

AGENDA PLANNING COMMISSION REGULAR MEETING



Thursday, January 21, 2010
7:00 p.m.

Shoreline City Hall
Council Chamber
17500 Midvale Ave. N

| | <u>Estimated Time</u> |
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| 1. CALL TO ORDER | 7:00 p.m. |
| 2. ROLL CALL | 7:01 p.m. |
| 3. APPROVAL OF AGENDA | 7:02 p.m. |
| 4. DIRECTOR'S COMMENTS | 7:03 p.m. |
| 5. APPROVAL OF MINUTES | 7:08 p.m. |
| a. January 7, 2010 | |
| 6. GENERAL PUBLIC COMMENT | 7:10 p.m. |
| <p><i>During the General Public Comment period, the Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled later on the agenda. Each member of the public may comment for up to two minutes. However, the General Public Comment period will generally be limited to twenty minutes. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Speakers are asked to come to the front of the room to have their comments recorded and must clearly state their first and last name, and city of residence. The rules for procedure for Public Hearings before the Planning Commission are further defined in Resolution No. 182.</i></p> | |
| 7. PUBLIC HEARING <i>Quasi-Judicial Public Hearing</i> | 7:15 p.m. |
| a. CRISTA Master Development Plan | |
| 1. Staff Overview and Presentation of Preliminary Staff Recommendation | |
| 2. Applicant Testimony | |
| 3. Questions by the Commission to Staff and Applicant | |
| 4. Public Testimony | |
| 5. Final Questions by the Commission | |
| 6. Deliberations | |
| 7. Vote by Commission to Recommend Approval or Denial or Modification | |
| 8. Closure of Public Hearing | |
| 8. DIRECTOR'S REPORT | 9:10 p.m. |
| 9. UNFINISHED BUSINESS | 9:15 p.m. |
| 10. NEW BUSINESS | 9:20 p.m. |
| 11. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS | 9:25 p.m. |
| 12. AGENDA FOR February 4 | 9:29 p.m. |
| 13. ADJOURNMENT | 9:30 p.m. |

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

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CITY OF SHORELINE

SHORELINE PLANNING COMMISSION SUMMARY MINUTES OF REGULAR MEETING

January 7, 2010
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

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

Staff Present

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

Commissioners Absent

Chair Wagner

CALL TO ORDER

Vice Chair Perkowski called the regular meeting of the Shoreline Planning Commission to order at 7:04 p.m.

ROLL CALL

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

APPROVAL OF AGENDA

The agenda was approved as presented.

DIRECTOR'S COMMENTS

Mr. Tovar recalled the Commission's previous discussion about having a more informal setting for their study sessions. He suggested the Commission could discuss options for facilitating a less formal setting at a later time.

APPROVAL OF MINUTES

The minutes of December 10, 2009 were approved as amended.

GENERAL PUBLIC COMMENT

Laethan Wene, Shoreline, asked the Commission to consider making a recommendation that the City place a logo that was designed for people with disabilities on their wheelchair ramps. He submitted a copy of the logo design to the Commission Clerk.

Mayor Keith McGlashan thanked the Commissioners for their service to the City and recognized that they have a very aggressive work plan for 2010. He also welcomed them to their new meeting location in the Council Chamber.

STAFF REPORTS

Planning Commission 2010 Work Program

Mr. Tovar reported that staff presented the Commission's draft 2010 Work Program to the City Council and discussed the concept of extending the arrangement they had last year where the Hearing Examiner would continue to conduct quasi-judicial hearings, with the exception of large master plans, rezones and the Town Center Subarea Plan. Mr. Cohn noted that the work plan items were not placed in any particular order, except that legislative items were listed first, then quasi-judicial and Comprehensive Plan items. He briefly reviewed each of the items as follows:

- **Item 1 – Development Code Amendment Package.** Mr. Szafran would be the project lead for the two Development Code Projects.
- **Item 2 – Design Review.** Mr. Cohen would be the project lead for design review. Staff would work with a consultant to develop a proposal during the first three months of 2010, and a draft would be presented to the Commission in April and/or May. It is anticipated a final proposal would be presented to the City Council sometime in June.
- **Item 3 – Development Code Amendments.** The Commission would review potential amendments related to single-family dwelling unit scale, home occupation, and tree regulations.
- **Item 4 – Light Rail Station Area Subarea Planning.** City staff would work with Sound Transit over the next 15 to 18 months regarding the actual alignment of the light rail station. Once the final alignment has been decided, they will start the process of subarea planning for the substation.
- **Item 5 – Check-In Points for other Major Projects.** The City Council is scheduled to review the Transportation Master Plan Update in October, and staff anticipates the Shoreline Master Program Updates can be adopted by the end of December. The Parks Master Plan Update will start in 2010, and will likely be adopted by the end of the year.
- **Item 6 – Point Wells.** The Point Wells proposal will be presented to the City Council in January for adoption.

- **Item 7 – Town Center Subarea Plan.** The Town Center Subarea Planning Process is moving forward, and staff would present updated and additional information to the Commission later on their agenda.
- **Item 8 – Southeast Neighborhoods Plan and Zoning Update.** A draft update would be presented to the Commission in February. This will likely be followed by Development Code amendments that focus specifically on innovative and alternative housing choices. While the work plan indicates this project will be completed in August, he anticipates it could take longer.
- **Item 9 – Master Development Plan for CRISTA Campus.** The CRISTA Master Development Plan is scheduled to come before the Commission in January.
- **Item 10 – Master Development Plan for Public Health Lab.** This master plan is tentatively scheduled to come before the Commission in March, with a June deadline for completion. However, because of uncertainty in the State’s budget, the project might not move forward in 2010.
- **Item 11 – Master Development Plan for Shoreline Community College.** This master development plan would not come before the Commission for review until at least the latter part of 2010.
- **Comprehensive Plan Update** – As part of the State’s budget problems, they have pulled the funding for local Comprehensive Plan updates in 2011. The legislature is discussing the option of extending the time frame. Regardless of what happens at the State level, the City will begin their update process in 2010.

Commissioner Broili asked what role the Commission would have in the Parks Master Plan Update. Mr. Cohn explained that the Commission would not have a roll in the Parks Master Plan Update. They would be informed about what is going on, but not asked to make decisions.

Commissioner Kaje asked how confident staff is that they will be ready to move forward with the CRISTA Master Development Plan and Southeast Neighborhoods Subarea Plan as per the schedule. He noted that the entire work program is based on the premise that projects stay on schedule. Mr. Cohn answered that staff is ready to move forward with the CRISTA Master Development Plan as per the time table, but the Commission’s deliberations could take longer. Staff is also close to being ready with the Southeast Neighborhood Subarea Plan. They believe the schedule is fairly accurate. Mr. Tovar added that the draft work program was staff’s attempt to allocate the amount of time they think each project will take. However, he recognized that some projects may take longer than anticipated. For example, the work program does not presume that the City Council would remand any items to the Commission for review. If this occurs, the schedule would have to be adjusted. He reminded the Commission that they would review the work program in the spring at a joint City Council/Planning Commission meeting, and again in the fall. Adjustments could be made as time goes by, and the schedule should be considered a flexible target.

Commissioner Kuboi asked if the schedule also depends upon whether there are seven or nine Commissioners. Mr. Tovar agreed this would be a factor the Commission should discuss later on the agenda. He summarized that having a more compact group would allow the Commission to move items along more quickly.

Vice Chair Perkowski asked what is driving the timeframe for the design review project. Mr. Tovar answered that staff's intent is to have the design review project on a parallel track with the Town Center planning because much of the reasoning behind creation of a new design process and standards is to create a tool that could be used for the Town Center. However, he recognized that the design process and standards could also have application in other parts of the City.

Commissioner Broili inquired if there are plans for the Parks Board and Planning Commission to meet jointly. Mr. Cohn answered that a meeting is being scheduled for sometime in April. Mr. Tovar added that a joint meeting would also be scheduled in April with the City Council.

Commissioner Pyle asked why the Shoreline Master Program schedule has been pushed back so far. He recognized that staff has a limited amount of time. However, he observed that there is a solid, fixed date for when the program must be completed, whereas other items on the work plan are not necessarily fixed to a specific end date. He expressed concern that issues could come up during the hearing process, and the proposed schedule does not allow a lot of time to address these issues and still meet the deadline. Mr. Tovar agreed to talk with staff and consider opportunities to move the schedule forward.

Vice Chair Perkowski asked what the Planning Commission's role would be in the Light Rail Station Area Subarea planning process. Mr. Tovar reported that City staff is just starting to work with Sound Transit and cities in Snohomish County to figure out the process for evaluating potential alignment options. Sound Transit has indicated they would not only consider Interstate 5 as a potential alignment, but others such as Highway 99, the Interurban Trail, 15th Avenue, etc. He suggested that the format for dealing with these issues is via the environmental document that Sound Transit is in the process of preparing. Once the environmental document has been issued, staff would articulate the City's view of the potential alignments. He explained that the ultimate alignment would have a direct relationship to other items on the Commission's work program such as policies related to multi-modal transportation and where growth is allocated in the City in the coming years. As various elements of the Comprehensive Plan come before the Commission, they will have an opportunity to consider how the City could incentivize, phase or prioritize where growth occurs first. At some point, their effort might result in a subarea plan, which the Commission would be directly involved with. However, he summarized that until the alignment has been decided, it would be premature for the City to alarm citizens and do a lot of subarea planning in areas along any anticipated transportation corridor. He indicated that staff would provide updates to the Commission when there is new and useful information available regarding the issue.

Town Center Subarea Plan Study Session

Mr. Cohen reviewed that the Planning Commission held a public open house on October 29th to present background information, concepts, and recent City actions related to Town Center. The public was invited to share written and oral comments and participate in an electronic voting survey. Citizens were also invited to complete the survey via the City's website and Facebook Page. He referred the Commission to a summary of public input that has been received to date, as well as a summary of the survey data. He summarized the results as follows:

- There was a lot of interest, particularly from residents in the adjoining neighborhoods, in creating public gathering places, shopping, entertainment and restaurants.
- 82% of the respondents were looking for public event space for concerts, farmers markets, etc.
- 81% said buildings should be taller with more open space on the ground level as opposed to lower buildings with less open space on the ground level. Many people gravitated towards the concept of taller buildings of up to six stories high and taller.
- The majority indicated they would prefer a northwest design theme.
- Nearly 70% felt that Town Center access should be allowed from Aurora, Linden, Stone and a new access road.

Mr. Cohen advised that the Economic Development Advisory Committee (EDAC) also answered 10 of the 20 survey questions, and their responses varied from those received from the citizens. He particularly noted the following:

- When asked what the focus of Town Center should be, the EDAC said the focus should be on commercial choices and creating jobs, which was quite a bit different than the public's response. Both want more commercial choices in general, but the combination was a bit different between the two groups.
- When ranking services and amenities in Town Center, the EDAC identified shopping first and public spaces second, which was opposite of the public's response. They indicated that Town Center should provide amenities such as plazas, courtyards, outdoor markets, etc.,
- The EDAC indicated that the Town Center should be primarily a mixture of commercial/office and residential uses.
- Both the public and the EDAC strongly disagreed that Town Center should absorb most of the new residential growth. Perhaps staff needs to articulate the question further and present the growth targets the City must deal with.
- The EDAC agreed with the public comment that buildings should be taller with more open space, and this should be articulated further in the design workshop. The EDAC said four-story buildings should be allowed, and the public was split. Some indicated support for three to four-story buildings, and others were in favor of six stories and more.
- While the public voted to discourage traffic impacts to the neighborhoods, the EDAC recommended that traffic impacts should be prohibited or restricted. They seemed to be more stringent about traffic impacts into the neighborhoods.
- The EDAC recommended that vehicular access to Town Center be allowed only from Aurora, and the community's response differed clearly.
- Both the community and the EDAC agreed that the best way to deal with parking in Town Center is to promote underground parking.

Mr. Cohen explained that a public design charrette with the consultant has been tentatively scheduled for March 25th, and it would be useful to have a draft vision statement available by that time. Staff believes this would be a good starting point for soliciting ideas from the public. Because the Commission's work program is full, he suggested a subcommittee be formed to accomplish this task. The subcommittee could meet one hour prior to the Commission's regular meetings, and staff could be present to assist. He suggested the subcommittee present a draft vision statement for the Commission's

consideration no later than March 4th. He noted that staff is proposing the March 18th meeting be cancelled to accommodate the design charrette on March 25th.

Mr. Cohen advised that a vision statement for Town Center would lead into the discussion related to design review and standards. Design review would be an important element of the Town Center Subarea Plan, and could be implemented in other locations throughout the City at a later date. Mr. Tovar added that the Mixed Use Zone (MUZ) also makes reference to design review, and additional standards related to MUZ would likely result from the upcoming design review discussion.

Vice Chair Perkowski said there appears to be two aspects of the upcoming public design charrette: design review and the Town Center Vision. He questioned which would be the dominant theme of the open house discussion. Mr. Cohen answered that Town Center would be the focus of the meeting, but the discussion would result in a template for city-wide design standards. The vision statement would provide an overall view of the community's preferences. He noted that the consultants are preparing a visual preference survey that would be available at the public meeting, and the Commission would be invited to review the draft survey prior to the public meeting. Vice Chair Perkowski summarized that the focus of the public meeting would really be about the design principles and tools associated with design review and just a little about Town Center. Mr. Tovar agreed that inevitably people will be thinking about the buildings in Town Center, but they should clarify that the standards could apply to commercial areas in other locations of the City at some point in the future.

Commissioner Kuboi asked if the visual preference survey would help define the term "northwest design." Mr. Cohen said staff would ask the consultants to articulate the term more in the second survey. He said the City would continue with the current on-line survey for a few more months, and it would be replaced with the visual preference survey after the workshop the end of March.

Commissioner Kuboi observed that a visual preference survey typically provides two illustrations and asks respondents which they prefer. However, he cautioned that not only is it important to know the public's preferences, but also the point where a particular situation or concept would be absolutely unacceptable. Mr. Tovar explained that the survey would have a five-point reaction to gauge the public's support for a given concept or idea. He said it would also be important that the images used in the visual get to the specific question being asked and not contain extra elements that the public is not being asked to respond to. Mr. Tovar said the consultant has thousands of images to use in the survey and significant experience in how to frame the questions so they result in meaningful responses.

Commissioner Broili said he understands why the survey used a 4 point spread of choices, but from an analytical point of view, there are really only two answers, you either agree or disagree. He specifically referred to questions 5 and 6 and pointed out that the strongly agree and agree answers combined significantly outweighed the combined disagree and strongly disagree answers. He asked if this was considered in the finished analysis. Mr. Tovar recalled that the Citizen's Satisfaction Survey that is administered every two years shows the breakout of all points, but then the points are aggregated to compare the positive responses to the neutral responses. This process resulted in more information. As a follow up, Vice Chair Perkowski pointed out that 86% of the respondents indicated they were in favor

of buildings at a height of three to six stories. However, some of those respondents could be opposed to six stories.

Commissioner Piro observed that in the past, Commission subcommittees have been a successful process for accomplishing specific tasks and would be an excellent approach over the next few weeks to begin to pull things together for the March design charrette. Vice Chair Perkowski, Commissioner Piro and Commissioner Broili volunteered to participate on the subcommittee. They agreed to work out a meeting schedule as soon as possible.

