
Planning Commission Meeting Date: February 18, 2010

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

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

I. INTRODUCTION

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

Proposal

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

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

The purpose of CRISTA'S Master Development Plan is to define the development of the CRISTA Campus in order to serve its users, promote compatibility with neighboring areas and benefit the community with flexibility and innovation. The Commission's recommendation will include a review of these criteria and application of appropriate mitigations.

Issues

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

- **Traffic**

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

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

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

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

- **Pedestrian Safety**

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

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

- **Early Childhood Center**

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

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

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

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

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

- **New Athletic Field**

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

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

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

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

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

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

- **Trees**

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

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

- **Construction traffic and construction noise**

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

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

II. RESPONSES TO COMMISSIONERS' QUESTIONS

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

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

New information:

Question 1: Is the piped-water course on site regulated by the City's Critical Areas regulations? Can the City require daylighting of the stream?

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

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

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

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

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

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

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

Question 3: Where does drainage currently go?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Information already in the record

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

When development occurs, LID measures might include:

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

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

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

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

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

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

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

Question 17: When was the traffic count data collected?

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

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

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

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

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

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

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

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

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

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

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

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

V. STAFF RECOMMENDATION

Staff recommends three additional conditions:

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

Staff recommends removal of the following condition:

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

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

VI. NEXT STEPS

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

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

Exhibits

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

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



PLANNING COMMISSION

January 21, 2010

Desk Packet

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

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

Dear City of Shoreline Planning Commission:

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

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

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

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

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

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

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

Sincerely,

Diane L'Heureux
Diane L'Heureux

January 18, 2010

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

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

Dear Steve,

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

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

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

Sincerely,

Kyle Roquet
CRISTA Ministries
VP – Facilities and Construction Mgmt.

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

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

CRISTA Ministries
CRISTA Ministries

Greetings,,

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

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

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

Jordan Stobbe
215 NW 200th Street
Shoreline, WA 98177

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

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

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

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

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

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

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

Dear Mr. Szafran:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Comments for COS Planning Commission Public Meeting

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

Noise: When we bought our property we chose this very quiet neighborhood. Existing condition noise levels are very low. It is a different circumstance compared to people who choose to buy property adjacent to an existing sports field. When trees are removed, and a sports field constructed, there will be a significant increase in traffic, regular game and practice field game noise. Adding bleachers to this equation increases noise further. Handwritten note on the SEPA checklist read "Long term noise impacts can be expected in the evenings and weekends." Daylight hours run past 9:00 pm in the summer. We are mostly working families that go to sleep early.

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

These factors should be taken in to account in the design height of the wall. It should deter youth from scaling it and be a safety barrier ~~for both students and home owners~~. Benches and structures for equipment storage should suffice for a practice field. We ask for a separate condition to limit hours of use. ~~Close at 8:00 PM~~. Also ~~game~~ hours should allow hard working people to sleep in on weekends. *in evenings Field*

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

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

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

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

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

Diane L'Heureux

Handwritten signature and notes at the bottom of the page.

1/21/10: Shoreline Planning Commission

My name is Deborah Buck.

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

location for their

~~the~~ location for their

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

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

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

Someone chose to avoid drawing attention to this hazard.

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

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

Others try, many of them multiple times.

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

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

- the new "no parking" zone along the east side removed 50% of the parking
- So in bad weather cars will be parked bumper to bumper along the west side, adding to congestion.

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

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

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

There is no appeal process.

I am told my only recourse is to sue.

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

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

- produce adequate EIS information
- and to protect residents.

