment is to be transferred back and forth to the practice field by vehicle on an as-needed basis, ostensibly through the use of neighborhood streets. This is not acceptable. Crista needs to solve all its service and maintenance functions internally within its own campus.

Mr. Aigner, further states that the parking proposed for the practice field area will seldom be used as it is there primarily to allow for service vehicle access and turn around. It should be removed. Those 22-23 odd spaces will result in needless daily vehicle trips by students from the core campus to the practice field, further impacting neighboring streets. Please consider a generously planted native buffer in lieu of parking.

### PEDESTRIAN ACCESS

I did not note a pedestrian path from the lower campus to the practice field suitable for student use. The current student practice of traversing the hillside grade by cutting through the property at 19141-1st NW is not an acceptable solution.

### NOISE

What is planned to control athletic event noise? Are there designated hours of operation? Are there limits on use of audio systems?

**ilze jones aia fasla**

principal

jones & jones architects and landscape architects ltd  
105 south main street suite 300 seattle wa 98104  
p 206 624 5702 f 206 624 5923  
ijones@jonesandjones.com  
<http://www.jonesandjones.com>



## ITEM 7.A – ATTACHMENT 2

**From:** Ann Erickson [mailto:[annson@comcast.net](mailto:annson@comcast.net)]  
**Sent:** Tuesday, May 13, 2008 9:40 PM  
**To:** Steve Szafran  
**Subject:** Crista Master Plan SEPA

Mr. Szafran,

Please understand that I have lived next to Crista for 30+ years and consider them to be good neighbors. I see and understand their need to make some changes and upgrade their facilities. There have been many disputes with them throughout the years, mostly about traffic and parking. They have had a complete turnover of staff in the last two years and most of them have no idea what has gone on before. I also understand that the plans they have presented on their web site [cristaplans.com](http://cristaplans.com) are long term and will not all be done at once.

That said, I wish to raise alarms about several issues. I will start with parking and traffic. It seems to me that their plans should include a parking garage which would get some of the cars that are daily parked on the street into safer more convenient spaces for them. It would eliminate much of the congestion and blocking of the line of sight at corners that is dangerous as it now exists.

I also have a personal objection to an entrance to the nursing home on N. 190<sup>th</sup> street. It is already a quite busy street, mostly Crista traffic, and will make life difficult for the residents on N. 190<sup>th</sup>. When they tried to put a driveway into their property in the middle of the block on N. 195<sup>th</sup>, it was denied because of traffic problems.

I assume a through traffic study has been done and I would like to see it.

My second main concern is the removal of mature trees for their construction. There is a wooded area on the west side of their property which seems doomed in the short term and the magnificent, irreplaceable stand of mature Douglas firs on the corner of Fremont N. and N. 190<sup>th</sup> will be sacrificed for the building of a new nursing home later. Both the quality of our neighborhood and possibly the quality of our air are in danger.

Their first project, the building of a new practice field, is at the foot of a steep hill. They will have to cut into that hill and its woods to accomplish this phase of their plans. They will have to pour large amounts of concrete to stabilize the ground. Plus, your maps show that there is underground water there, an old creek that has been covered over. Environmentally, the sensible thing to do would be to daylight the creek. The whole plan seems to be running roughshod over today's environmental practices.

How they can remove so many trees, even if only a few at a time, without affecting the environment seems impossible.

Thank you for considering these points. Please send me a copy of your decision when it is complete.