Tovar referred to Attachment D, which is a slide show of a new program titled, Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND). The program has been administered in a number of neighborhoods and districts across the country. It assigns points to get to the question of whether a neighborhood is being developed in such a way that is exhibiting leadership in energy and environmental design. Some of the criteria, concepts and principles are similar to what the City has been talking about for a couple of years, which affirms that the City is on the same track as many other jurisdictions. He said he is not necessarily suggesting the City try to certify the Town Center as a LEED-ND neighborhood, but the vision for Town Center would incorporate many of the concepts of green building and infrastructure, compact design and complete communities. He felt the program would be a useful resource when writing the mission statement.

Commissioner Broili recalled that at the planning conference he attended, the City of Portland put forth the concept of eco-districts. He said he was encouraged by the concept and would hope the City of Shoreline could think along those same terms. Mr. Tovar said Portland's focus was largely on natural systems, water and/or water quality, which is part of the LEED-ND Program, but the program also includes the concept of new urbanism, which is walkable, pedestrian-friendly, human-balanced building styles for the built environment. He summarized that the eco-district concept could nest within the LEED-ND Program and probably receive the maximum number of points for the environmental aspects of the program.

Commissioner Kuboi inquired if there would be some staff discussion on the planned action SEPA review. Mr. Tovar said staff contemplates doing an environmental impact statement for Town Center, which would include the elements of the environment that are likely to be impacted as a result of adoption of the subarea plan and its implementing regulations. A major focus of the Environmental Impact Statement (EIS) will likely be transportation impacts, and the City is already in the process of updating their transportation model as part of the Transportation Master Plan Update. This model would be the source of much information that will be encapsulated in the EIS for Town Center to identify the impacts associated with the built-out scenarios. The SEPA review would also address the aesthetic environment such as visual character, design standards and requirements, bulk controls, etc. Water quality and natural systems are also elements that must be addressed as part of the SEPA requirement.

Mr. Tovar explained that a planned action is an option under State law that some communities have used to address all of the impacts as part of a subarea plan and environmental document at the front end. If development proposals are consistent with the requirements of the subarea plan and regulations there would be no SEPA requirement, checklist or environmental review because it would have already been

done upfront. This is a tremendous advantage as a development tool. When the economy recovers, investors would likely gravitate to areas where communities are clear on what they want and many of the issues have already been resolved. The City is hoping that Town Center is one of the places in the region where investment is ready to occur in the near future. He emphasized that a planned action would require more detail in the SEPA document. Until recently, the City had counted on money from the State to do the planned action work, but they were recently informed that the Governor's budget cuts all grant monies to local jurisdictions for Growth Management Act work. Staff would prefer the City do a more detailed planned action if they can afford to do so.

Planning Commission Structure and Vacancies

Mr. Tovar pointed out that at the next cycle of Commissioner appointments, there will be five vacancies on the Commission. Given the Commission's full work program, he expressed concern that this could result in five new Commissioners working with just four experienced Commissioners. He cautioned that working as a cohesive group takes time and practice and is much more difficult when there are numerous new members all at the same time.

Mr. Tovar referred to his research data which identifies the number of members that serve on planning commissions in other jurisdictions in the region. Seven communities surveyed have five-member commissions, 44 have seven-member commissions, and only four have nine-member commissions. In talking with the Renton Planning Director, he learned that they originally had a seven-member commission, but it was later changed to add two new members to represent areas that were recently annexed. It is their intention eventually to go back to a seven-member commission.

Mr. Tovar said an argument could be made that nine works better than seven but a better argument could be made for having seven as opposed to nine. For example, efficiency is greater with a seven-member commission. He said he plans to recommend to the City Council that now would be a good time to reduce the size of the Planning Commission to seven members. He referred to the *CURRENTS* newsletter that includes a page about the Planning Commission, including a picture of the Commission, an explanation of their responsibilities, and an invitation for citizens to submit an application to fill the vacant Commission positions.

Commissioner Piro agreed with the points made by Mr. Tovar. While there are occasionally benefits to having a nine-member commission, the advantage does tilt towards seven members. It is an anomaly to be in a City where there are more Planning Commissioners than City Councilmembers. He observed that the Commission's last meeting was lengthy, detailed and complex, and there was an advantage to having a smaller group to work through the issues. He agreed with Mr. Tovar that this is a good opportunity to implement the proposed transition.

Commissioner Kuboi asked if any of the other jurisdictions with seven or five-member commissions have criteria for particular representation amongst their members. He questioned if all areas of the City would be adequately represented if the number were reduced to seven. He suggested this should be a significant concern of the City Council. Mr. Tovar said some cities are concerned that all areas are represented equally, and other cities are more concerned about the level of expertise that each of the

commissioners can provide. If they go to a seven-member Commission, he agreed the City Council would have to give more thought as to what the appropriate mix of members would be.

Commissioner Kaje said his first reaction to the proposal was positive. He has dealt with enough decision-making bodies that he was originally surprised the Commission had nine members. A seven-member commission would still allow plenty of voices. However, he agreed the City Council must clearly consider what the appropriate mix of members should be. He expressed his belief that this is an opportune time to make the change because there are a number of Commissioners who must leave. He asked how and when the City Council would make the final decision. Mr. Tovar said the issue has been placed on the City Council's agenda for later in January, and he wanted to solicit feedback from the Commissioners before discussing the idea further with the City Council.

Commissioner Behrens said the mixture of members is more important than the number of people. One thing that makes the current Commission work so well together is the mutual respect they have for each other. He would hate to see that go away, regardless of whom and how many are appointed. The City Council needs to make sure they end up with a group of people that can effectively work together. While the last meeting was very exhausting, they went through some very complicated information and worked well together because they have learned to recognize each others strengths and weaknesses. He hopes this is not lost in whatever changes occur in the future.

Commissioner Pyle said he is one of the members who will depart from the Commission due to time constraints. He agreed with the others that seven would be an appropriate number and would allow them to get through projects faster. If they do go to seven, he suggested they consider adding additional bodies, such as a design review board, so that the seven-member Commission is not required to do too much.

Commissioner Broili agreed that less is always easier and seven would be an appropriate number. However, he stressed the importance of diversity and experience. They currently have three planners on the Commission, which may be too many if they reduce the number to seven. There should also be diversity in terms of geographic areas the members represent.

Mr. Tovar pointed out that some city councils invite the chair of their planning commission to sit in on the interviews and share observations afterwards. The chair knows the dynamics of the Commission, and it is important to make sure the chemistry is appropriate so they can work well together. He suggested the Commission make this recommendation to the City Council, and the Commissioners concurred.

Commissioner Kaje pointed out that seven of the eight current Commissioners are male. While they work well together, the City Council should keep this in mind when appointing new members.

The Commissioners agreed that they were in support of a recommendation to the City Council that the Planning Commission be reduced from nine to seven members.

PUBLIC COMMENT

Ken Howe, Shoreline, said he has resided in Shoreline for 30 years, and his home is in the center of the Town Center study area. It is over 90 years old and was built when 184th Street went all the way to Aurora Avenue. He pointed out that a Google search of “City of Shoreline urban center” comes up with “Point Wells.” He suggested there are really two town centers in competition at the moment: one at Point Wells and another on Aurora Avenue. He recalled that at the public open house in October, he asked the City Council to provide examples of other locations locally or nationwide where successful town centers have been created on busy highways. No models have been provided to date. The closest he could find is Gold Bar on Highway 2 where City Hall and homes are located close to the highway, but Shoreline is much larger than Gold Bar. Mr. Howe expressed concern that none of the documentation provided by staff to date includes the history of the Town Center area. While Shoreline has a short history, the community is over 100 years old. There are reasons why things happened the way they did. He questioned if the City would be identified in the future by Point Wells or by the Town Center section of Aurora Avenue.

Mr. Howe also suggested that staff improve their internet explanations. It is hard to find a timeline on Town Center and information about what is really going on. He questioned where the Town Center concept really began. This information should be easily assessable to people without having to attend the meetings.

Commissioner Piro asked Mr. Howe to provide feedback about the City’s new Facebook Page that was created by the City to solicit feedback from the public regarding the Town Center Subarea Area Plan. Now they are in a new space, perhaps staff could provide a walk through of the Facebook Page at a future meeting. Mr. Cohen said the Facebook Page was posted in October. While it took a while to catch on, they now have 29 friends. It is getting to the point where it might be good to collect the comments and put them in a format that could be reviewed by the Commission.

Mr. Tovar said he has been attending planning conferences for decades and he has always asked for templates for retrofitting major arterials or state highways into mixed use commercial districts. While there are thousands of these situations in the country, he has never seen a good template that addresses all of the issues. He suggested that perhaps the City could create a template that others will look to in the future. He cautioned that Town Center would not be a downtown Edmonds or Woodinville, etc. But they must determine what type of development they want to encourage or require to make the space as good as it can be. This is an exercise of defining success rather than replicating another location in the country.

Commissioner Pyle said Lake City is an example of a place that has changed significantly in recent years. It is located on a significant arterial, with similar building forms as on Aurora Avenue. Some key developments dramatically changed the area that is viewed as Lake City’s downtown. This is an example of a high-volume roadway that was transformed into a more walkable community.

Mr. Tovar said Mile 1 of Aurora looks different than other stretches of Highway 99 in the state, and Mile 2 will look even better. The project starts next week, and the east half should be done by the end

of the summer. This will be a major feature of the Town Center area. Mr. Cohen agreed with Mr. Tovar that there are no exceptional examples. There are some intriguing examples that are similar to Shoreline, and staff would attempt to identify various aspects of each that might be appropriate for Shoreline.

Commissioner Broili cautioned that the Commission has been charged with making decisions about the future of Shoreline without really knowing what the future is. They must make the best decisions they can based on present information. Commissioner Kuboi agreed that they don't necessarily know how the plan will play out. However, they need to focus more on aspects of the project that will end up drawing people to the area. It doesn't matter what the built environment looks like if there are not people present to enjoy it. Mr. Cohen agreed that urban planners and architects can be overly concerned about the physical environment, but that is not significant unless they can draw people to the area to enjoy it. Commissioner Broili disagreed. He recalled a representative from Cascade Alliance suggested that if development is done right, people will come. On the other hand, if you build something that is ugly and there are no jobs, nobody will come. What it looks like and how it functions is important, and it is also important that the development be user friendly. Commissioner Pyle said he frequently visits Sammamish, where they have a skate park built into City Hall. The number of people who come to use the facility is astonishing. This is an example of if you build the right thing, people will come.

Vice Chair Perkowski referred to the upcoming public design charrette. He cautioned that if staff provides three photographs of different northwest development styles and people are invited identify which they like best, they will choose one of the three. However, they might like some other style even better. They should keep an open mind and be creative rather than just focusing on one specific style. Mr. Cohen reminded the Commission that they will have an opportunity to review the draft survey in February before it is presented to the public.

DIRECTOR'S REPORT

Mr. Tovar pointed out that by the end of March, at least three of the current Commissioners will be gone. That is one of the reasons staff would like to finish the vision work and the initial design piece for Town Center as soon as possible.

Mr. Cohn announced that the CRISTA Master Development Plan Permit Application would come before the Commission on January 21st, and staff anticipates this will consume the entire agenda. The Southeast Neighborhoods Subarea Plan is scheduled to come before the Commission on February 4th. At this time, there are no agenda items scheduled for February 18th because staff anticipates the CRISTA Master Development Plan and the Southeast Neighborhoods Subarea Plan would likely be continued to that date.

Mr. Cohn advised that at their first meeting in March, the Commission would have a general discussion about a potential definition for the term "compatibility," which will also come up as the Commission talks about design. Another miscellaneous development code amendment has also been scheduled for that meeting. The March 18th meeting agenda is vacant at this time, and the meeting might be cancelled to accommodate the design charrette that is scheduled for the next week. The new Planning Commissioners would be welcomed at the first meeting in April, and the Commission would also

discuss their upcoming joint meeting with the City Council on April 12th. A joint meeting with the Parks Board has been scheduled for April 22nd. The April 15th meeting may be cancelled. The items currently scheduled on April 15th could be moved to May 6th. He summarized that staff's goal is to finish as much as possible with the current Commissioners on board before moving on to other projects.

Commissioner Broili suggested that it would be appropriate to have a Commission retreat after the new Commissioners have been appointed. He also noted that the Commission has gone through a lot of discussion regarding the tree regulations. He was discouraged to see that continued discussion would not take place until later in the year when there are new members of the Commission. He cautioned that it would take some time for them to catch up on what has already been discussed.

UNFINISHED BUSINESS

Recommended Subarea Plan Text for Point Wells

Mr. Cohn said staff reviewed the minutes and tape of the last meeting to guide them as they reconstructed the Point Wells Subarea Plan as per the Commission's direction on December 10th. They believe they have captured all of the changes, and the new draft represents the Commission's current position. He invited the Commission to provide their final comments so the document could be finalized and forwarded to the City Council.

Commissioner Piro commended staff for their effort to update the language as per the Commission's direction. The updated language does a superb job of reflecting the Commission's recommendation. He noted that in the middle of Page 73, Point Wells needs to be capitalized.

Commissioner Behrens said he carefully read through the draft three times, and did not find anything in conflict with what was decided by the Commission on December 10th. He recommended the Commission forward the document to the City Council.

Commissioner Kaje complimented the five Commissioners who were present on December 10th. He also commended staff for their effort to update the document, which makes sense and is internally consistent. He noted that at the top of Page 74, "a mount" should be changed to "amount." Also, while the term "large, woody debris" means something to those that deal a lot with local planning, salmon recovery and water quality, a better term would be "driftwood."

The Commission agreed to move the document forward to the City Council, with the changes noted by Commissioner Piro and Commissioner Kaje.

NEW BUSINESS

2010 Comprehensive Plan Amendment Docket

Mr. Cohn referred the Commission to the draft 2010 Comprehensive Plan Amendment Docket that was provided to each of the Commissioners. He reminded the Commission that the Growth Management

Act requires the City Council to establish a docket (list) of Comprehensive Plan amendments that would be considered during the following year. The purpose of the list is to make sure the City looks at the cumulative impacts of the proposed Comprehensive Plan amendments and that the public knows what is being proposed. Each of the amendments would be presented to the Commission throughout 2010. Their recommendations would be forwarded to the City Council who would take action by the end of 2010. He reviewed each of the proposed amendments as follows:

1. Revise and update Introductory Chapter.
2. Add additional language about the Ballinger neighborhood in various parts of the Comprehensive Plan.
3. Adopt Point Wells Subarea Plan.
4. Modify the definition of the Mixed Use Comprehensive Plan designation to remove reference to Point Wells.
5. Modify the Land Use Map to reflect recent public ownership of parks and open space parcels and re-designate them as "Public Open Space".
6. Remove all references to "Regional Business zone (RB)" and replace with "Mixed Use Zone (MUZ)".
7. Remove all references to "appropriate zoning designations" in the Comprehensive Plan designation descriptions.
8. Update Shoreline Master Program Element Goals & Policies, and Appendix 2 (1998 Shoreline Master Program Goals and Polices) and Appendix 3 (Shoreline Master Program Update Strategy).
9. Adopt Town Center Subarea Plan and remove Appendix 5 (Framework Policies for the Town Center Subarea Plan).
10. Adopt Southeast Neighborhoods Subarea Plan.
11. Modify text in LU43 regarding the Public Health Lab to change it to a 12 acre site.
12. Modify or delete Land Use Policy 17, 18 and 19.
13. Modify or add (as appropriate) policies in the Urban Design Element.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

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

AGENDA FOR THE NEXT MEETING

Mr. Cohn reminded the Commission that the January 21st agenda would include a public hearing on the CRISTA Master Development Plan permit application, and staff anticipates the Commission would receive a fairly large packet. He noted that staff has received a lot of public comments regarding the application, and they anticipate a large number of people would attend the hearing. He said staff would do their best to get the information to the Commissioners as early as possible.