Public Hearing Testimony Re: Crista Master Plan

Campus designation- Criteria #1

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

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

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

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

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

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

Capacity & Infrastructure -Criteria #5

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

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

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

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

Respectfully submitted,
Afia Christine Menke

Afia Christine Menke

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

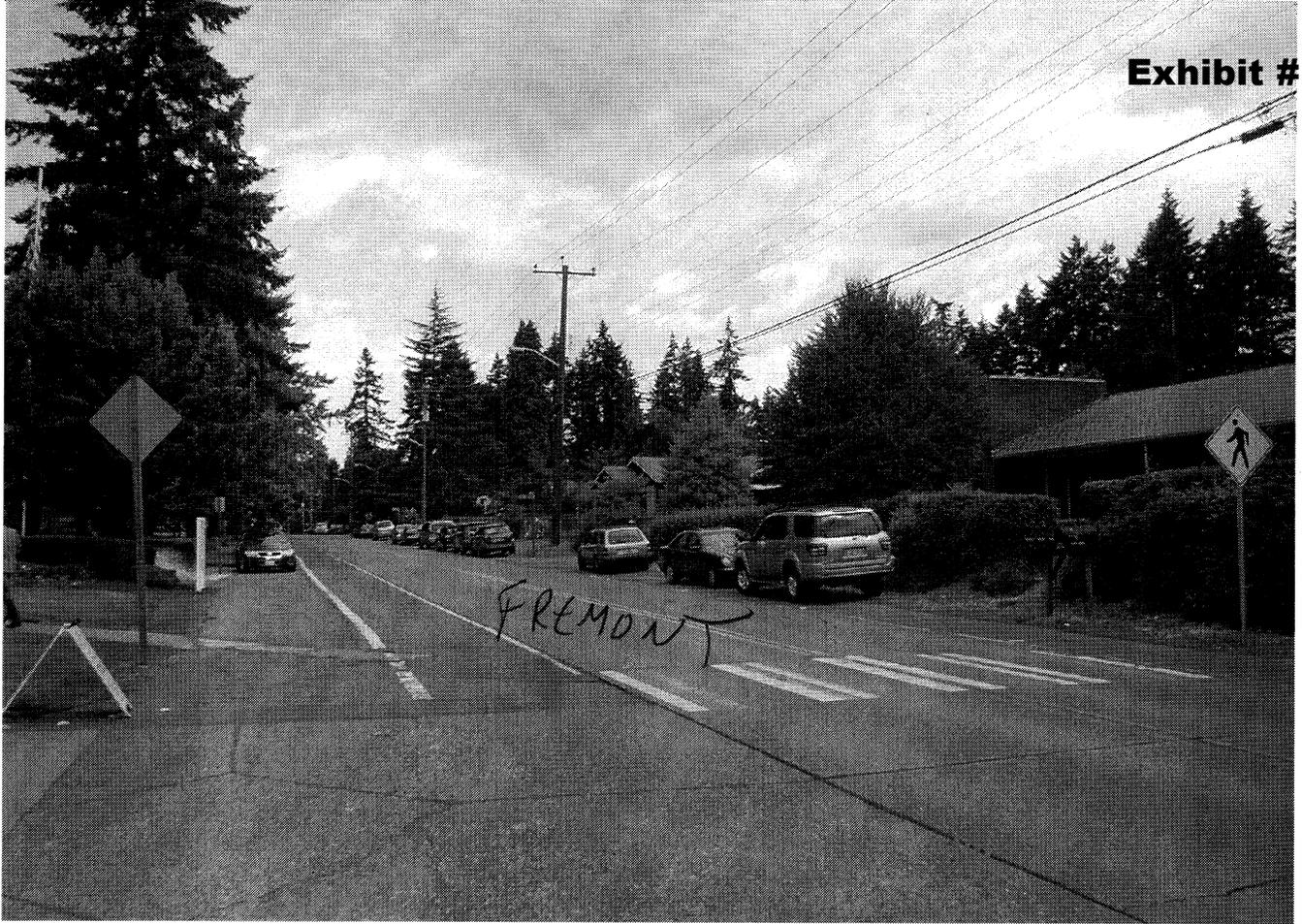
ps. of utmost importance is the ~~public~~ schedule presented in public & in advance to the community of THE ADMINISTRATIVE REVIEW OVER process - dates, results and follow-up outcomes & with attached consequences for non-compliance ~~off~~ City of Strake like findings