Sincerely yours,  
Ann Erickson  
525 N. 190<sup>th</sup> Street  
Shoreline, WA 98133

206-546-5430  
[annson@comcast.net](mailto:annson@comcast.net)

## ITEM 7.A – ATTACHMENT 2

**From:** mario Crociata [mailto:mariocrociata@yahoo.com]  
**Sent:** Monday, May 12, 2008 8:53 PM  
**To:** Steve Szafran  
**Cc:** Steve Cohn  
**Subject:** Crista Master Plan comment

Dear Steven,

I am writing in you so that my thoughts can be added to the list of public comments on the Crista Master Plan. First let me state that the information on Crista's master plan website <http://www.cristaplan.org/NETCOMMUNITY/Page.aspx?pid=2020&srcid=2167> is very limited making it difficult to formulate an opinion on the quality of the plan. I am particularly concerned about their traffic plans which are not detailed on their website. That being said, in attending several neighborhood meetings I have gotten an idea of the Crista traffic plan. It seems that Crista would like to funnel all of it's school traffic away from Fremont avenue (an arterial) and down Greenwood ave N (a small residential street).

This is a bad idea for several reasons. The first reason is that Greenwood ave N is a dead end street with only one access point off of 195th street. This one access point already has a terrible effect on the traffic currently routed down Greenwood. All vehicles go down Greenwood and have to turn around in the parking lot and head back out on Greenwood. The one access point off of a narrow two lane road (195th Street) makes for a difficult time for anyone entering or exiting the block and traffic does get very backed up on 195th street already.

The second reason this traffic plan's poorly thought out is that 195th street, the road used to access Greenwood ave N. is a narrow two lane road which already serves three schools. Those schools are Einstein middle school (195th and 3rd ave NW), Kings elementary, and the Crista junior high. Routing all of the traffic down this road will cause major gridlock on an already congested East to West through road.

Perhaps an alternative would be to continue utilizing Fremont for much of the Crista traffic, with some added improvements on Fremont. Fremont has room to grow, a turning lane could be added to alleviate traffic issues along Fremont and perhaps take some of the pressure off of 195th and Greenwood.

I am not a planner, and I don't have all of the data that should be reviewed in formulating a traffic plan. I am confident that if accurate data on current traffic flows is collected and analyzed, you will find that the Greenwood option is poorly thought out and should be reconsidered. Anecdotally, all you need to do is come stand on the corner of Greenwood ave N and 195th street at 8:00 AM on a weekday and see for yourself.

Sincerely,  
Mario Crociata



Memorandum

**DATE:** 02.29.2008  
**TO:** Steve Szafran  
**FROM:** Jill Mosqueda P.E.  
**RE:** #201713 Crista Master Plan

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From Jill Mosqueda:

The surface water analysis appears complete. I believe it adequately addresses surface water under the 1998 King County Surface Water Design Manual. This assessment will require an addendum once the City adopts a new surface water manual at the end of this year. Site Development permit(s) vest the construction projects.

The Traffic Impact Analysis does not adequately assess future impacts. It therefore does not adequately address mitigation. The analysis must be revised.

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From Jon Jordan:

I looked at the Crista Ministries Level 1 Downstream Analysis issued January 29, 2008 from the standpoint of downstream storm water impacts to the Pan Terra Regional Storm water Facility which the City will be modifying to address downstream flooding in Happy Valley (Dayton Place & N 183<sup>rd</sup> and to the south). Here are my general comments:

1. I assume that improvements will not increase the quantity or peak flows downstream to Pan Terra Storm water Facility. If they do then mitigation measures should be implemented.
2. It appears that detention vaults were used for "modeling purposes". It's important that the final method for detention function at or

## ITEM 7.A – ATTACHMENT 3.1

above the modeled results.

3. It does not appear that the deep ravine in the SW most corner of the site is being maximized or used at all, for water quality/detention. The area provides an opportunity for additional detention, water quality treatment, and wildlife habitat enhancements.
4. While I didn't look through all of the Drainage/Flooding Customer Requests, I didn't see any that reported flooding the above mentioned Happy Valley area which has, in fact, experienced flooding. See attached photos of December 3, 2007 storm event.

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From Rich Meredith:

Here are some of the questions and comments I have come up with after looking over the traffic impact analysis for the Crista Campus master plan.