ADJOURNMENT

The meeting was adjourned at 9:02 P.M.

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**CITY OF SHORELINE
STAFF REPORT TO PLANNING COMMISSION**

INITIAL FINDINGS, CONCLUSIONS AND RECOMMENDATION

PROJECT INFORMATION SUMMARY

Project Description: Master Development Plan Permit (“MDPP”) to guide the future development of CRISTA’S Campus over the next 20 years.

Project File Number: 201713

Project Address: 19303 Fremont Avenue North

Property Owner: CRISTA Ministries

Staff Recommendation: Approval with conditions

FINDINGS OF FACT

A. Current Development

1. The subject parcel is generally located at 19303 Fremont Avenue North.
2. The CRISTA Campus is approximately 57 acres and is developed with schools, assisted senior care residential units, independent senior living residential units, broadcasting, and administrative offices for the CRISTA organization. The site is zoned CRISTA Campus Zone (CCZ) and has a Comprehensive Plan Land Use designation of Campus.
3. The first buildings on-site were constructed in 1913 (see history section below).
4. CRISTA has been at this location since 1949.
5. The campus currently houses 525 senior units (assisted living/nursing/and senior housing), approximately 1,200 students (elementary, Jr. High, and high school), and 840 employees.
6. The site is surrounded by low-density single-family homes zoned Residential-6 units per acre (R-6).
7. There are 13 different access points to the CRISTA Campus, including Fremont Avenue North, North 195th Street, Dayton Avenue North, Greenwood Avenue North, 1st Avenue NW, and North 190th Street.
8. There are existing sidewalks on Dayton Avenue North and North 195th Street adjacent to CRISTA’S elementary school.

9. CRISTA originally submitted for the Master Plan on January 30, 2008 prior to the City's major update of the master planning process.
10. On December 8, 2008, the City Council adopted Ordinance No. 507, which changed the Comprehensive Plan Land Use designation on these sites from Single-family Institution to Campus and rezoned all institutional sites (CRISTA, Shoreline Community College, Fircrest, and the Public Health Lab).
11. CRISTA submitted additional information on March 6, 2009 based on the revised requirements of Ordinance 507.

B. Comprehensive Plan Land Use Designations.

12. The City Council changed the Comprehensive Plan Land Use Designation for this site on December 8, 2008 under Ordinance No. 507. The site is designated Campus in the Comprehensive Plan. All adjacent parcels have a Comprehensive Plan Land Use designation of Low Density Residential except the City of Seattle water towers which are designated Public Facility. See ***Attachment 1 (Comprehensive Plan Map)***.

C. Current Zoning and Uses

13. CRISTA Campus is zoned CRISTA Campus Zone (CCZ). All adjacent parcels are zoned R-6 and developed with single-family homes except the City of Seattle water towers that are zoned Public Facility. See ***Attachment 2 (Zoning Map)***.
14. Uses on the CRISTA Campus include childcare, K-12 schools with related activities, independent senior housing, senior assisted living, nursing care, broadcasting, administrative offices, and various accessory uses including special events such as charity walks/runs.

D. History of the CRISTA Campus

15. The Firlands Tuberculosis Sanatorium was opened in 1911 and patients were admitted into eight temporary buildings. In 1913, the administration building and hospital (now the High School) were constructed. The administration building and high school are the two biggest Tudor style buildings on the campus and generally the most notable for their unique architecture.
 - The power house was constructed in 1913 and was detailed to evoke a castle.
 - The green house was constructed in 1913 and no longer exists.

- In 1920, Sylvan Hall was constructed. This building does not have the brick work like the hospital and administration building.
- Also in 1920, a summerhouse was constructed. This building no longer exists.
- The fire house was constructed in 1921.
- Ward C (the Ambassador Apartments) was constructed in 1929. The building has been modified extensively throughout the years.
- The junior high school was constructed in the 1930's. This building continues to house students.
- The Firland Sanatorium moved to the Fircrest Campus in 1947.

16. King's Garden (later renamed CRISTA) moved to the site in 1949.

- The elementary school was built in 1955 as part of the Shoreline School District. CRISTA assumed ownership in the 1980's and continues to operate the elementary school.
- CRISTA broadcasting and radio tower - 1959.
- Cristwood senior housing complex was built in 1984.
- CRISTA radio tower rebuilt in the mid-1980's (current tower on-site).
- Cristwood senior activity building was built 1988.
- King's Garden Gym was constructed in 1996.
- Arbor deli and greenhouse were both constructed in 1997.
- Chestnut Court senior living was built in 1998.
- CRISTA added a new elementary school building in 2000.

E. CRISTA'S MDPP Proposal

17. The applicant has applied for an MDPP under SMC 20.30.353 to guide the future growth of the campus over the next 20 years. **The MDPP is attached as Attachment 3.** The building depictions on the MDPP do not represent the proposed footprint; the building footprint/building standards are set forth as text within the building depictions in the MDPP. Further, pages C1-C8 are not considered as part of the MDPP; these are conceptual drainage and utility plans

which will be required at the building permit stage. A summary of CRISTA'S MDPP proposal is set forth below.

18. The existing uses will continue. However, the buildings housing these uses would be remodeled, replaced, or demolished. In addition to new buildings, CRISTA has proposed a new athletic practice field in the southwest portion of the site.

19. The MDPP has been presented in three phases: 1-5 years, 5-10 years, and 10-20 years. See MDPP pages A5-5 through A10-15

20. Projects proposed in the first 5 years include:

- New practice field in the southwest portion of the site adjacent to 1st Avenue NW. In order to have a flat, usable space for sporting activities, a vacant home on CRISTA'S campus would be demolished and trees would be cleared. This area has historically been free of activity except for two vacant houses that were used by CRISTA as rental housing;
- New Cristwood Park North independent senior housing building replaces Cristwood activity center and revise the parking and circulation pattern around Cristwood;
- Relocate Cristwood hobby shop to the other side of Cristwood Drive;
- New senior building east of the stadium to replace the Crest senior apartments, Oaktree Court assisted living, E-wing for nursing center, and Ambassador Apartments (also included in years 10-15);
- New 3,500 square foot office on east side of King's Garden Drive;
- New senior housing on the east side of King's Garden Drive to replace the Royal apartments and garages, Intercristo buildings, the broadcast buildings and the women's ministries buildings;
- New King's jr. high will replace the old King's junior high school;
- New addition to existing King's Garden Gym;
- New math/science building will replace secondary portables 1 and 2;
- New greenhouse will replace the existing greenhouse;
- Science buildings 1, 2, and 3 will be demolished and replaced by a new parking area;
- Schirmer storage will be demolished without replacement.

21. Projects proposed in years 5-10 include:

- Performing arts building will replace the Castle children center, bus garage, and service station that would be demolished;
- Skilled nursing facility will replace the Castle infant center, grounds building, and a portion of open space on the corner of N.190th Street and Fremont Avenue;
- New senior housing on the west side of King's Garden Drive will replace senior community administration building, transmission

buildings for radio tower (tower will not move), Sylvan Hall, Popular Court, Vernon Martin Deli, Vivian Martin Community Center;

- Early childhood center on the elementary school site;
- Schirmer Auditorium and King’s music building will be demolished for plaza areas.

22. Projects proposed in years 10-20 include:

- Chestnut Court will be converted from assisted living to independent living and;
- Elementary School will be completely rebuilt and includes new play areas, open spaces, circulation, and landscaping areas.

Proposed development standards

23. SMC 20.30.353(D) sets forth development standards for MDPPs and provides that the standards may be modified to mitigate significant off-site impacts of implementing the master development plan in a manner equal or greater to the code standards. CRISTA has proposed the following development standards:

| DEVELOPMENT STANDARD | Max allowed by SMC 20.30.353(D) | Proposed by Applicant in MDPP |
|-------------------------------------------------------|-------------------------------------------------|--------------------------------------|
| Front, side, and rear yard setbacks from right-of-way | None specified; City Council can determine | 10' |
| Front, side, and rear yard setbacks from R-6 Zones | 20' at 35' height, 2:1 stepback ratio up to 65' | 30' |
| Max. Building Coverage | None specified; City Council can determine | 70% |
| Max. Impervious Surface | None specified; City Council can determine | 85% |
| Height | 65' | 65' |
| Density (residential development) | 48 dwellings per acre | 12 dwellings per acre |
| Total Units (potential) | 2,736 | 630 |

24. Sheets A3-P and A4-P proposed maximum development thresholds for new senior living buildings and new school buildings. If approved, these will become the development standards that building permit applications will comply with. For example, on sheet A3-P, CRISTA labels the Skilled Nursing Facility/Assisted Living Facility as 2-stories, 160 unit, 65,000 square foot footprint, and 130,000 square foot total building size. This would be the maximum building envelope authorized by the MDPP.

25. **Density:** CRISTA proposes to add more independent senior units and reduce assisted living units in the MDPP. Currently, CRISTA has 277 independent senior units and 248 assisted living units. In the MDPP, CRISTA proposes 475 independent senior housing units and 155 nursing and assisted living units. Overall, the total number of senior units would increase by 104 units over the 20 year MDPP.
26. **Traffic Analysis:** CRISTA incorporated a traffic mitigation plan in its MDPP; the traffic analysis is set forth in **Attachment 4**.
27. **Stormwater and Impervious Areas:** CRISTA submitted conceptual stormwater plans to demonstrate compliance with the City’s stormwater requirements. Currently, the site is 40% impervious area. The proposed master plan would increase the impervious area to approximately 49%.
28. **Retention of Significant Trees.** CRISTA has provided an inventory of all significant trees on the site. Sheets TR1 and TR2 of the MDPP proposal show approximately 1,337 significant trees spread among 57 acres. CRISTA proposes to retain 66% of the significant trees on-site.
29. **Sign Standards:** As part of its MDPP proposal, CRISTA proposes installation of on-site signage. **Attachment 5** details the proposed signage regulations.
30. **SEPA Mitigations:**

The State Environmental Protection Act (SEPA) requires projects of this magnitude to analyze all potential environmental impacts generated by the proposal. The City reviewed the expanded SEPA checklist prepared by the applicant and determined that implementation of the MDPP will not result in significant environmental impacts if the conditions established in the MDNS are implemented.

Based on CRISTA’S MDPP proposal, the SEPA Responsible Official issued a Mitigated Determination of Nonsignificance (MDNS) for the MDPP proposal. Thus, the MDPP proposal must include the following SEPA mitigations:

- a. To further mitigate traffic impacts, CRISTA shall:
 - 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.

- Limit the amount of independent senior housing to 475 units. Total senior housing shall be limited to 630 units.
- 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.
- Construct improvements to existing pedestrian facilities internal to the site to further promote non-vehicular travel to the site from the surrounding areas.
- 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.
- 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.
- 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.

- b. 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.

- c. To mitigate impacts to historical buildings:
 - CRISTA shall nominate the exterior of the High School and Administration Building for Landmark status through the State Register of Historical Places.

 - 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 listed on the Shoreline Historic Inventory list. 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.

- d. To mitigate noise and aesthetic impacts:
 - 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.

 - 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.

- e. To mitigate impacts to air and soil quality, 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.

F. Procedural Compliance

31. Staff analysis of the proposed Master Development Plan Permit includes information submitted in a pre-application meeting on December 17, 2008, an Early Community Input Meeting on January 29, 2009, a neighborhood meeting conducted on February 19, 2009, public comment letters, traffic report, site visits, and the Hillwood Neighborhood Association meeting of April 20, 2009.
32. A Public Notice of Application (NOA) was posted on 4-foot by 4-foot signs on all sides of the property facing a public right-of-way, mailed to all residents within 1000 feet of the campus, and advertised in the Seattle Times on November 19, 2009.
33. A Public Notice of Hearing was also posted, mailed and advertised in the same manner as above on December 22, 2009.

Public Comment

34. More than 90 comment letters were received during the comment period (some commenters have sent multiple letters/emails). Public comment was requested three times (once during the NOA in May 1, 2008, again on March 26, 2009, and finally on November 19, 2009), all of the comments are included.
See *Attachment 6*.
35. The public comment letters identified common issues about the CRISTA MDPP proposal. Common issues are drainage, trees, practice field, historical preservation, traffic, and other miscellaneous topics.

Drainage: Public comments addressed increased surface parking lots, flooding of adjacent streets, and requiring low-impact development techniques.

Practice field: Public comments addressed noise impacts from activities on the field; loss of trees to build the field; limit hours of use, limit use to CRISTA students only, no lights or bleachers or loudspeakers, no signs, build a sound barrier wall, limit size of field.

Trees: Public comments addressed concern about loss of trees and loss of wildlife habitat.

Historical Preservation: Public comments addressed significant buildings should be nominated for landmark status.

Traffic: Public comments addressed that the traffic report should consider the cumulative impacts from Point Wells, CRISTA and Town Center; CRISTA does not contribute money to maintain City streets; traffic from CRISTA is already significant; traffic from special events; traffic from buses; new entry to early

childhood center from Greenwood Ave N; CRISTA should not be allowed to access local streets; and CRISTA should build an entrance from Richmond Beach Road.

Other topics: Potentially hazardous dust from demolition; history of bad relations between CRISTA and the surrounding neighborhood; CRISTA takes without giving back to the community; CRISTA does not pay taxes; CRISTA does not honor past agreements; and CRISTA has outgrown its campus.

SEPA Compliance

- 36. Planning and Development Services issued a MDNS on December 22, 2009.
- 37. No administrative appeal is available.
- 38. The MDPP may be appealed to Superior Court after the City Council takes action.
- 39. An open record public hearing is being held by the Planning Commission on January 21, 2010.

ANALYSIS OF THE MDPP CRITERIA

The purpose of the Master Development Plan is to define the development of property zoned campus or essential public facilities in order to serve its users, promote compatibility with neighboring areas and benefit the community with flexibility and innovation.

Master Development Plan Permit Criteria

Criteria # 1. Is the project designated as either campus or essential public facility in the Comprehensive Plan and Development Code and is it consistent with goals and policies of the Comprehensive Plan?

- 1. CRISTA is designated as CRISTA Campus Zone (CCZ). The MDPP proposal is consistent with the applicable MDPP policy of the Comprehensive Plan (Land Use Policy 43), which states:

LU43: The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. Existing uses in these areas shall constitute allowed uses in the City’s Development Code. If development of any new use or uses is proposed on a site that is designated Campus, an amendment to the Comprehensive Plan and Development Code will be required. All development within the Campus Land Use shall be governed by a Master Development Plan.

These areas include:

1. CRISTA Ministries Campus: CRISTA Ministries is an approximately 55 acre campus that provides such services and uses as education, senior care and housing, broadcasting, headquarters for humanitarian missions, relief and aid to those in need and specialized camps. Although the services that are provided are not public, the campus provides housing for nearly 700 Senior citizens and education for 1,200 Pre-K to High School students.

Existing uses in these areas as of Ordinance #507 Adoption Date shall constitute allowed uses in the City’s development code. If development of any new use is proposed on a site that is designated Campus Land Use, an amendment to the Comprehensive Plan and the Development Code will be required.

Criteria #2. Does the master development plan include a general phasing timeline of development and associated mitigation?