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

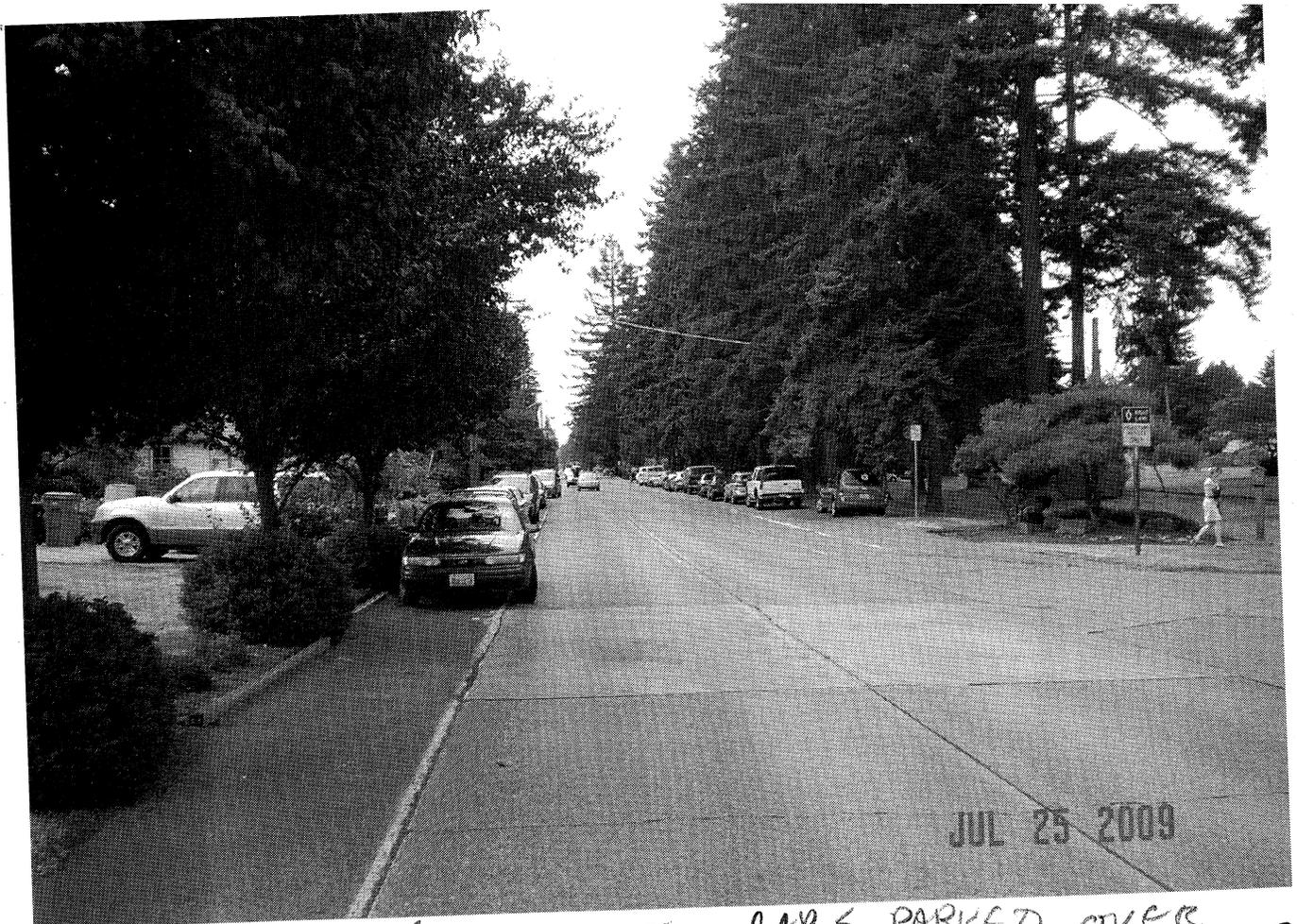
As Shoreline is Crista's "sweet spot", obviously there remains a fair amount of work still left to do before we believe this plan is ready for approval, such as:

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

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



FREMONT



THWING

FREMONT - CARS PARKED OVER FOG LINE



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

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

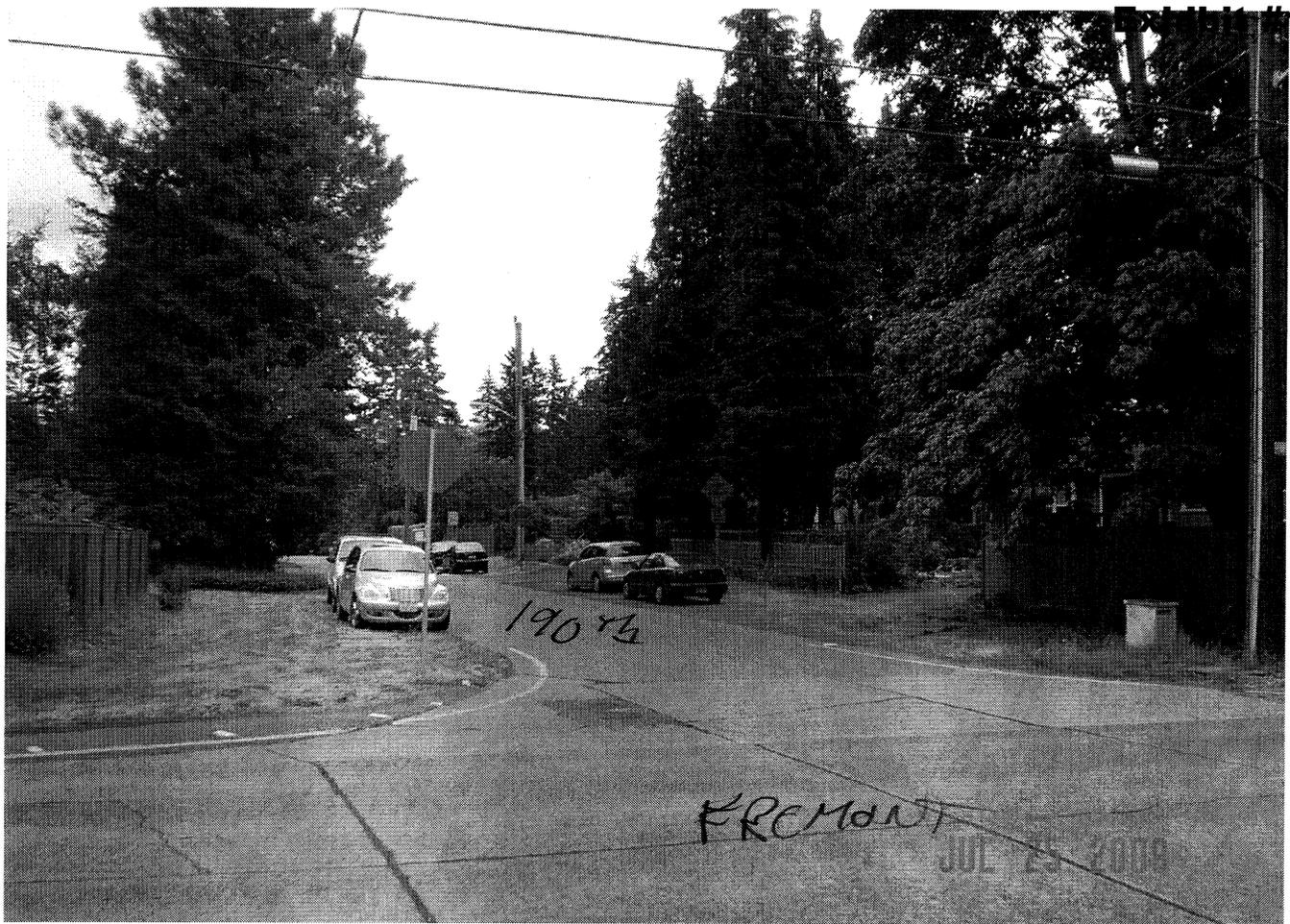
TWIN 6



PEDESTRIAN
FORCED INTO STREET



TWINC



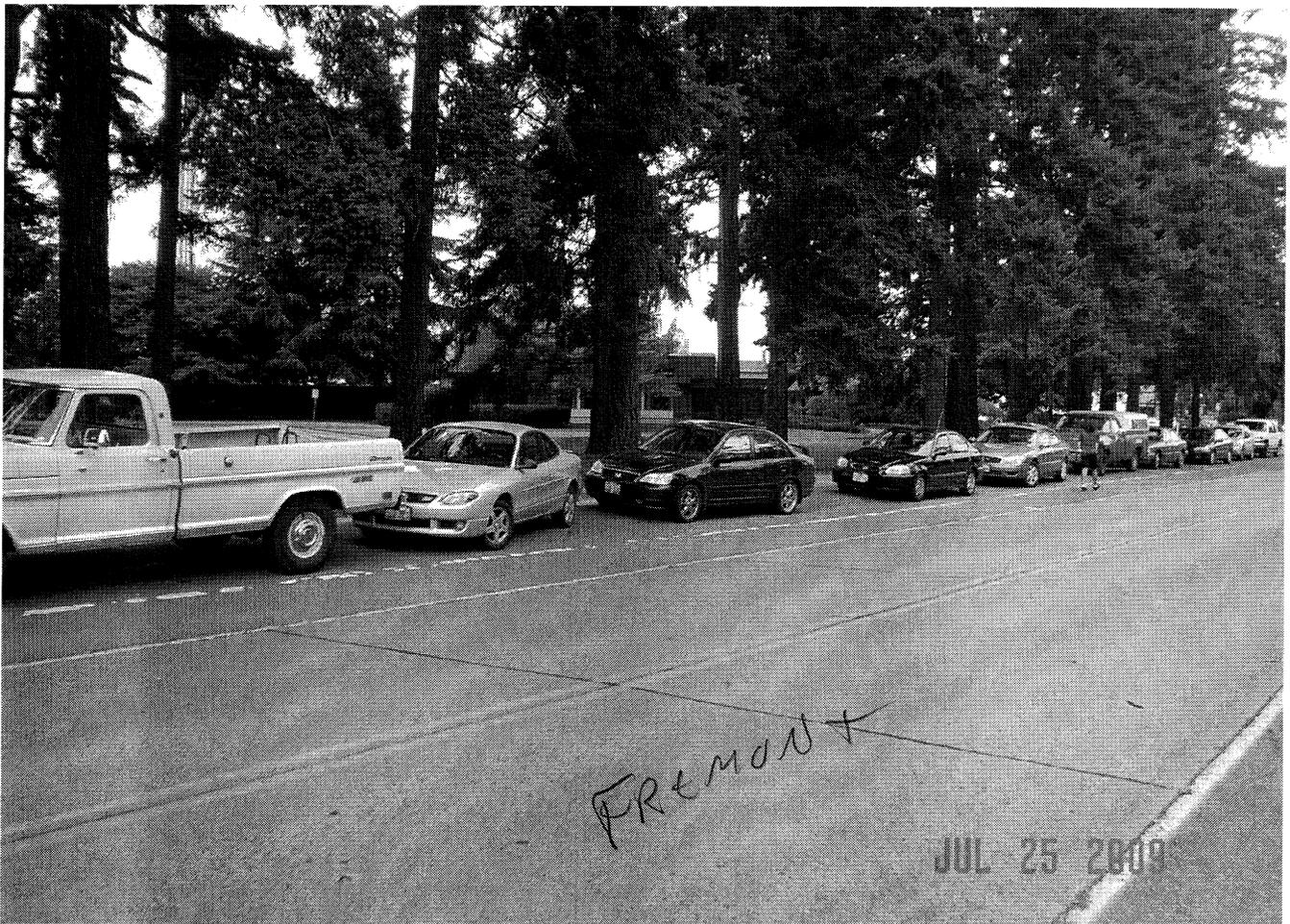
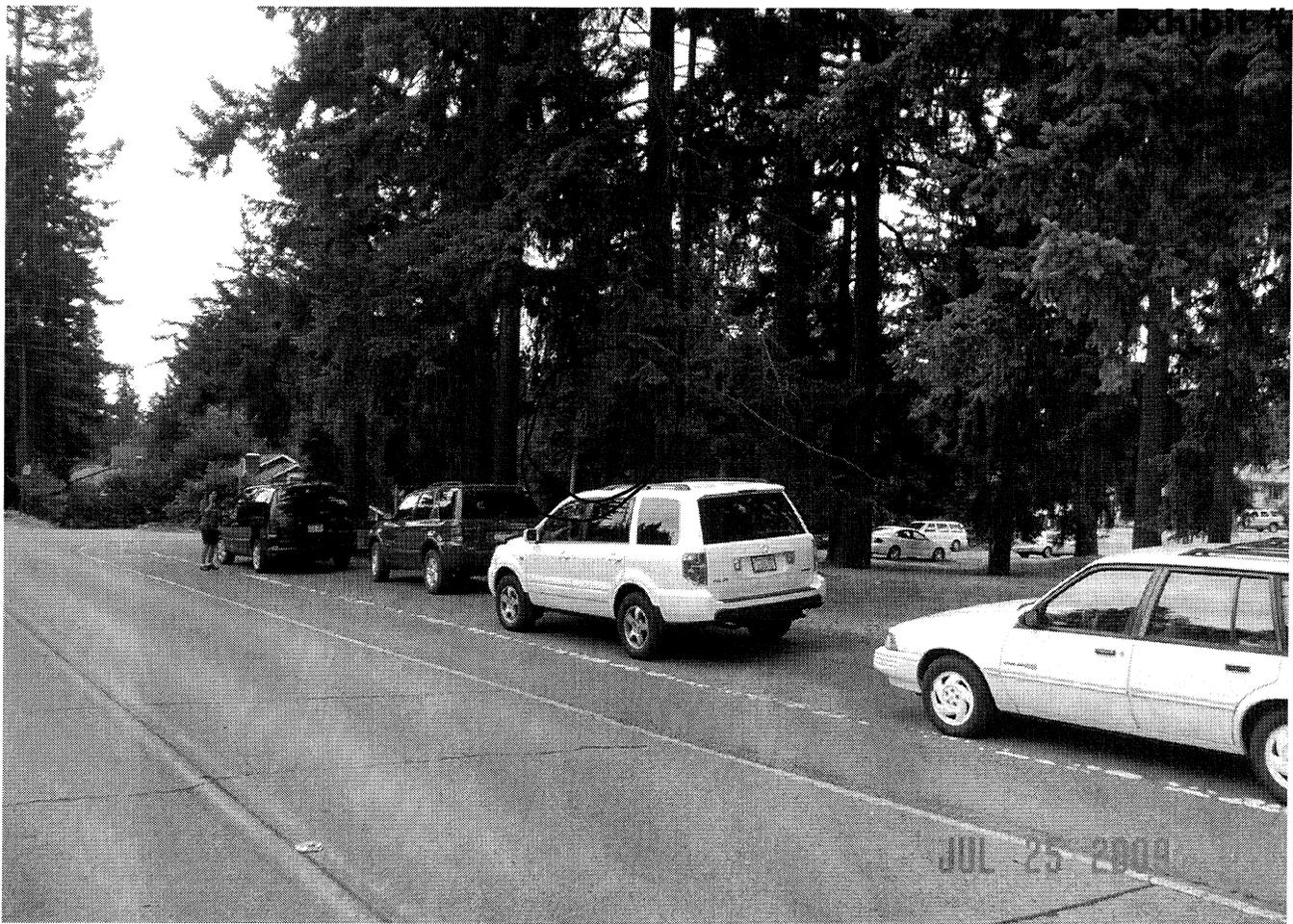
THWING



