
Planning Commission Meeting Date: March 18, 2010

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

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

I. INTRODUCTION

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

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

What is included in the proposal?

The Master Plan Permit proposal consists of three sections:

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

Commission's options

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

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

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

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

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

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

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

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

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

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

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

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

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

- **New Cristwood Senior Housing**

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

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

- **New Assisted Living Building**

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

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

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

- **New Athletic Field**

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

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

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

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

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

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

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

- **New Early Childhood Center**

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

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

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

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

- **Performing Arts Building**

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

Access to the performing arts building is from Greenwood Avenue.

- **Senior Residential Living Building 1**

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

Access to this building is from CRISTA Lane.

- **Senior Residential Living Building 2**

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

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

- **Senior Residential Living Building 3**

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

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

- **Math-Sciences, Greenhouse Building**

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

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

- **King's Junior High**

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

Access to the junior high is from Greenwood Avenue.

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

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

Access is from Greenwood Avenue.

- **Elementary School**

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

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

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

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

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

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

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

Is an internal road system practical?

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

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

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

3. Athletic Field and Tree Removal

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

4. Methods of Dealing with Stormwater

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

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

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

5. Parking/Pedestrian Safety

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

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

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

III. PROPOSED FINDINGS and RECOMMENDATION

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

Staff's analysis is reproduced below:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CRISTA'S MDPP does not introduce any new uses.

IV. RECOMMENDATION

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

Commission Discussion

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

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

Exhibits

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attached to this staff report

Exhibit 14 – Photos taken by Commissioner Broili

Exhibit 15 – Memo from Transpo Group

Exhibit 16 – Graphic of Practice Field Study

Exhibit 17 – Staff Recommended SEPA Mitigations and Revised MDPP Conditions

















MEMORANDUM

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

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

A summary of these findings include:

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

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

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

Existing Conditions

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

Uses served

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

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

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

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

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

- 126 spaces for the nursing center

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

Road Characteristics

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

Street Classification and Traffic Volumes

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

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

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

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

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

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

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

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

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

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

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

Event Conditions

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

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

Proposed Master Plan Impacts

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

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

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

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

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

Impacts to Traffic Volumes on N 190th Place

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

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

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

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

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

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

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

These impacts are summarized in Table 3.

N 190th Place/Fremont Avenue Peak 15-minute LOS Summary (Eastbound Approach)

Analysis Scenario	AM Peak		PM Peak	
	LOS ¹	Delay ²	LOS	Delay
Existing Conditions (2007)	C	24.6	E	44.4
Future 2024 Without Project	D	26.7	F	54.1
Future with Project and Mitigation	D	33.6	E	48.6
Balance of afternoon dismissal peak hour w/ proj. & mitg. ³	B	12.4	C	15.3

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

Master Plan Options

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

Access to Skilled Nursing Facility

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

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

Internal Road Alternative

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

DA

STAFF RECOMMENDED SEPA MITIGATIONS AND REVISED MDPP CONDITIONS

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

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

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

To mitigate impacts to historical buildings:

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

To mitigate noise and aesthetic impacts:

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

To mitigate impacts to air and soil quality:

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

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

14. The MDPP building depictions and placements are not approved; only the building standards in text on sheets A3-P and A4-P as set forth in the MDPP is approved. Any placement of structures in the MDPP that violates Chapter 20.80 SMC is not approved.
15. Significant tree retention shall be 66%.
16. Tree replacement ratios shall be 1:1 with replacement trees being at least 8 feet high for evergreen trees and 3-inch caliper for deciduous trees.
- ~~17. If the applicant demonstrates to the Director that it is unreasonable to accommodate all replacement trees on-site, the applicant shall establish an assignment of funds or fee program for the City to draw from for either replacing trees throughout the City or maintenance of existing trees on City owned property or right-of-way. The fee value shall be based on a nursery cost estimate for materials plus 15% for a mobilization fee plus 25% for a performance guarantee.~~
18. All significant trees that are fully within 60 feet of Fremont Avenue right-of-way line, north of 190th Street and south of King's Garden Drive, shall be retained and enhanced with understory. The understory shall consist of drought tolerant vegetation native to the area. Understory vegetation shall be planted in areas that do not disturb the critical root zone of the significant trees in this area. The trees included in this mitigation shall be reflected in CRISTA'S revised tree plan (sheets TR1 and TR2).
19. Sidewalk improvements shall include the following:
 - The entire length of N. 190th Street between Fremont Ave to Cristwood Park Drive (triggers: New Practice Field, Cristwood Park North, Residential Living on Crista Lane, or Skilled Nursing Facility).
 - North 195th Street between Fremont Ave and Greenwood Ave (triggers: King's Junior High, Early Childhood Center, Great Hall, or Elementary School).
 - Fremont Ave between N.190th Street and N.195 Street (triggers: New Practice Field, Residential Living on King's Garden Drive North, Skilled Nursing Facility, or Residential Living on King's Garden Drive South).
 - Greenwood Avenue North between N.195th Street and N. 196th Place (triggers: Early Childhood Center or Elementary School).

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

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

Added conditions from February 18 staff report:

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

Staff recommends the following conditions:

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