2. A general phasing timeline is provided in the MDPP proposal. CRISTA has developed their plan to occur over a 15-20 year period. The majority of the work is demolition and replacement of aging facilities. The Master Plan has been broken up into 5 year phasing schedules on the following sheets of the CRISTA Campus Master Plan: A5-5 through A10-15.
3. The MDPP proposal does include associated mitigation for the development. Staff has also proposed additional mitigations. Most of the mitigations will be completed before the first building permit may be issued. Some mitigation is based on specific development projects. Specific mitigations are set forth under the appropriate criterion that follows.
 - a. The MDPP proposes a 15-20 year phasing plan for student and resident populations:

| | Existing | 5 Years | 10 Years | 15 Years | Total | Change |
|----------------------|--------------|---------|----------|----------|-------|-----------------------|
| Schools | | | | | | |
| Jr High | 250 | 250 | 250 | 250 | 250 | 0 |
| Senior High | 500 | 500 | 500 | 500 | 500 | 0 |
| Elementary | 720 | 720 | 720 | 720 | 720 | 0 |
| Early Childhood | 100 | 100 | 100 | 140 | 140 | Increase by 40 |
| Totals | 1,570 | 1,570 | 1,570 | 1,610 | 1,610 | Increase by 40 |
| Senior Living | | | | | | |

| | | | | | | |
|-----------------|------------|-------------------|-------------------|----------|------------|------------------------|
| Cristwood | 199 | Add 64 | | | 263 | Increase by 64 |
| CRISTA | 78 | Demo 78 Add 96 | Add 92 | Add 18 | 206 | Increase by 128 |
| Assisted Living | 81 | Demo 30 | Demo 16 Add 70 | Demo 35 | 70 | Decrease by 11 |
| Skilled Nursing | 167 | Demo 53 | Add 90 | Demo 114 | 90 | Decrease by 77 |
| Totals | 525 | | | | 629 | Increase by 104 |

Note: Counts are based on space capacity
 School enrollment is 80% of capacity
 Senior living census is closer to 95% occupancy

Criteria #3. Does the master development plan meet or exceeds the current regulations for critical areas (if critical areas are present)?.

4. CRISTA’S MDPP proposal, as amended, complies with the adopted critical area regulations. CRISTA’s MDPP identifies landslide hazard areas, including some greater than 40% – see Slope Map Exhibit sheet SL1 and SL2. Any proposed development in the MDPP will be evaluated at the building permit stage. For compliance with Chapter 20.80 SMC.
5. CRISTA has identified a piped watercourse on sheet SA1 of the Master Plan. This piped watercourse is not a stream segment and is not regulated in Chapter 20.80 of the SMC.

Criteria # 4. Does the proposed development use innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design (including low impact development stormwater systems and substantial tree retention) to mitigate impacts to the surrounding neighborhoods?

6. The MDPP proposal requires that future development on the CRISTA campus be guided by sustainable design and construction practices. CRISTA intends to employ sustainable practices to steer design, construction, and site development toward not only energy efficiency, but also community development.
7. The MDPP proposal shows storm drainage flow control and water quality treatment measures in its Level 1 Downstream Analysis. The Analysis recommends other measures in developing final drainage concepts for the MDPP including:
 - Using pervious concrete for new plaza areas and other internal hardscapes;
 - Using downspout infiltration systems if soil conditions support their feasibility;

- Providing downspout dispersion systems where feasible; and
- Providing downspout perforated sub-out connections to the conveyance system.

The Level 1 Downstream Analysis also recommends that low impact design should be employed to reduce stormwater quantities and quality impacts where these design concepts could include but are not limited to:

- Maximizing retention of native forest cover and restoring disturbed vegetation to intercept, evaporate, and transpire precipitation;
 - Preserving permeable, native soil and enhance disturbed soils to store and infiltrate stormwater;
 - Retaining and incorporating topographic features that slow, store, and infiltrate stormwater;
 - Minimizing total impervious area and eliminate effective impervious surfaces; and
 - Utilizing a multidisciplinary approach that incorporates planners, engineers, landscape architects, and architects at the initial phase of the project.
8. The MDPP proposal retains 66% of the significant trees on-site. By retaining 66% of the significant trees, CRISTA would more than double the amount of significant tree retention currently required by the SMC 20.50.290-.370.
 9. The MDPP proposes that 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.
 10. To further ensure adequate tree replacement is met and to ensure that City-wide tree canopy is maintained even though the replacement trees may not be on CRISTA'S property, staff recommends the following mitigation be added to the MDPP:
 - (a) If the applicant can demonstrate 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.
 11. To further mitigate impacts to Fremont Avenue North, staff recommends the following mitigation be added to the MDPP (*by saving these significant trees, a new building in this area will be less of an impact because these trees will act as a screen along Fremont Ave N.*):
 - (a) All significant trees with trunks located within 60 feet from the 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.

12. To further mitigate impacts to the surrounding neighborhood, staff recommends changes to the following table:

| DEVELOPMENT STANDARD | Max allowed by SMC 20.30.353(D) | Proposed by Applicant in MDPP | Staff Recommendation |
|-------------------------------------------------------|-------------------------------------------------|--------------------------------------|-----------------------------|
| Front, side, and rear yard setbacks from right-of-way | None specified; City Council can determine | 10' | 20' |
| Front, side, and rear yard setbacks from R-6 Zones | 20' at 35' height, 2:1 stepback ratio up to 65' | 30' | 20' |
| Max. Building Coverage | None specified; City Council can determine | 70% | 50% |
| Max. Impervious Surface | None specified; City Council can determine | 85% | 50% |
| Height | 65' | 65' | 65' |
| Density (residential development) | 48 du/ac | 12 du/ac | 12 du/ac |
| Total Units (potential) | 2,736 | 630 | 630 |

13. To further ensure criteria #4 is met, staff recommends the following mitigation be added to the MDPP:

- New structures must meet King County’s Built Green 3-star rating or, at a minimum, an equivalent rating.

Criteria # 5. Is there both sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) in the transportation system (motorized and nonmotorized) to safely support the development proposed in all future phases or will there be adequate capacity and infrastructure by the time each phase of development is completed? If capacity or infrastructure must be increased to support the proposed master development plan, has the applicant identified a plan for funding their proportionate share of the improvements?

14. CRISTA’S Transportation Impacts Analysis submitted with the MDPP identifies project impacts and potential mitigation measures. Staff recommends additional traffic and pedestrian mitigations. The City Traffic Engineer has determined that,

with mitigations suggested by the applicant and staff, the MDPP will not overburden Shoreline's transportation system.

15. CRISTA will be responsible for funding all required mitigations before a building permit may be issued (please refer to sidewalk triggers in MDPP conditions and roadway improvement triggers in SEPA mitigations).
16. CRISTA'S MDPP proposal sets forth the following sidewalk mitigations, which have been refined by staff. Sidewalk improvements are implemented based on the project. These proposed internal sidewalks and trails will supplement the existing pedestrian activity and safety on the site and for all phases of the project. Design and placement of the sidewalk will be determined by the Public Works Department.

The list of mitigations and project triggers are:

- 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, King's Junior High, 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).

17. CRISTA'S MDPP proposal sets forth the following traffic mitigations, which have been refined by staff. Traffic improvements are also implemented based on what project CRISTA decides to build. The list of CRISTA-proposed mitigations and project triggers are:

- 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. Project triggers: 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. Project triggers: 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. Project triggers: New Practice Field, Cristwood Park North, or Skilled Nursing Facility.

18. To further ensure criteria #5 is met, staff recommends that the following be added to the MDPP:

- (a) The applicant shall provide the City with funds to provide signage to prohibit parking on 1st Avenue NW (adjacent to the proposed practice field), 1st Avenue NW between 193rd and 195th, and Palantine Avenue (between N 195th Street and N 193rd Streets) as determined desirable by residents of those streets and approved by the City.

Criteria #6. Is there sufficient capacity within public services such as water, sewer and stormwater to adequately serve the development proposal in all future phases, or will there be adequate capacity available by the time each phase of development is completed? If capacity must be increased to support the proposed master development plan, has the applicant identified a plan for funding their proportionate share of the improvements?

19. CRISTA has submitted letters from the City’s water and sewer purveyors showing that there is sufficient capacity within public services to adequately serve the development proposal in all future phases. This is supported with documentation provided by Seattle Public Utilities, dated 01/29/08 and Ronald Wastewater District, dated 01/28/08.

20. Similarly, the existing storm drainage has sufficient capacity to adequately serve the development proposal in all future phases as provided in the Level 1 Downstream Analysis and the Master Civil Plans that accompany the MDPP proposal.

Criteria # 7. Does the master development plan proposal contain architectural design (including but not limited to building setbacks, insets, facade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic management and multimodal transportation standards that minimize conflicts and create transitions between the proposal site and adjacent neighborhoods and between institutional uses and residential uses?

21. CRISTA proposes to expand its facilities by either infilling empty portions of campus or demolishing and rebuilding those structures which are of inferior quality. The MDPP proposes creating connecting pathways/sidewalks (where possible) and landscaping patterns that recognize and respect the campus setting. The fact that the campus serves students as well as seniors’ means that open space and recreational areas will be important design considerations.

22. Landscape design including street frontage landscape, landscape buffers and parking lot landscape shall be in accordance with the Shoreline Development Code. There are two places on Campus that will have more stringent standards: the sound barrier wall and landscape buffer adjacent to the proposed practice field and along Fremont Ave between N.190th Street and King's Garden Drive where the City is requiring retention of significant trees within 60 feet of the right-of-way.
23. To further ensure Criteria #7 is met, staff recommends that the following mitigations be added to the MDPP:
- (a) Administrative design review shall be required for all new or remodeled buildings that are located within the CRISTA Campus. Administrative design review will cover building design (design must be compatible with existing architecture), building bulk, building placement (both consistent with the approved MDPP), and green building methods. An administrative design review shall be implemented concurrently with associated building permits to ensure consistency with the approved Master Development Plan.
 - (b) CRISTA shall submit a parking management plan before a Certificate of Occupancy is issued for the first project. 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.
 - (c) Frontage improvements on 1st Avenue NW will be determined by the City's Development Review Engineer. *The neighbors to the west of the proposed practice field have requested non-traditional frontage improvements on 1st Ave NW.*
 - (d) 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. *SEPA mitigations prohibit public access to the proposed practice field from 1st Avenue NW. If a gate is required by the Fire Department for emergency access, the Fire Department and maintenance workers will be the only people with access. This condition falls under decision criteria SMC 20.30.353(B)(7).*

- (e) To mitigate potential noise from the practice field, staff will act as mediator between the neighbors to the west and CRISTA to design a sound wall and landscaping on the western edge of the property adjacent to the proposed practice field. Staff will have the final decision authority.

Criteria #8. Has the applicant demonstrated that proposed industrial, commercial or laboratory uses will be safe for the surrounding neighborhood and for other uses on the campus.

24. The MDPP does not introduce any changes in use on the campus. The current uses and proposed uses are consistent with the CCZ zoning land use matrix.

CONCLUSION

A Master Development Plan shall be granted by the City, only if the applicant demonstrates that the proposal complies with the previous eight decision criteria.

Decision criteria 1 – 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 – CRISTA has proposed a phasing schedule that splits the MDPP into three phases over 15-20 years. Most of the mitigations are required before CRISTA can apply for building permits. For sidewalk and street improvements, Staff has tied mitigation to specific development proposals instead of phases. For example, when CRISTA builds the Cristwood Park North building, sidewalks will be installed on N.190th Street as well as traffic improvements at the intersection of N. 190th and Fremont Ave N.

Decision Criteria 3 – The MDPP, as amended, will meet the current regulations for critical areas. CRISTA has shown general areas of development in the plan. In some instances, these general placements of buildings are located in critical area buffer areas. CRISTA will need to resubmit plans with building footprints located outside of buffer areas (some buffer areas can be reduced based on a geological engineer’s recommendation).

Decision Criteria 4 – CRISTA’S MDPP will use innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design by incorporating the following:

- Using LID techniques as identified in the Level 1 Downstream Analysis
- 66% significant tree retention. The City’s code currently requires 30% significant tree retention so CRISTA’S MDPP will more than double the current requirement for significant tree retention. By saving 66% of the significant trees on-site, CRISTA will further the community’s and Council’s goal of maintaining the City’s overall tree canopy. 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 impervious surfaces to 50%, and limiting density to 12 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 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.
- To ensure all of the previous requirements are met, the City will require an administrative design review.

Decision Criteria 5 – Yes, there is and will be sufficient capacity and infrastructure to support CRISTA’S MDPP in all phases of the Master Plan. CRISTA, along with the City, has recommended mitigations based on the increase in students and increase in senior living units. Listed below are the intersections in question with level of service (LOS) without the project in 2024 and with the project mitigated in 2024:

AM Peak Period-

- N. 200th/Fremont Ave N –
 - Without project = LOS D
 - With project mitigated = LOS D
- N. 195th/Fremont Ave N –
 - Without project = LOS C
 - With project mitigated = LOS D
- N. 190th/Fremont Ave N –
 - Without project = LOS D
 - With project mitigated = LOS D
- N. 195th/Dayton Ave N –
 - Without project = LOS B
 - With project mitigated = LOS C
- N. 195th/Greenwood Ave N –
 - Without project = NB/SB LOS D/LOS C
 - With project mitigated = NB/SB LOS B

PM Peak Period-

- N. 200th/Fremont Ave N –
 - Without project = LOS B
 - With project mitigated = LOS B
- N. 195th/Fremont Ave N –
 - Without project = LOS C
 - With project mitigated = LOS C
- N. 190th/Fremont Ave N –
 - Without project = LOS F
 - With project mitigated = LOS C
- N. 195th/Dayton Ave N –
 - Without project = LOS B
 - With project mitigated = LOS C
- N. 195th/Greenwood Ave N –
 - Without project = LOS C
 - With project mitigated = LOS B

In the AM Peak Period, two intersections maintain the same LOS, two intersections have reduced LOS and one intersection has improved LOS. In the PM Peak Period, two intersections maintain the same LOS, two intersections show improved LOS, and one intersection shows reduced LOS. In all cases, the LOS never drops below an E at these key intersections.

Staff has tied sidewalk and street improvement mitigations to specific development proposals (see #17, #18, #19, and #20 below). When a building permit is submitted for a new structure, the City will require CRISTA submit an additional permit for sidewalks or right-of-way or both in some cases.

Decision Criteria 6 - CRISTA has submitted letters from the City's water and sewer purveyors stating that is sufficient capacity for future redevelopment. CRISTA'S Level 1 Downstream Analysis also shows stormwater capacity for future growth and development.

Decision Criteria 7 – CRISTA'S MDPP shows site design, landscaping, open space, recreation areas, and retention of significant trees. Architectural design, parking management, multimodal transportation, and landscaping adjacent to the proposed practice field are addressed in greater detail:

- CRISTA is required to submit an administrative design review for all new structures on campus. The administrative design review will ensure architectural compatibility with existing structures on campus. The administrative design review will also ensure that development standards are adhered to (maximum thresholds on sheets A3-P and A4-P).
- 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.
- Landscaping adjacent to the proposed practice field shall include a sound barrier wall as well as landscaping to act as a buffer to residents to the west of the proposed practice field. The City will act as mediator between the neighbors and CRISTA about the design of the wall and landscaping. Staff will have final design authority.

Decision Criteria 8 – CRISTA’S MDPP does not introduce any new uses.

RECOMMENDATION

The staff recommends approval of CRISTA’S MDPP to the Planning Commission subject to the following amendments and conditions:

1. 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.
2. Significant tree retention shall be 66%.
3. 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.
4. 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.
5. 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).
6. 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).
7. 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.
 8. 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 Palantine Avenue (between N 195th Street and N 193rd Streets).
 9. 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. An administrative design review shall be processed concurrently with associated building permits to ensure consistency with the approved Master Development Plan.
 10. 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.
 11. 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.
 12. 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.
- 13. 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.
- 14. 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.