FREMONT



TWIN 6



TWINC



THWING

8
Crista Ma~~ter~~ Plan Public Hearing Input

Criteria #1 Campus designation

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

Criteria #3 Meet or exceed current critical areas regulations?

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

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

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

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

Criteria #5 - Capacity & infrastructure

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

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

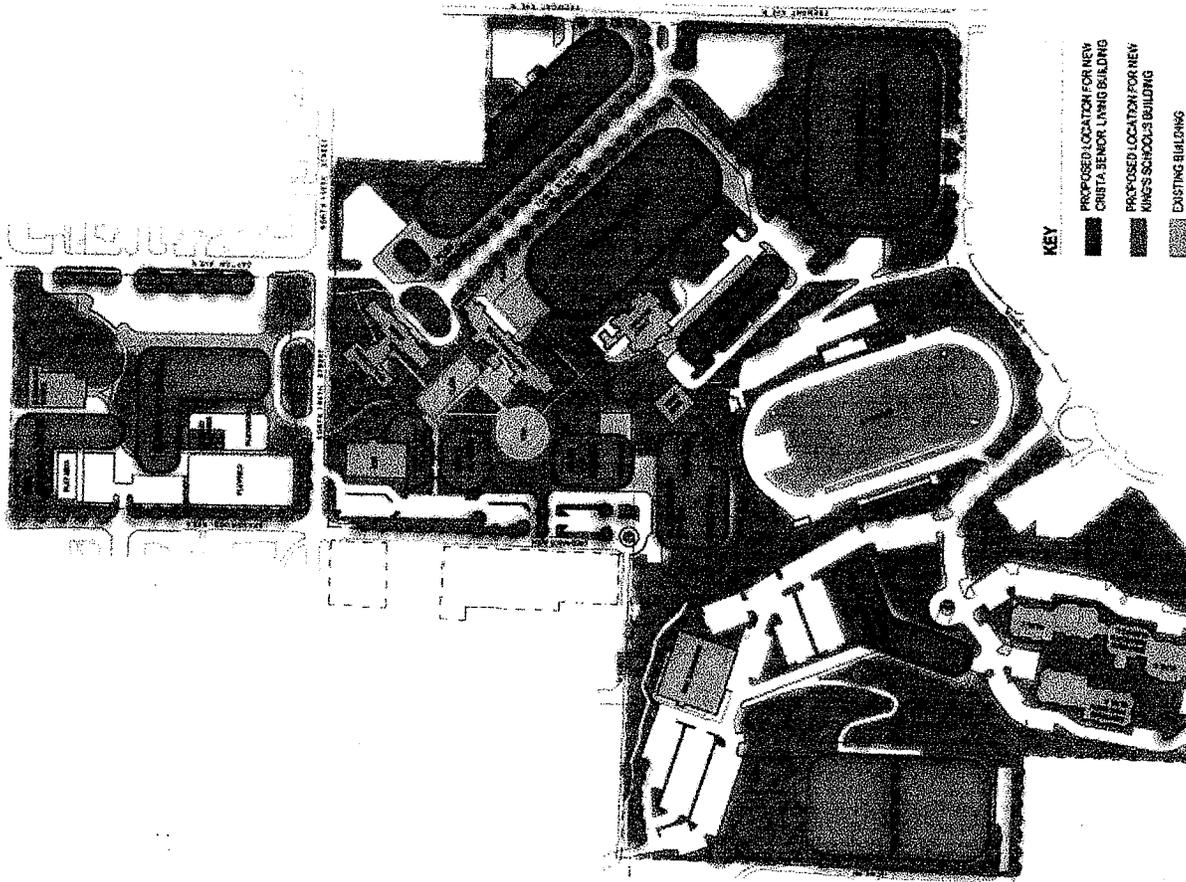
Hillwood is a residential neighborhood with The Crista Campus physically is the size of Hamlin Park right in the middle of it. Unlike Hamlin Park which brings people together, it keeps people apart by restricting neighborhood access from the west to our local park on 3rd NW. There should be a required,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