1. I think that the trip generation numbers are on the low side for the specialty retail. Do they have data to support their assumption?
2. I see the term "school PM peak hours" mixed with the PM peak data. Can they explain their methodology further?
3. The 800 seat performing art center, while it may not impact AM and PM peak hour traffic significantly, may create event-based congestion. Does the consultant have any concerns or mitigations proposed to deal with possible event-based traffic issues?
4. There is a new athletic field proposed in the SW quadrant. Access to/from this field appears to only be through the neighborhood. The analysis does not address any traffic issues or impacts related to this new facility.
5. There are two locations where the consultant proposes adding additional stop signs to create all-way stop intersections. However, there is no data or analysis showing how all-way stop warrants will be met. Installation of all-way stop controls would not be permitted if such warrants are not met, so these mitigations may not be feasible.
6. There are number if intersections near the campus that will be significantly impacted by this development. Apart from suggesting two new all-way stop controlled intersections, this report states that "any mitigation beyond that noted previously is not recommended." Given the significant impacts to the neighborhood and roadways, "no mitigation" is not going to be an acceptable option
7. There is a mention of installing asphalt sidewalks as part of frontage improvements on city streets. Permanent concrete curb, gutter, and sidewalks will be required.
8. The plans show a proposed street vacation of Greenwood Ave N south of N 195th St. What is the thought behind this?

## ITEM 7.A – ATTACHMENT 3.1

Overall, while it is a start in examining the traffic impacts of the expansion, it is not complete nor does it adequately mitigate the impacts. Without adequate mitigation, some elements of the expansion may be delayed.

## ITEM 7.A – ATTACHMENT 3.2

**From:** Richard Meredith  
**Sent:** Tuesday, April 22, 2008 3:31 PM  
**To:** Jill Mosqueda  
**Subject:** Crista Plan Comments

Hi Jill,

Here are my comments on the plan submitted 04/04/2008

I believe the consultant has addressed my previous comments in the April 4, 2008 submittal of the Crista master plan. However, there are still some serious issues with the overall concept.

The consultant explains why they believe there will not be a significant traffic impact to the neighborhood with the development of the athletic facility in the SW quadrant. While the consultant is entitled to that opinion, I believe that this can become an issue very easily, and that some plan for mitigation should be in place should problems arise.

I agree with the consultant that all-way stops on N 195th St are unwarranted, and would not be appropriate mitigation for the traffic impacts that development of this master plan would create. The consultant concludes that no physical improvements should be required on city streets to mitigate traffic impacts, and that creation of a transportation management plan will be sufficient.

I believe that there needs to be some agreed-upon mitigation in the general area to offset the traffic impacts. Otherwise the City should not allow the growth.

Rich Meredith, PE, PTOE  
City Traffic Engineer  
City of Shoreline, WA  
(206) 546-2408

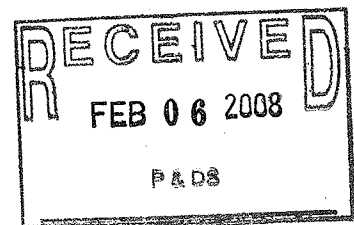
**CRISTA Campus Master Plan**

Nov 8, 2007 Neighborhood Open House

TIME	LENGTH	WHAT	WHO	NOTES
6:00	:30	Set up room	Mark	Confirm handouts, posters, PPT, food, receptionists; set chairs
6:00	:30	Prep food & tables	??	need tables, table cloths, etc.
6:00	:30	Set up flyers & posters	? Whitney	Need table, easels
6:15	--	Leaders arrive	RJL, RNT, Bob H, Eric R, Jill O, Paul A, Jim M, Mark M	wear badge
6:15	--	Reception process ready	? Jill O	volunteers needed
6:30	:60	Welcome guests, visit	all	greet, answer questions, explain flyers & posters
7:00	--	Announce presentation	Jim M	direct guests to food, restrooms, etc.
7:25	--	Announce presentation	Jim M	direct guests to chairs
7:30	:05	Welcome, greetings, intros	Jim M	Intro leadership team, then hand off to RJL
7:35	:05	Greetings	RJL	CRISTA history, values, excitement about future
7:40	:15	Powerpoint: CCMP	RNT	
7:55	:10	Details & Summary	RNT	flexible time depending on audience
8:05	:20	Q & A	Jim M	moderator directs questions to "expert" leader
8:25	:03	Closing Comments	RJL	Affirmations: guests, benefits, plan, leaders, etc
8:30	--	Thanks, resume visiting	Jim M	further Q&A one-on-one, remind food, restrooms, etc
8:45	--	Announce close	Jim M	
9:00	--	Good nihgt to guests	Jim M	
9:05	:10	Review & evaluate	RNT	good points, improvements for next time; next steps
9:15	--	Leaders depart		
9:15	:15	Clean up	MGR, Whitney, Jill, ??	
9:30	--	Room clear	all	