Upon Council approval, CRISTA shall modify its MDPP proposal to reflect the amendments set forth above.

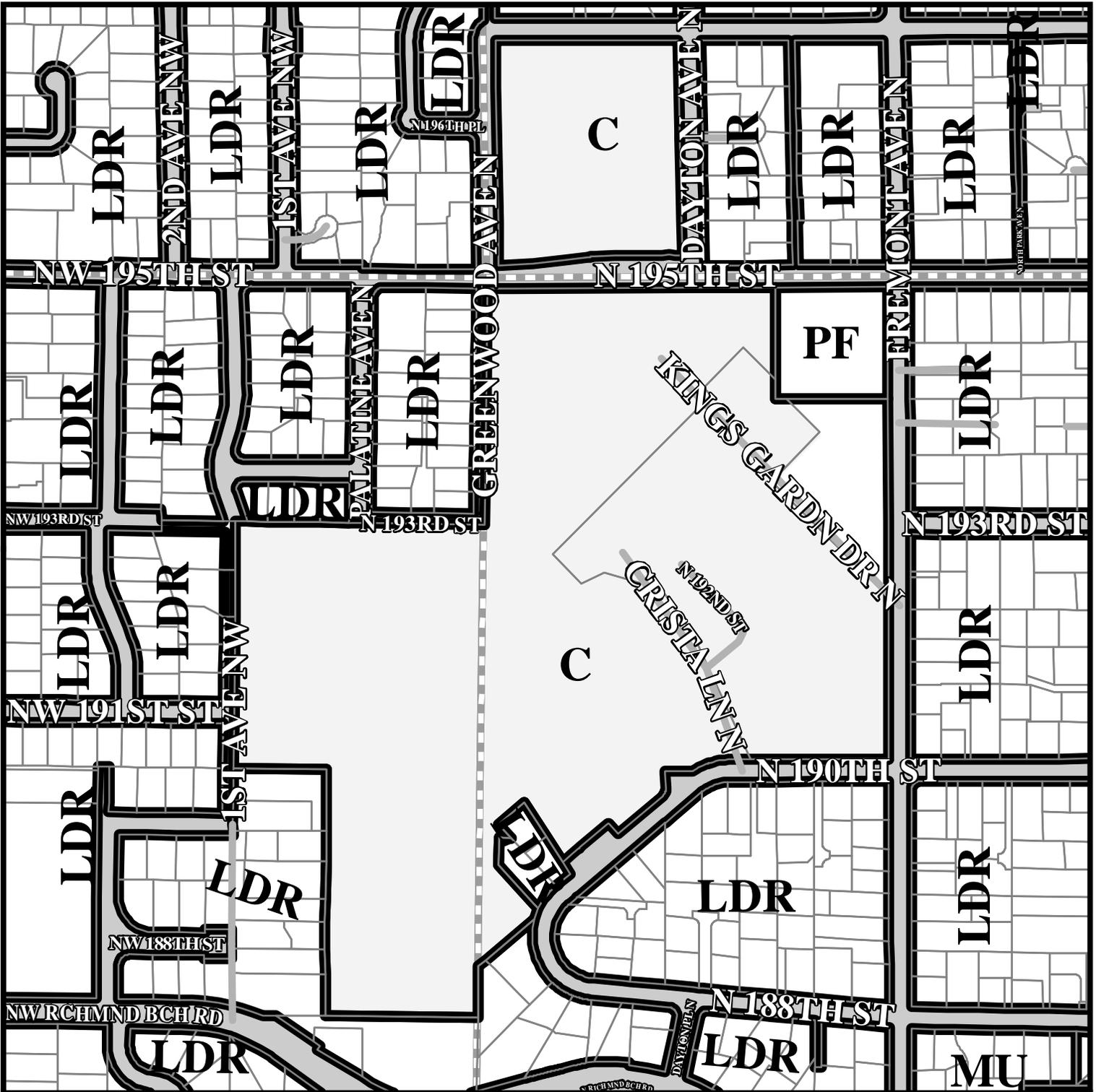
Date: _____

By: _____
Planning Commission Chair

ATTACHMENTS

- Attachment 1 -Vicinity Map of Comprehensive Plan Land Use Designations
- Attachment 2 - Vicinity Map of Zoning Designations
- Attachment 3 – CRISTA’S MDPP Proposal
- Attachment 4 – CRISTA’S Traffic Mitigation Plan
- Attachment 5 – CRISTA’S Sign Standards
- Attachment 6 – Comment Letters

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Crista Campus



Land Use Designation Legend

| | |
|--------------------------------------------|------------------------------------------|
| BaSSA Ballinager Special Study Area | NCBD North City Business District |
| BrSSA Briarcrest Special Study Area | PSSA Paramount Special Study Area |
| CB Community Business | PF Public Facility |
| HDR High Density Residential | ProS Private Open Space |
| LDR Low Density Residential | PubOS Public Open Space |
| MDR Medium Density Residential | RB Regional Business |
| C Campus | SFI Single Family Institution |
| MU Mixed Use | SSA Special Study Area |

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Representation of official zoning map adopted by City Ordinance No. 292. Shows amendments through January, 2010



Feature Legend

| | |
|------------------|--------------------|
| - Map Tile Lines | - Unclassified ROW |
| - City Boundary | - Parcel Line |

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|-----|---------------------------------------|



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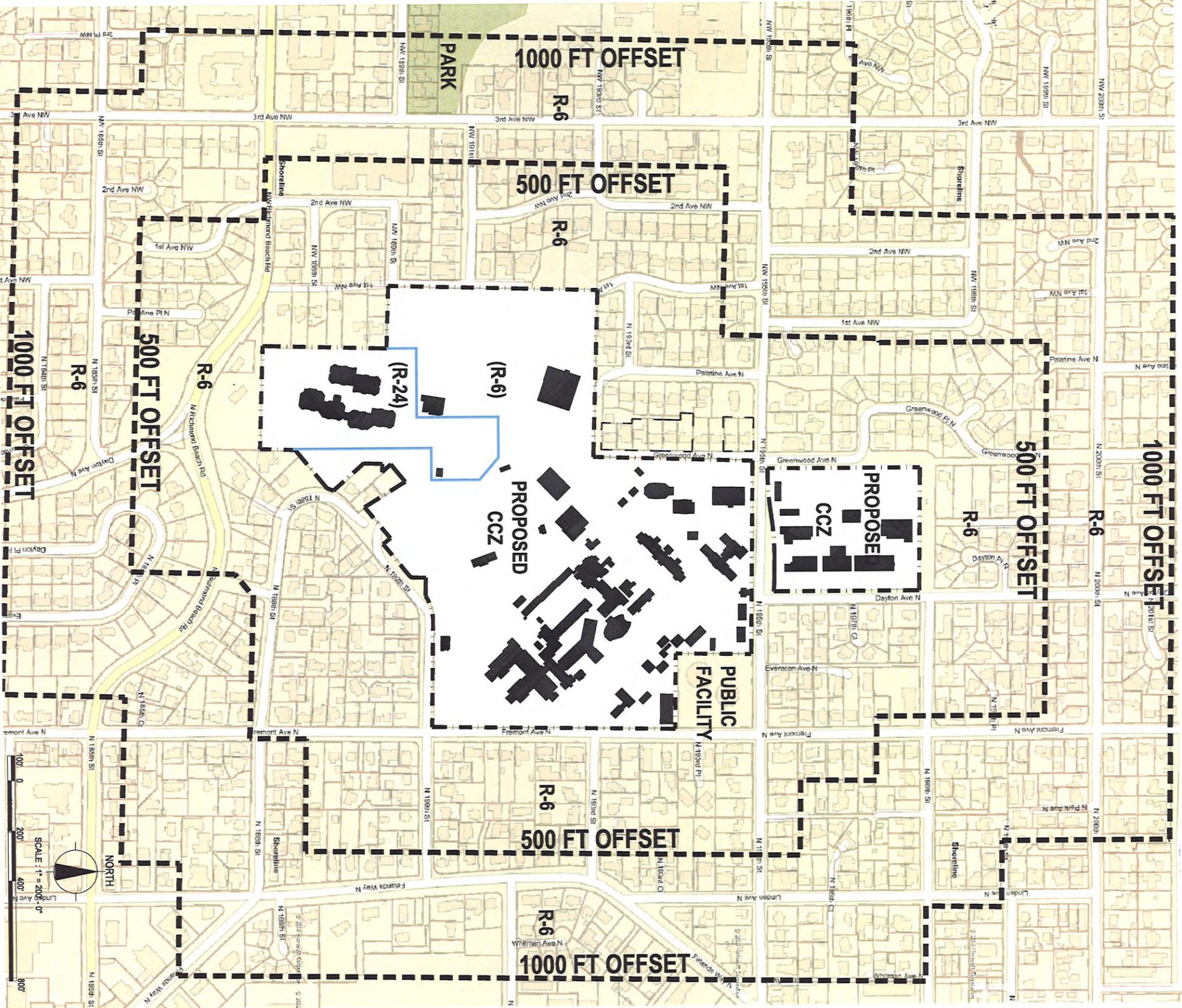
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MASTER PLAN PRE-APPLICATION
December 20, 2007
MASTER PLAN SUBMITTAL
March 6, 2008

COVER SHEET

REVISION
MAR 06 2009
P & DS

201713

A0-1



KEY

- EXISTING BUILDING
- PROPERTY LINE
- CCZ ZONING BOUNDARY
- 500 FT OFFSET
- EXISTING ZONING BOUNDARY

ZONING STANDARDS

ZONING DESIGNATION

- R-6: RESIDENTIAL, 6 UNITS / ACRE
- R-24: RESIDENTIAL, 24 UNITS / ACRE
- CCZ: CRISTA CAMPUS
- PUBLIC FACILITY
- PARK

| STANDARD | ALLOWED / REQUIRED | CITY OF SHORELINE MUNICIPAL CODE |
|-------------------------------------|--------------------------------------------------------------------------------------------------------------------|----------------------------------|
| MAXIMUM DENSITY | (R-24) 24 D.U.s / ACRE | SMC 20.91.030 (CCZ) |
| MINIMUM LOT WIDTH | NO LIMIT | SMC TABLE 20.91.030C (CCZ) |
| MINIMUM LOT AREA | NO LIMIT | SMC TABLE 20.91.030C (CCZ) |
| SETBACKS | | SMC TABLE 20.91.030C (CCZ) |
| BASE HEIGHT | | SMC TABLE 20.91.030C (CCZ) |
| BUILDING HEIGHT MEASUREMENT | AVERAGE EXISTING GRADE METHOD | SMC 20.91.030.C.2 (CCZ) |
| ADDITIONAL HEIGHT PROVISIONS | +15'-0" BEYOND HEIGHT LIMIT (SEE ADDITIONAL REQUIREMENTS IN CCZ) | SMC 20.91.030.C.4.a (CCZ) |
| | +10'-0" BEYOND HEIGHT LIMIT (NOT 40% OF ROOF AREA) | SMC 20.91.030.C.4.b (CCZ) |
| | +10'-0" BEYOND HEIGHT LIMIT (SUSTAINABLE EQUIPMENT (SOLAR PANELS, WIND TURBINES, ETC)) | SMC 20.91.030.C.4.d (CCZ) |
| | +4'-0" BEYOND HEIGHT LIMIT (OPEN RAILINGS, PLANTERS, SOUTLIGHTS, CLEVERHOUSES, GREENHOUSES, PAPERETS, & FIREWALLS) | SMC 20.91.030.C.4.e (CCZ) |
| MAX IMPERVIOUS SURFACE | 70% | SMC 20.50.020 (R-24) |
| | 85% | SMC 20.50.020 (R-24) |

DESIGN STANDARDS

| STANDARD | REQUIREMENT | SMC CODE |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| FENCES & WALLS | FRONT YARD: +3'-6" SIDE & REAR: +6'-0" | SMC 20.19.050.A (CCZ) [see 20.50.210] |
| LIGHTING STANDARDS & POLE HEIGHT | NON-GLARE & SHIELDED AT PROPERTY LINES | SMC 20.19.050.B (CCZ) [see 20.50.115] |
| GARBAGE & RECYCLING | COLLECTION POINTS DISPERSED THROUGHOUT SITE | SMC [SMC 20.50.150.A.2.a] SMC 20.19.050.C (CCZ) SMC 20.50.150.C (CCZ) |
| ROOF MECHANICAL EQUIPMENT | SCREENING GROUPED TOGETHER, INCORPORATED INTO ROOF DESIGN, AND/OR THOROUGHLY SCREENED AWAY FROM STREET & PEDESTRIAN ACCESS | SMC 20.19.050.D (CCZ) [see SMC 20.50.210.E] SMC 20.19.050.E (CCZ) |
| RADIO / COMMUNICATION TOWER | MAXIMUM HEIGHT OR COMM. COMPONENTS ATTACHED TO STRUCT. | SMC 20.50.410 |
| LANDSCAPE | LANDSCAPE DESIGN INCLUDING STREET FRONTAGE LANDSCAPE, LANDSCAPE BUFFERS & PARKING LOT LANDSCAPE INCLUDING TREE REPLACEMENT & SITE RESTORATION | SMC 20.50.360 |
| NEW PLANTINGS | DECIDUOUS TREES SHALL BE INDIGENOUS TO THE REGION & SHALL INCLUDE PLANT MATERIAL SIMILAR TO THE FOLLOWING: ACER CIRCINATUM / VINE MAPLE CORNUS KOUSA / CHINESE DOGWOOD PYRUS CALLERYANA / FLOWERING PEAR PSEUDOTSUGA MENZIESII / DOUGLAS FIR THUJA PLICATA / WESTERN RED CEDAR TSUGA MERTENSIANA / WESTERN HEMLOCK ARBUTUS UNEDO / STRAWBERRY BUSH HELIOTROPION SEMPERVIRENS / BLUE OAT GRASS LAVANDULA ANGIUSTIFOLIA / LAVANDER MAHONIA AQUIFOLIUM / OREGON GRAPE RIBES SANGUINEUM / RED FLOWERING CURRANT VACCINIUM OVATUM / EVERGREEN HUCKLEBERRY | |
| GROUNDCOVER | ARCTOSTAPHYLOS UVA URSI / KINNICKINICK GALLIOTERIA SHALLOM / SALAL POLYSTICHUM MUNITUM / SWORD FERN | |
| SIGN STANDARDS | FREESTANDING SIGNS: MAX HEIGHT +4'-2", MAX NUMBER 1 PER STREET FRONTAGE DRIVEWAY ENTRANCE / EXIT: MAX HEIGHT +4'-2", MAX NUMBER 1 PER DRIVEWAY | SMC TABLE 20.50.540B |