Boni Biery
Hillwood Resident

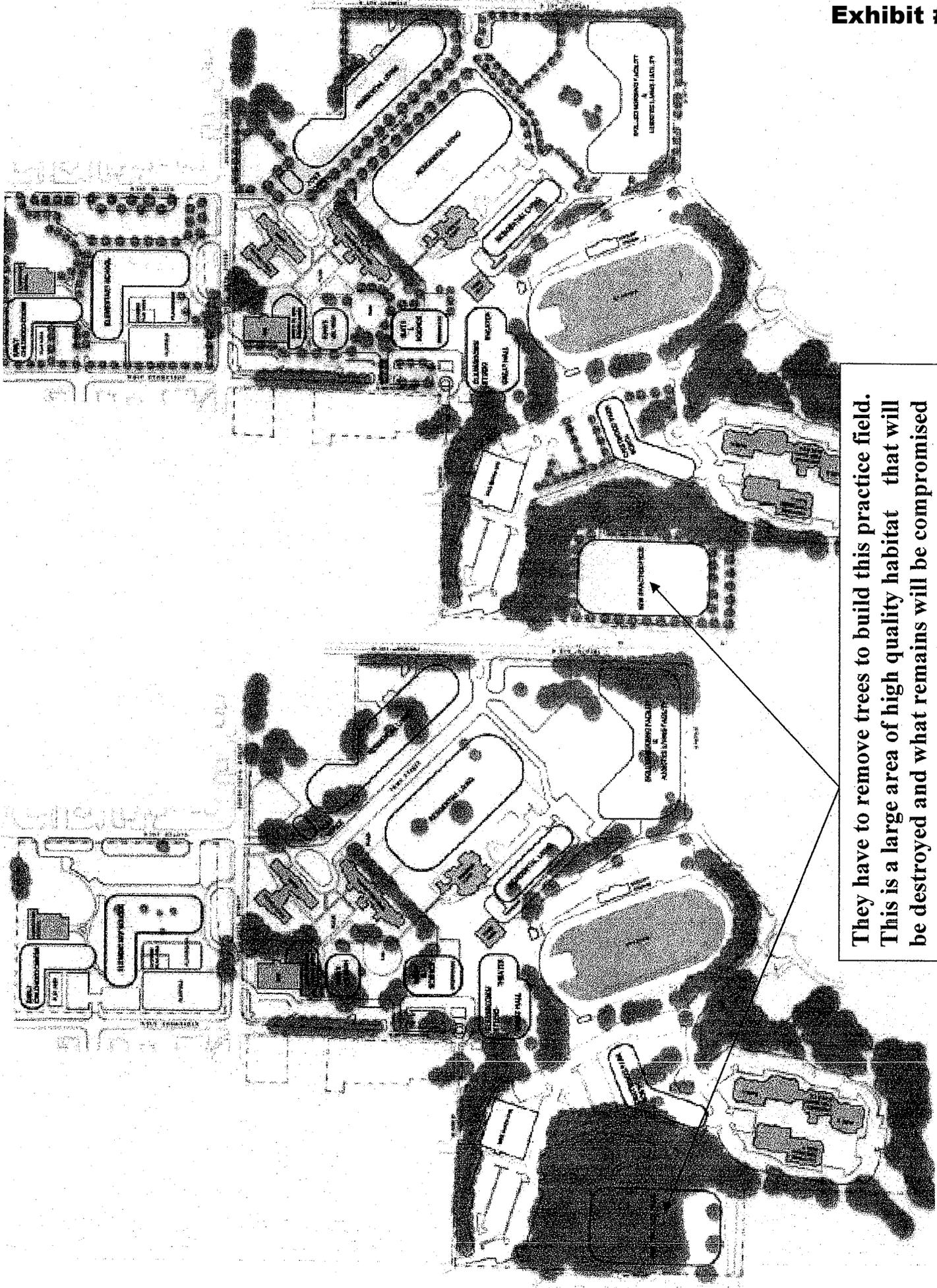
CRISTA Campus

ABOUT THE CAMPUS:

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



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



They have to remove trees to build this practice field. This is a large area of high quality habitat that will be destroyed and what remains will be compromised by the loss of overall size and the foot/vehicle traffic noise. The pileated woodpeckers will likely be forced

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

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

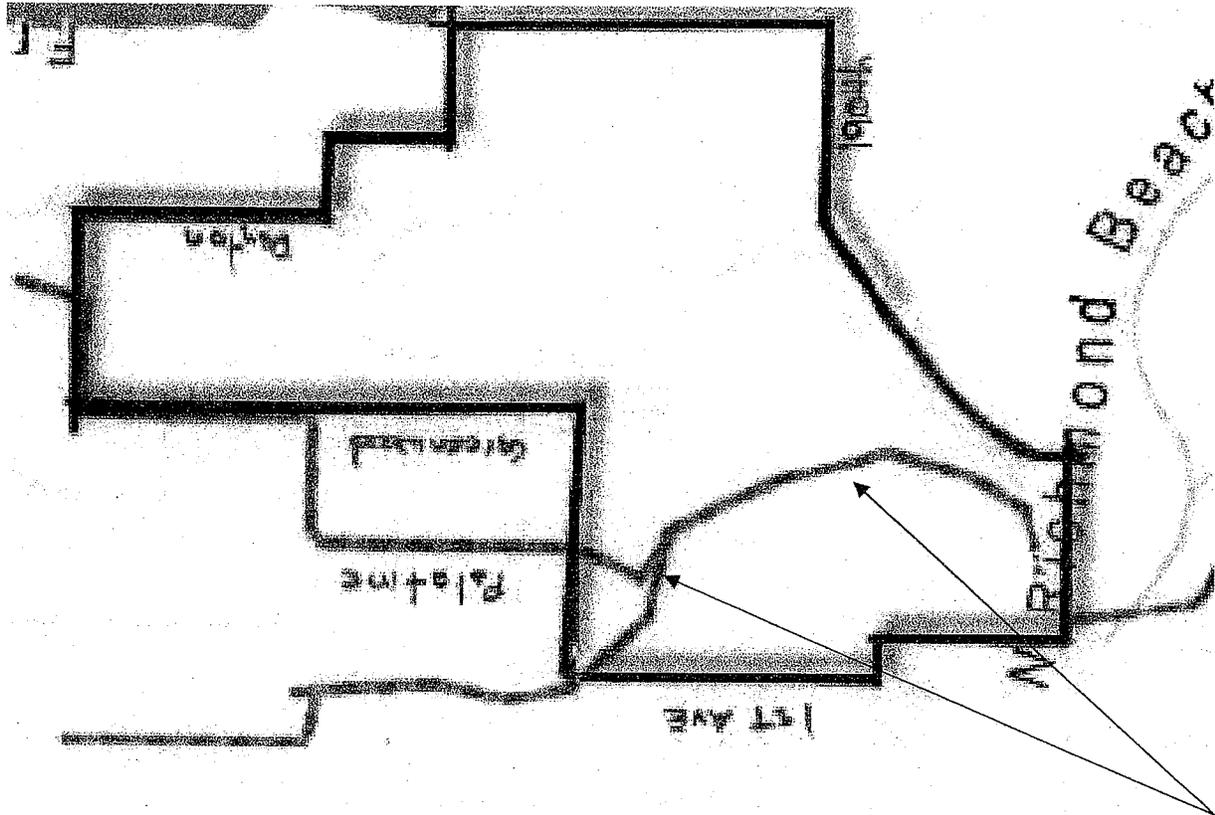
Alternatives

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

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

Alternatives

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



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

20.80.320 Classification.

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

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

20.80.330 Required buffer areas.

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

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

Dear Michelle Wagner,

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

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

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

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

Respectfully submitted,



Clydene Staatz

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