**Responsibiliteis**

Prepare posters & flyers	Mark	Whitney bring and set up
PowerPoint	Mark	
AV set up	Mark	
Food	??	
Receptionists	? Jill	
Badges	each person	



201713



## Feedback Sheet

Your comments and questions are welcomed. Please use the reverse if you need more space. Thank you!

### OVERALL:

I commend you for undertaking a planning process. Your institution is in need of some sound planning.

### EDUCATIONAL SERVICES:

No comment

### SENIOR SERVICES:

No comment

### COMMUNITY SERVICES:

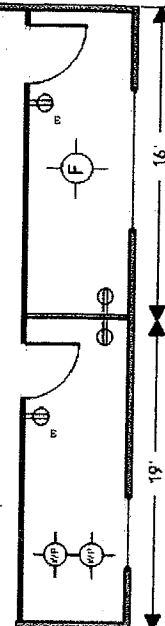
What specific services and uses would be made available to the community at large?

### SPECIFIC COMMENTS OR QUESTIONS:

- ① The cutting of mature trees along 1st NW for athletic use is a poor choice. Please rethink.
- ② Please look at the use of green infrastructure on campus such as natural drainage swales and pervious paving materials.
- ③ Please understand the physical nature of your place and let that guide you

NAME: ILVE JONES for JOHN ERINBERG

PHONE or EMAIL: 206 452 5728







# CRISTA Campus Master Plan

## Feedback Sheet

Your comments and questions are welcomed. Please use the reverse if you need more space. Thank you!

### OVERALL:

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### EDUCATIONAL SERVICES:

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### SENIOR SERVICES:

Where is front entrance + emergency entrance for the new nursing home?

### COMMUNITY SERVICES:

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### SPECIFIC COMMENTS OR QUESTIONS:

Sidewalks?

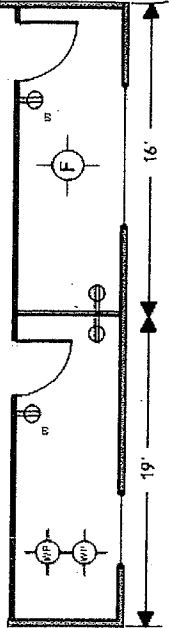
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NAME: Ann Erickson  
PHONE or EMAIL: annson@comcast.net



MASTER PLANS  
v. 3426198

CRISTA Campus Master Plan on the web: [www.cristaplan.org](http://www.cristaplan.org)

All artistic renderings are for illustration only, and subject to change.

Unless the Lord builds the house, they labor in vain who build it. Psalm 127:1



# CRISTA Campus Master Plan

## Feedback Sheet

Your comments and questions are welcomed. Please use the reverse if you need more space. Thank you!

### OVERALL:

New residences? where will the staff & residents park? How will the additional traffic be managed.

### EDUCATIONAL SERVICES:

### SENIOR SERVICES:

### COMMUNITY SERVICES:

walking/jogging path all the way around campus

### SPECIFIC COMMENTS OR QUESTIONS:

If you are buying all the houses on Greenwood, are you going to buy all the houses on N. 190th?

NAME: Ann Erickson  
PHONE or EMAIL: annson@comcast.net