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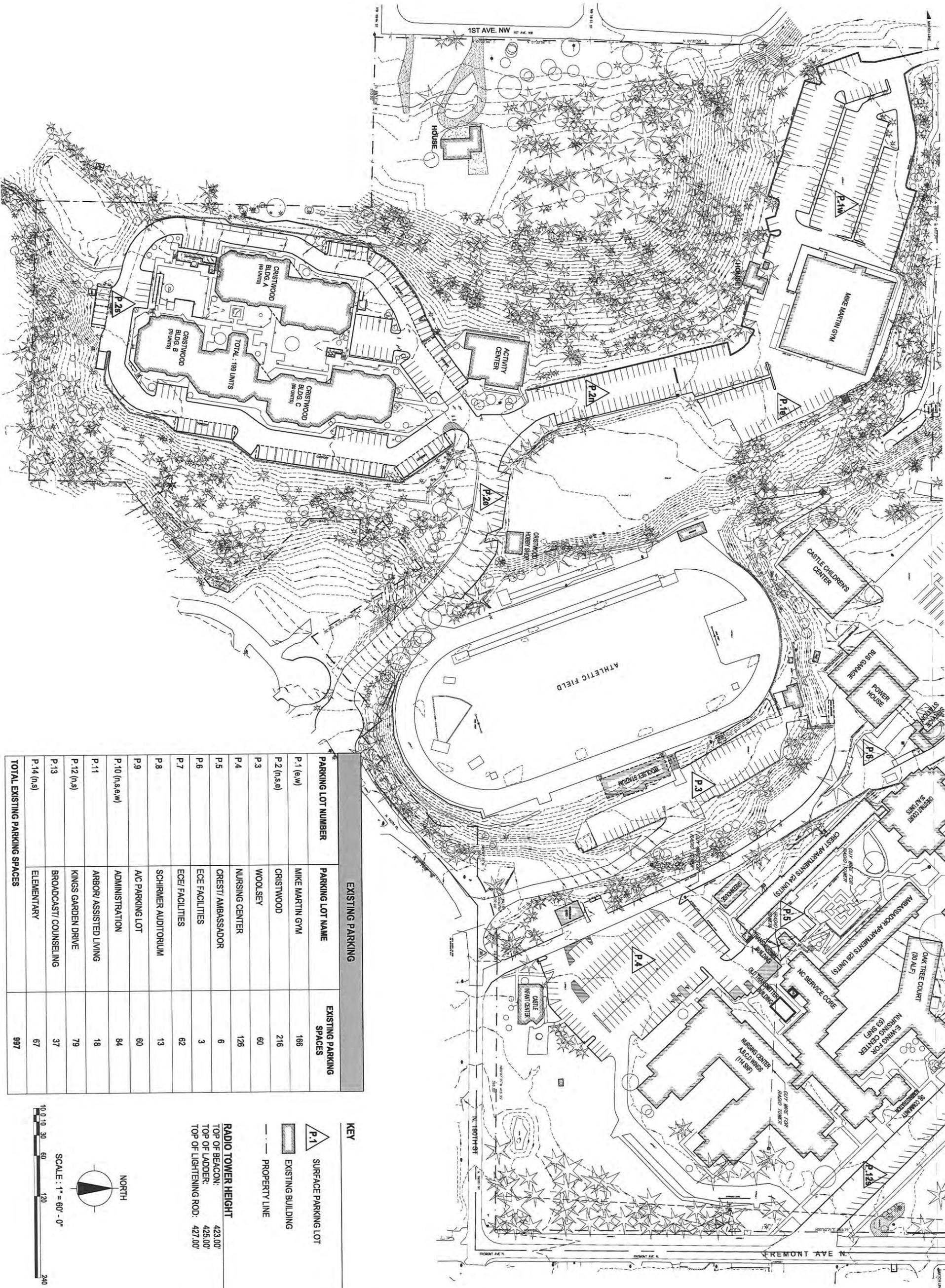
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March 6, 2008

VICINITY MAP / ADJ. ZONING / ZONING / DESIGN STANDARDS

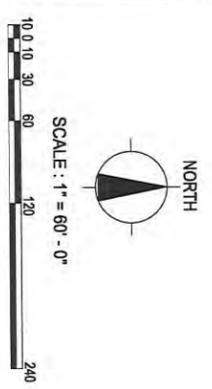
A0-2



| EXISTING PARKING | | |
|--------------------------------------|------------------------|-------------------------|
| PARKING LOT NUMBER | PARKING LOT NAME | EXISTING PARKING SPACES |
| P.1 (e.w) | MIKE MARTIN GYM | 166 |
| P.2 (n.s.e) | CRISTWOOD | 216 |
| P.3 | WOOLSEY | 60 |
| P.4 | NURSING CENTER | 126 |
| P.5 | CREST/ AMBASSADOR | 6 |
| P.6 | ECE FACILITIES | 3 |
| P.7 | ECE/ FACILITIES | 62 |
| P.8 | SCHIRMER AUDITORIUM | 13 |
| P.9 | A/C PARKING LOT | 60 |
| P.10 (n.s.e.w) | ADMINISTRATION | 84 |
| P.11 | ARBOR/ ASSISTED LIVING | 18 |
| P.12 (n.s) | KINGS GARDEN DRIVE | 79 |
| P.13 | BROADCAST/ COUNSELING | 37 |
| P.14 (n.s) | ELEMENTARY | 67 |
| TOTAL EXISTING PARKING SPACES | | 997 |

KEY

- SURFACE PARKING LOT
- EXISTING BUILDING
- PROPERTY LINE
- RADIO TOWER HEIGHT**
- TOP OF BEACON: 423.00'
- TOP OF LADDER: 426.00'
- TOP OF LIGHTENING ROD: 427.00'



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CRISTA MINISTRIES
 CAMPUS
 MASTER PLAN

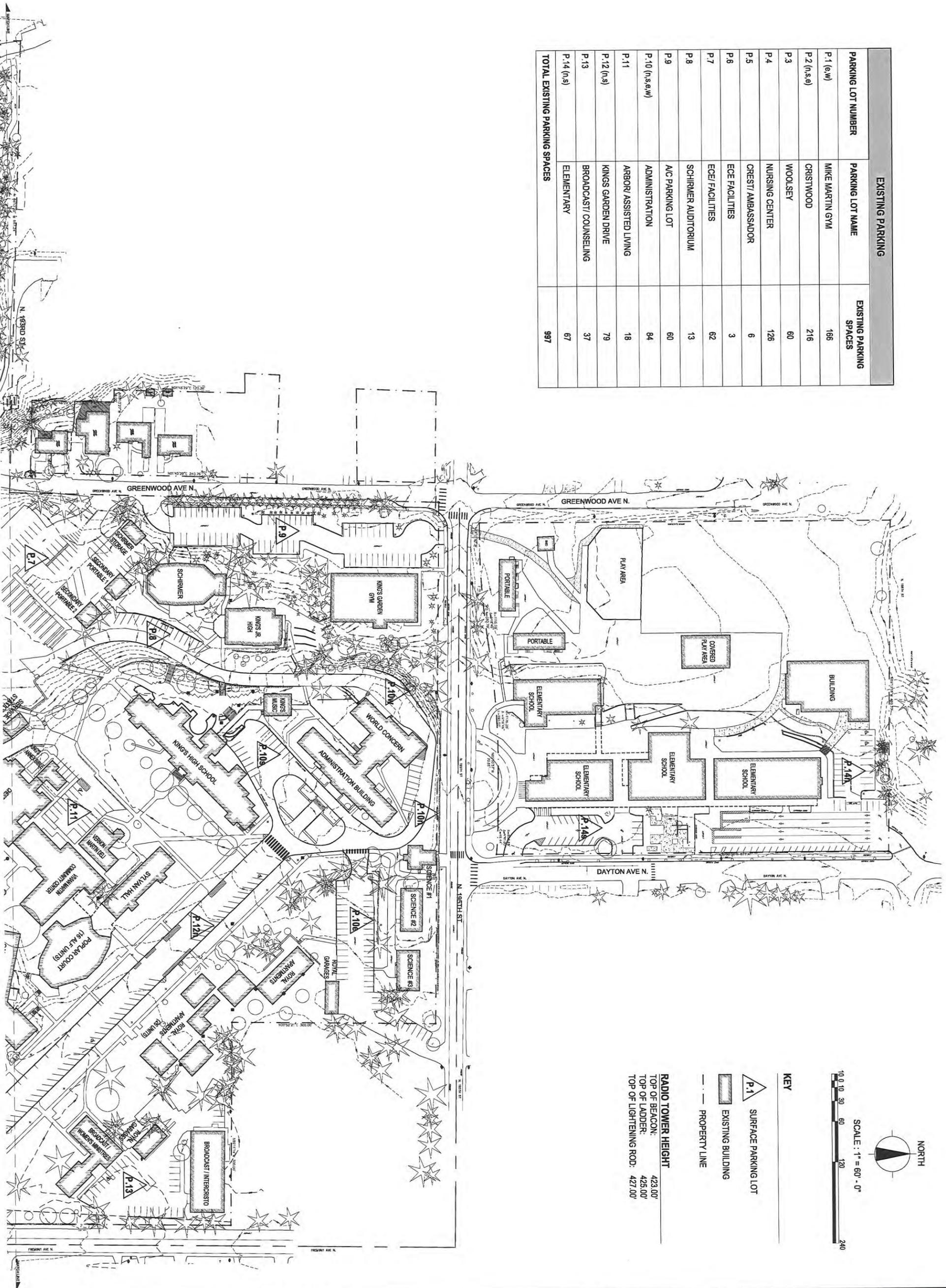
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 December 20, 2007
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 March 6, 2009

EXISTING
 SITE PLAN
 SOUTH CAMPUS

A1-E

| EXISTING PARKING | | |
|--------------------------------------|-----------------------|-------------------------|
| PARKING LOT NUMBER | PARKING LOT NAME | EXISTING PARKING SPACES |
| P.1 (e.w) | MIKE MARTIN GYM | 166 |
| P.2 (n.s.e) | CRISTWOOD | 216 |
| P.3 | WOOLSEY | 80 |
| P.4 | NURSING CENTER | 126 |
| P.5 | CREST/ AMBASSADOR | 6 |
| P.6 | ECE FACILITIES | 3 |
| P.7 | ECE/ FACILITIES | 62 |
| P.8 | SCHIRMER AUDITORIUM | 13 |
| P.9 | A/C PARKING LOT | 60 |
| P.10 (n.s.e.w) | ADMINISTRATION | 84 |
| P.11 | ARBOR ASSISTED LIVING | 18 |
| P.12 (n.s) | KINGS GARDEN DRIVE | 79 |
| P.13 | BROADCAST/ COUNSELING | 37 |
| P.14 (n.s) | ELEMENTARY | 67 |
| TOTAL EXISTING PARKING SPACES | | 997 |



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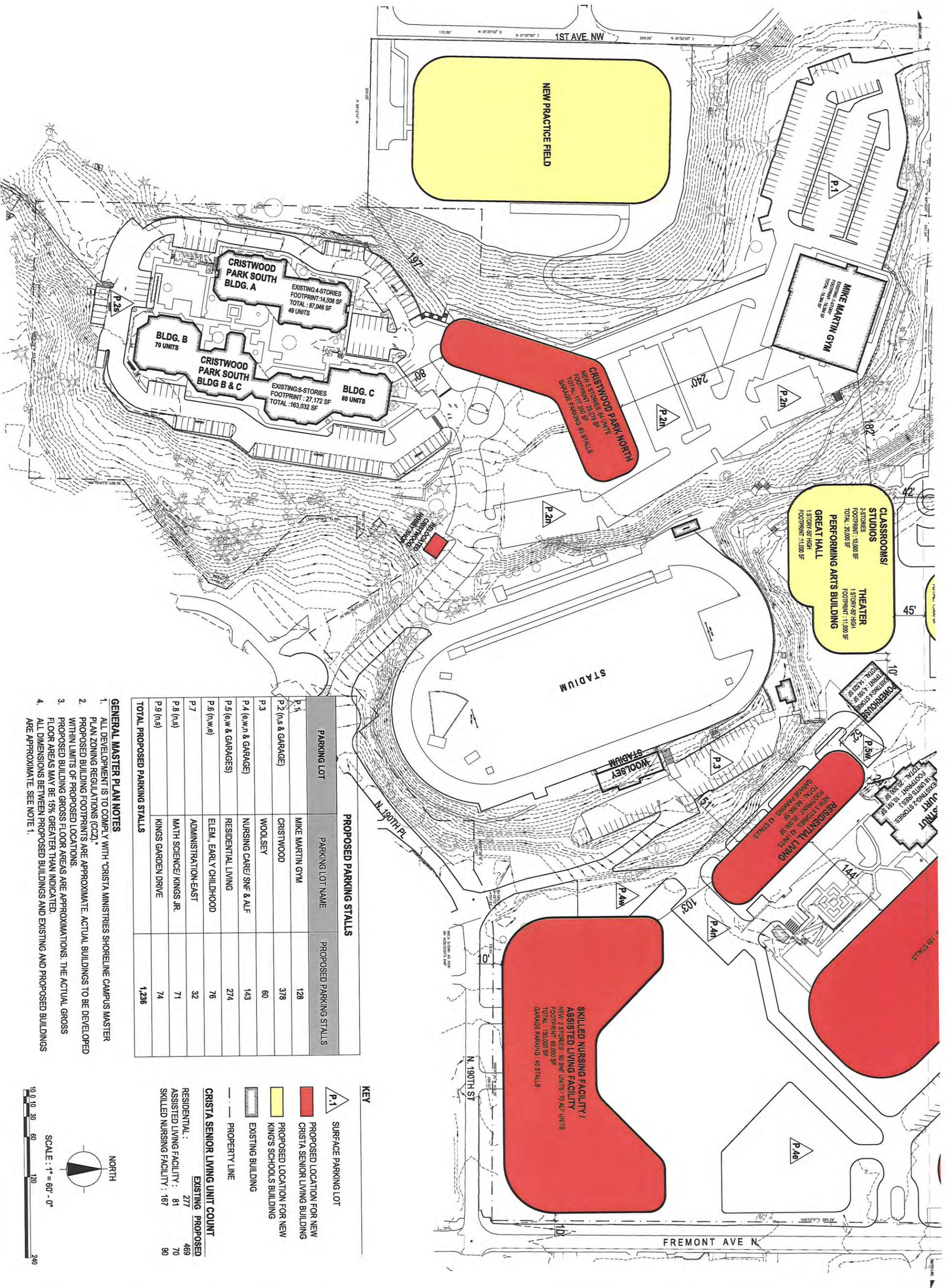
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 March 5, 2009

EXISTING
 SITE PLAN
 NORTH CAMPUS

A2-E



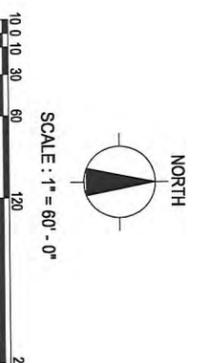
| PARKING LOT | PARKING LOT NAME | PROPOSED PARKING STALLS |
|--------------------------------------|-------------------------|-------------------------|
| P.1 | MIKE MARTIN GYM | 128 |
| P.2 (n.s & GARAGE) | CRISTWOOD | 378 |
| P.3 | WOOLSEY | 60 |
| P.4 (e.w.n & GARAGE) | NURSING CARE/ SNF & ALF | 143 |
| P.5 (e.w & GARAGES) | RESIDENTIAL LIVING | 274 |
| P.6 (n.w.e) | ELEM, EARLY CHILDHOOD | 76 |
| P.7 | ADMINISTRATION-EAST | 32 |
| P.8 (n.s) | MATH SCIENCE/ KINGS JR. | 71 |
| P.9 (n.s) | KINGS GARDEN DRIVE | 74 |
| TOTAL PROPOSED PARKING STALLS | | 1,236 |

- GENERAL MASTER PLAN NOTES**
1. ALL DEVELOPMENT IS TO COMPLY WITH CRISTA MINISTRIES SHORELINE CAMPUS MASTER PLAN ZONING REGULATIONS (CCZ).
 2. PROPOSED BUILDING FOOTPRINTS ARE APPROXIMATE. ACTUAL BUILDINGS TO BE DEVELOPED WITHIN LIMITS OF PROPOSED LOCATIONS.
 3. PROPOSED BUILDING GROSS FLOOR AREAS ARE APPROXIMATIONS. THE ACTUAL GROSS FLOOR AREAS MAY BE 15% GREATER THAN INDICATED.
 4. ALL DIMENSIONS BETWEEN PROPOSED BUILDINGS AND EXISTING AND PROPOSED BUILDINGS ARE APPROXIMATE. SEE NOTE 1.

KEY

- P.1 SURFACE PARKING LOT
- PROPOSED LOCATION FOR NEW CRISTA SENIOR LIVING BUILDING
- PROPOSED LOCATION FOR NEW KING'S SCHOOLS BUILDING
- EXISTING BUILDING
- PROPERTY LINE

| CRISTA SENIOR LIVING UNIT COUNT | EXISTING | PROPOSED |
|---------------------------------|----------|----------|
| RESIDENTIAL: | 277 | 469 |
| ASSISTED LIVING FACILITY: | 81 | 70 |
| SKILLED NURSING FACILITY: | 167 | 90 |



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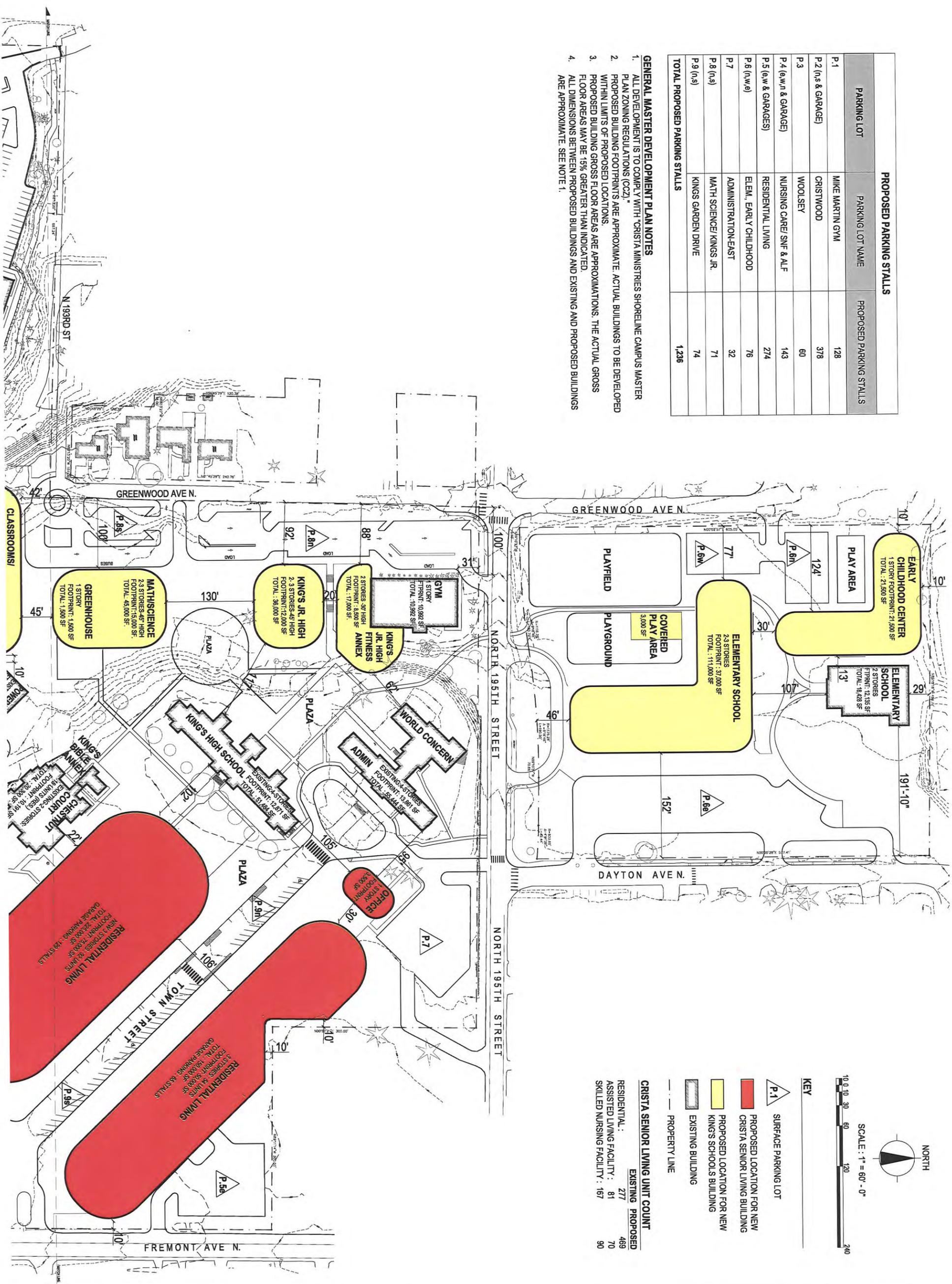
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Seattle, WA 98133
MASTER PLAN PRE-APPLICATION
December 20, 2007
MASTER PLAN SUBMITTAL
March 6, 2008

PROPOSED
MASTER PLAN
SOUTH CAMPUS

A3-P

| PROPOSED PARKING STALLS | | |
|--------------------------------------|-------------------------|-------------------------|
| PARKING LOT | PARKING LOT NAME | PROPOSED PARKING STALLS |
| P.1 | MIKE MARTIN GYM | 128 |
| P.2 (n,s & GARAGE) | CRISTWOOD | 378 |
| P.3 | WOOLSEY | 60 |
| P.4 (a,w,n & GARAGE) | NURSING CARE/ SNF & ALF | 143 |
| P.5 (a,w & GARAGES) | RESIDENTIAL LIVING | 274 |
| P.6 (n,w,e) | ELEM., EARLY CHILDHOOD | 76 |
| P.7 | ADMINISTRATION-EAST | 32 |
| P.8 (n,s) | MATH SCIENCE/ KINGS JR. | 71 |
| P.9 (n,s) | KINGS GARDEN DRIVE | 74 |
| TOTAL PROPOSED PARKING STALLS | | 1,236 |

- GENERAL MASTER DEVELOPMENT PLAN NOTES**
1. ALL DEVELOPMENT IS TO COMPLY WITH CRISTA MINISTRIES SHORELINE CAMPUS MASTER PLAN ZONING REGULATIONS (CZ2).
 2. PROPOSED BUILDING FOOTPRINTS ARE APPROXIMATE. ACTUAL BUILDINGS TO BE DEVELOPED WITHIN LIMITS OF PROPOSED LOCATIONS.
 3. PROPOSED BUILDING GROSS FLOOR AREAS ARE APPROXIMATIONS. THE ACTUAL GROSS FLOOR AREAS MAY BE 15% GREATER THAN INDICATED.
 4. ALL DIMENSIONS BETWEEN PROPOSED BUILDINGS AND EXISTING AND PROPOSED BUILDINGS ARE APPROXIMATE. SEE NOTE 1.



KEY

- SURFACE PARKING LOT
- PROPOSED LOCATION FOR NEW CRISTA SENIOR LIVING BUILDING
- PROPOSED LOCATION FOR NEW KING'S SCHOOLS BUILDING
- EXISTING BUILDING
- PROPERTY LINE

CRISTA SENIOR LIVING UNIT COUNT

| EXISTING | PROPOSED |
|--------------------------------|----------|
| RESIDENTIAL : 277 | 489 |
| ASSISTED LIVING FACILITY : 81 | 70 |
| SKILLED NURSING FACILITY : 167 | 90 |

SCALE : 1" = 60' - 0"

10' 10' 30' 60' 120' 240'

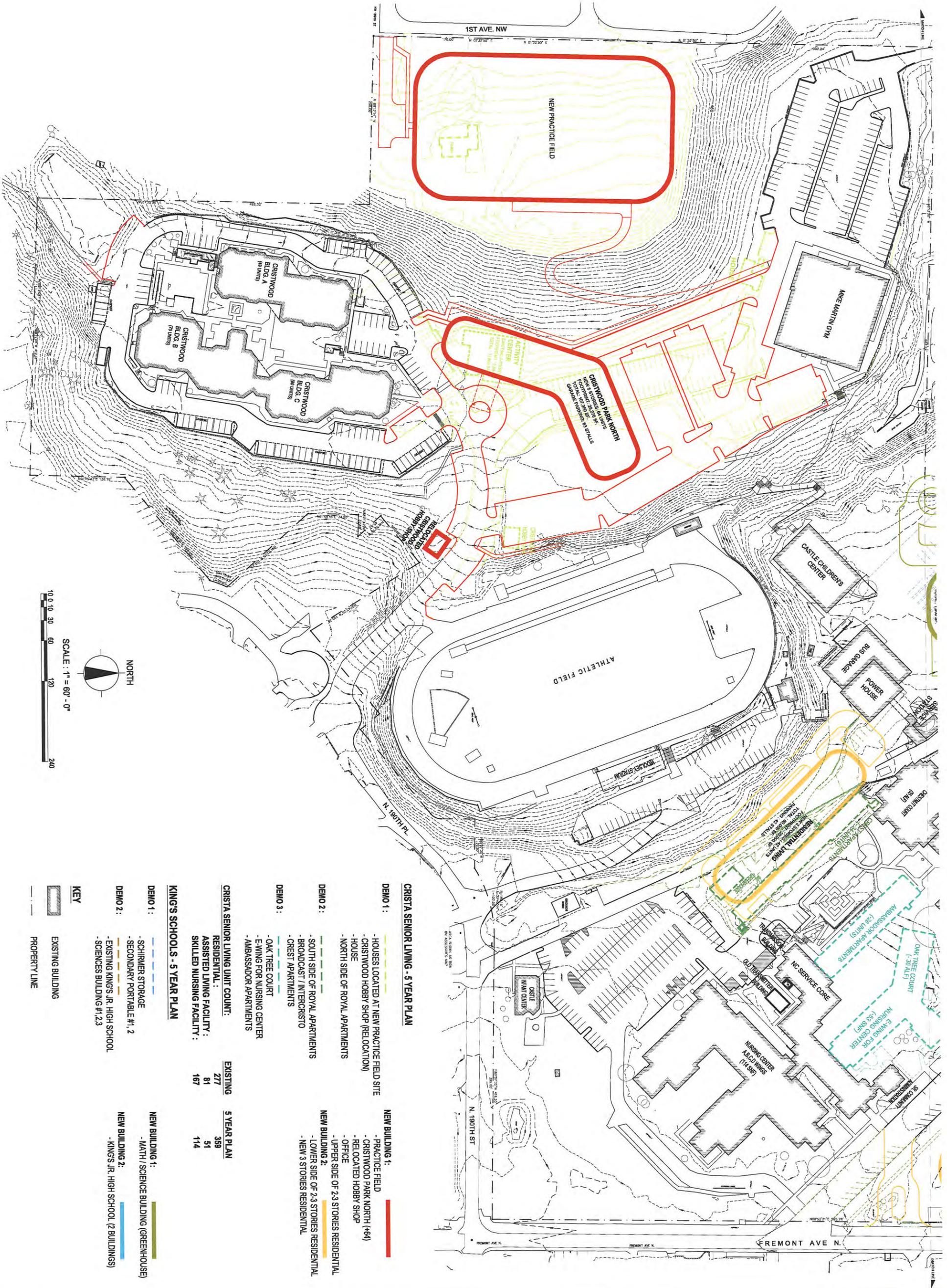
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MASTER PLAN PRE-APPLICATION
December 21, 2007

MASTER PLAN SUBMITTAL
March 6, 2009

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CRISTA SENIOR LIVING - 5 YEAR PLAN

DEMO 1:

- HOUSES LOCATED AT NEW PRACTICE FIELD SITE
- CRISTWOOD HOBBY SHOP (RELOCATION)
- HOUSE
- NORTH SIDE OF ROYAL APARTMENTS

DEMO 2:

- SOUTH SIDE OF ROYAL APARTMENTS
- BROADCAST / INTERCRISTO
- CREST APARTMENTS

DEMO 3:

- OAK TREE COURT
- EVENING FOR NURSING CENTER
- AMBASSADOR APARTMENTS

CRISTA SENIOR LIVING UNIT COUNT:

| RESIDENTIAL: | EXISTING | 5 YEAR PLAN |
|---------------------------|----------|-------------|
| ASSISTED LIVING FACILITY: | 277 | 359 |
| SKILLED NURSING FACILITY: | 81 | 51 |
| | 167 | 114 |

KING'S SCHOOLS - 5 YEAR PLAN

DEMO 1:

- SCHIRMER STORAGE
- SECONDARY PORTABLE #1, 2

DEMO 2:

- EXISTING KING'S JR. HIGH SCHOOL
- SCIENCES BUILDING #1, 2, 3

NEW BUILDING 1:

- MATH / SCIENCE BUILDING (GREENHOUSE)

NEW BUILDING 2:

- KING'S JR. HIGH SCHOOL (2 BUILDINGS)

KEY

- EXISTING BUILDING
- PROPERTY LINE

**CRISTA MINISTRIES
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March 6, 2009

**5 YEAR PLAN
SOUTH CAMPUS**

A5-5

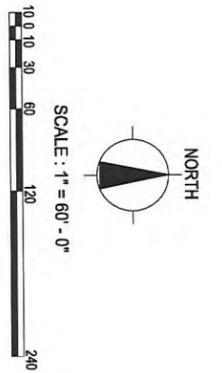
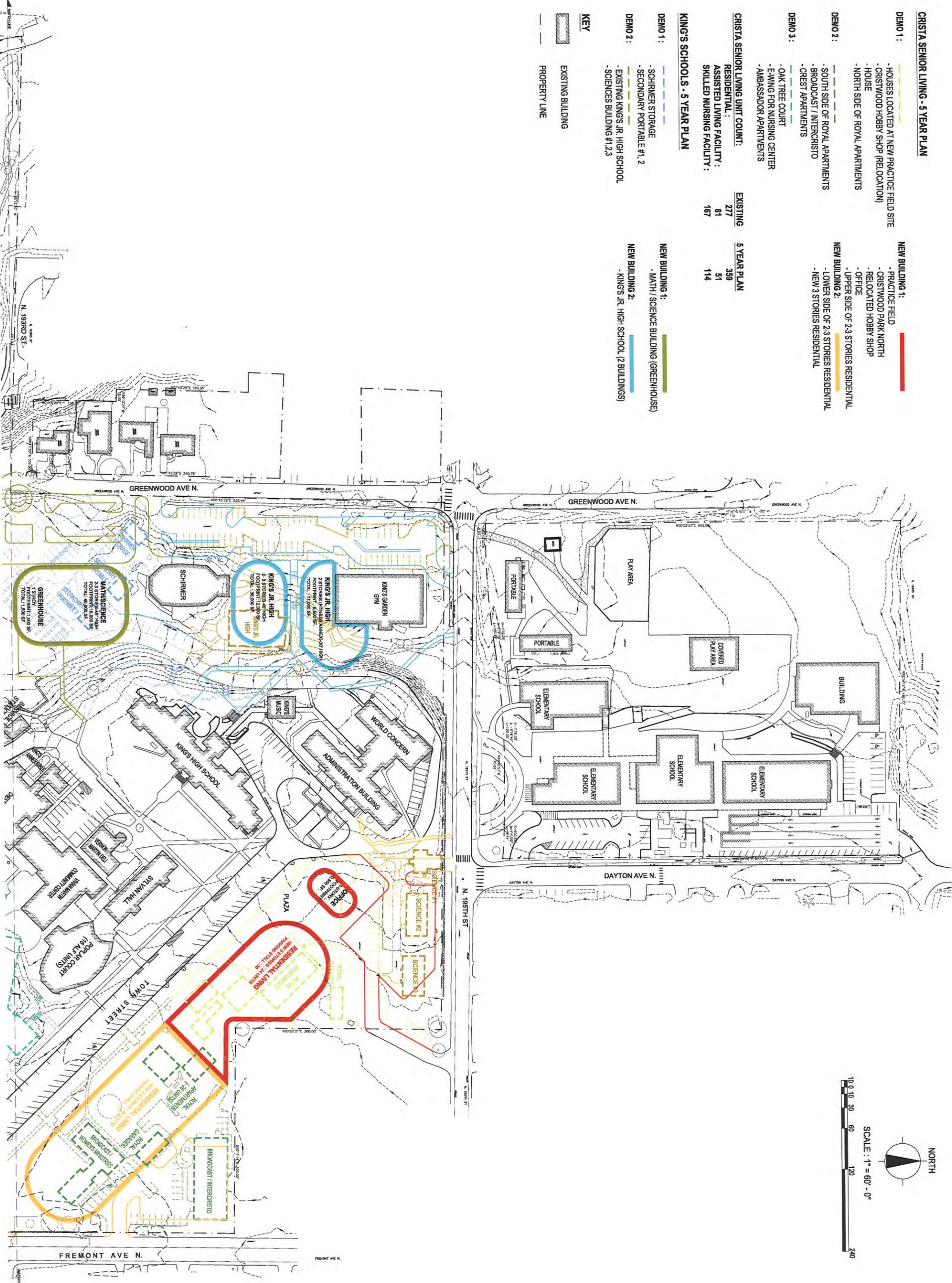
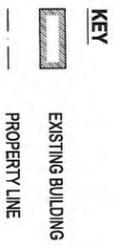
CRISTA SENIOR LIVING - 5 YEAR PLAN

- DEMO 1:**
- HOUSES LOCATED AT NEW PRACTICE FIELD SITE
 - CRISTWOOD HOBBY SHOP (RELOCATION)
 - HOUSE
 - NORTH SIDE OF ROYAL APARTMENTS
- DEMO 2:**
- SOUTH SIDE OF ROYAL APARTMENTS
 - BROADCAST / INTERCRISTO
 - CREST APARTMENTS
- DEMO 3:**
- OAK TREE COURT
 - EWING FOR NURSING CENTER
 - AMBASSADOR APARTMENTS

CRISTA SENIOR LIVING UNIT COUNT:

| RESIDENTIAL: | EXISTING | 5 YEAR PLAN |
|---------------------------|----------|-------------|
| ASSISTED LIVING FACILITY: | 277 | 359 |
| SKILLED NURSING FACILITY: | 81 | 51 |
| | 167 | 114 |

- KINGS SCHOOLS - 5 YEAR PLAN**
- DEMO 1:**
- SCHIRMER STORAGE
 - SECONDARY PORTABLE #1, 2
- DEMO 2:**
- EXISTING KINGS JR. HIGH SCHOOL
 - SCIENCES BUILDING #1, 2, 3
- NEW BUILDING 1:**
- MATH / SCIENCE BUILDING (GREENHOUSE)
- NEW BUILDING 2:**
- KINGS JR. HIGH SCHOOL (2 BUILDINGS)



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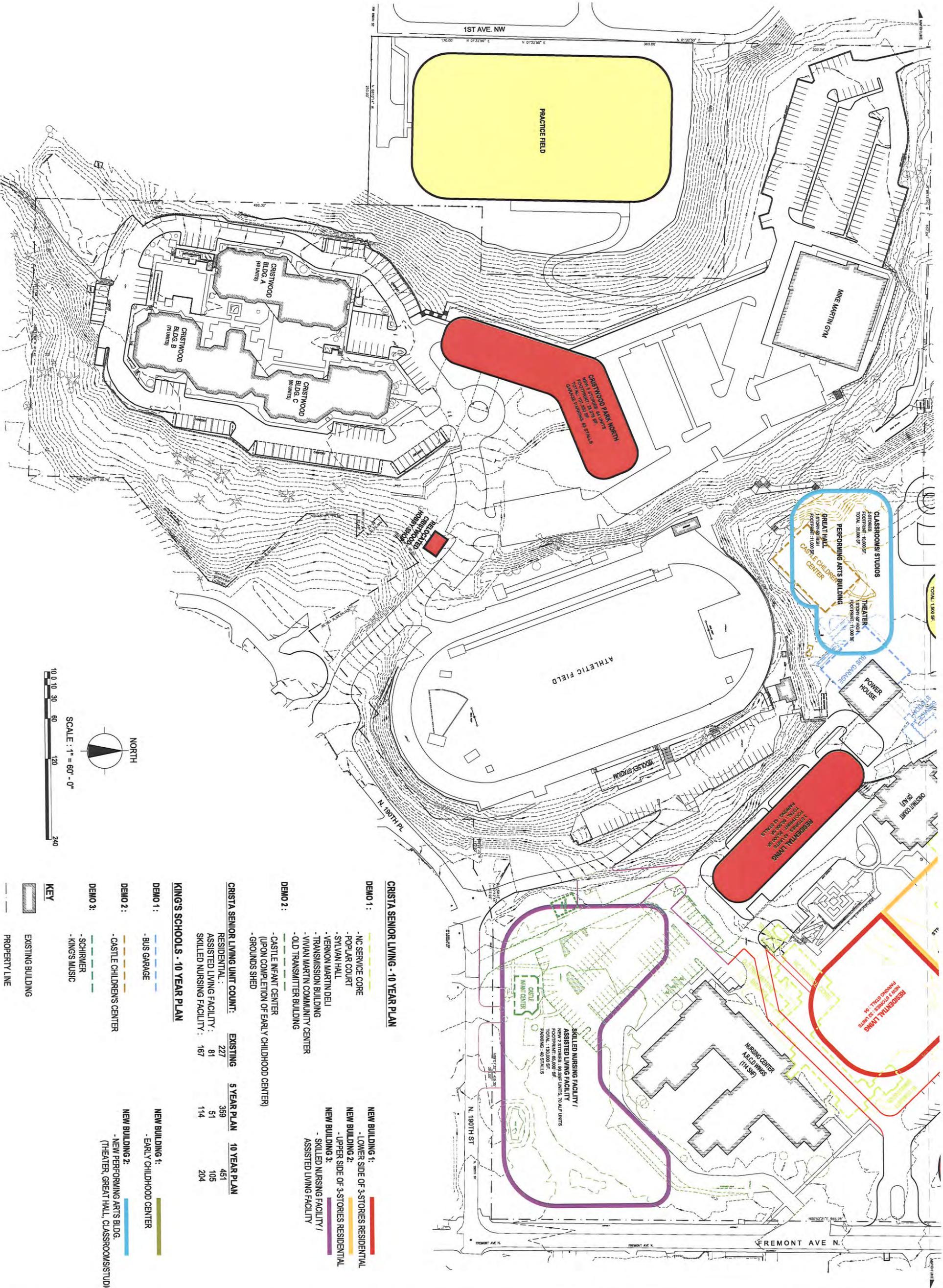
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A6-5

5 YEAR PLAN
 NORTH CAMPUS



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CRISTA MINISTRIES CAMPUS MASTER PLAN

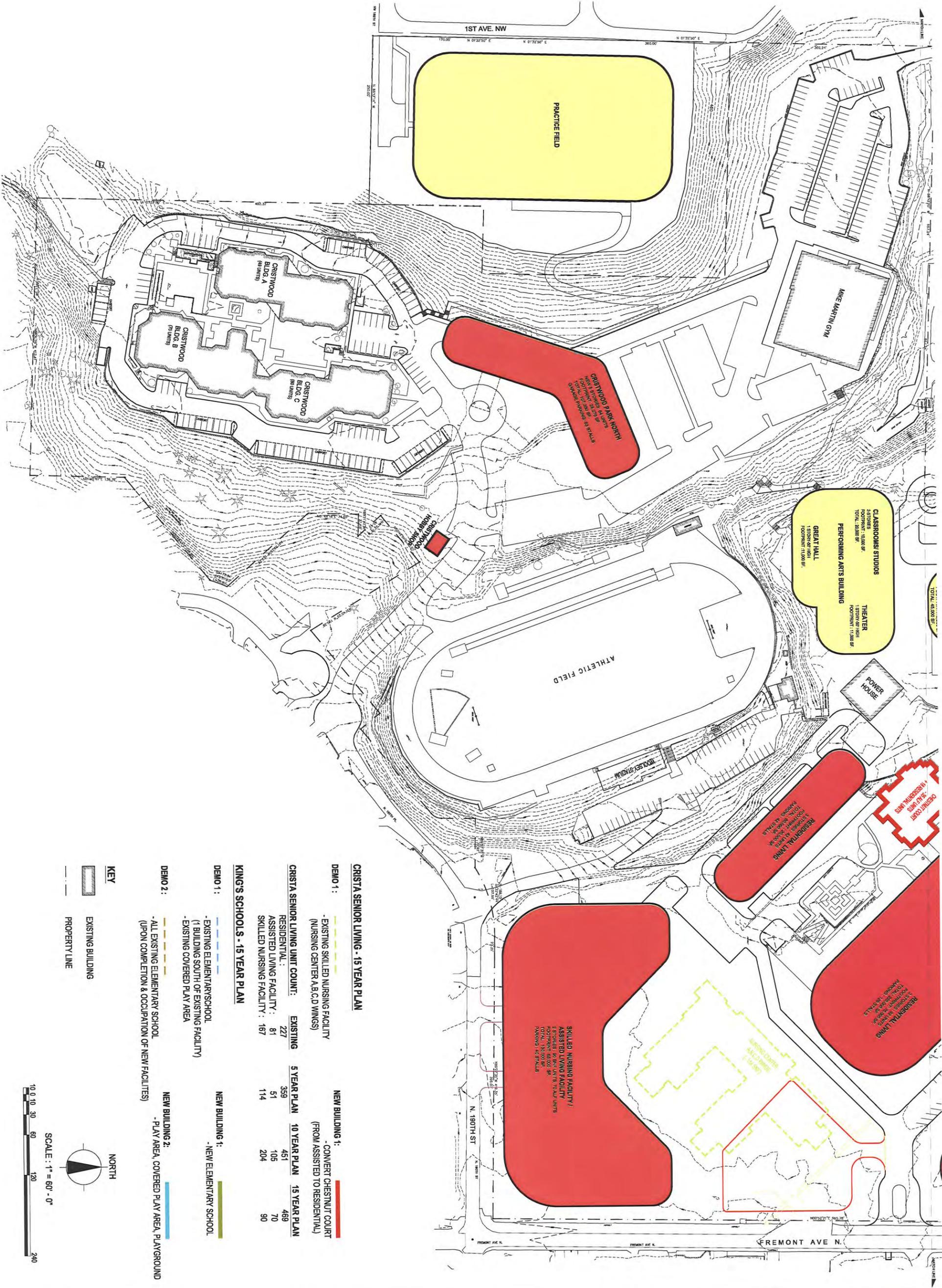
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10 YEAR PLAN SOUTH CAMPUS

A7-10



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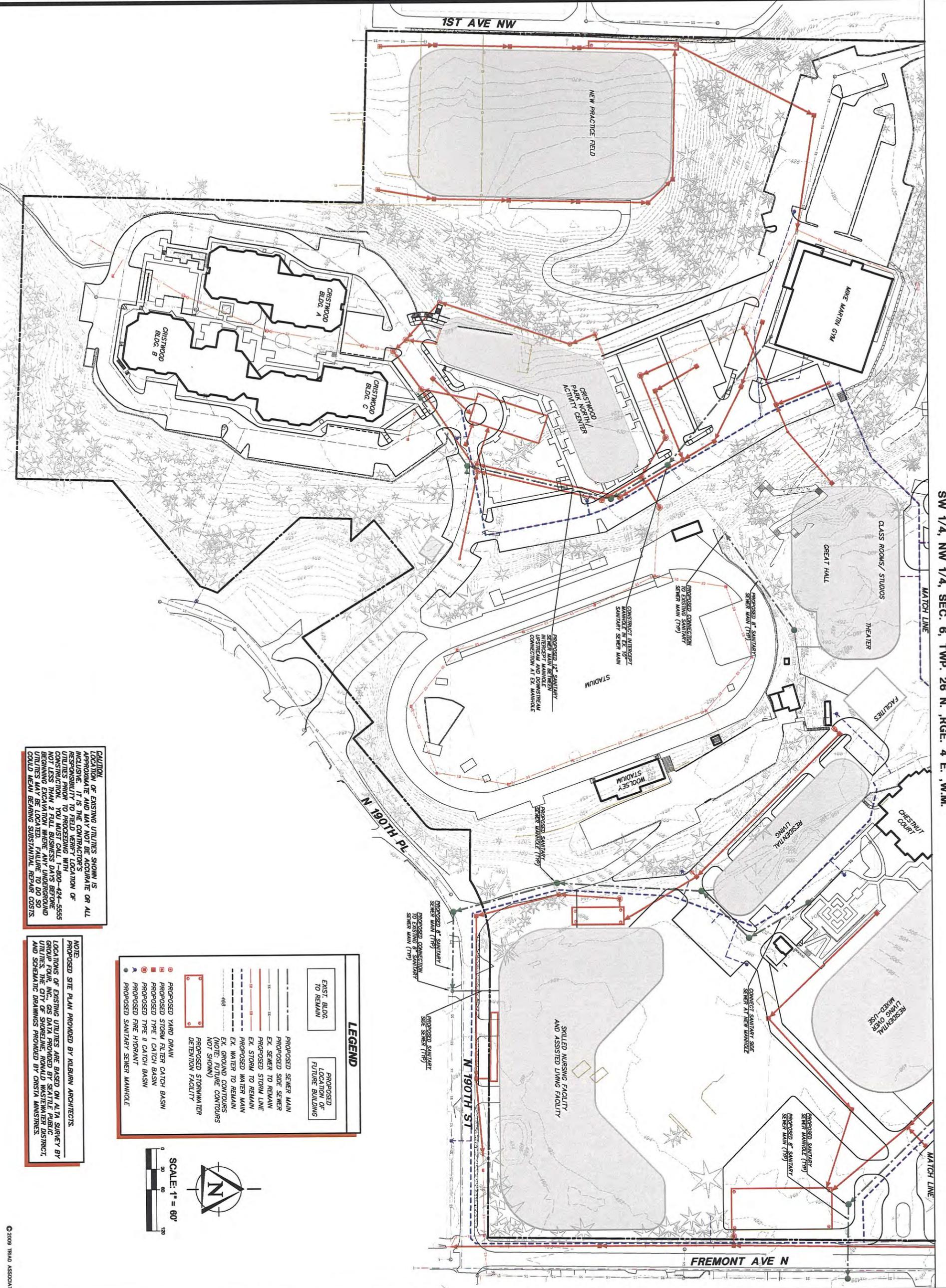
CRISTA MINISTRIES CAMPUS MASTER PLAN

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A9-15

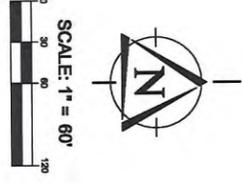
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SW 1/4, NW 1/4, SEC. 6, TWP. 26 N, RGE. 4 E, W.M.

LEGEND

| | | | |
|--|-----------------------------------|--|-------------------------------------------------------|
| | EXIST. BLDG. TO REMAIN | | PROPOSED LOCATION OF FUTURE BUILDING |
| | PROPOSED SIDE SEWER | | PROPOSED STORM LINE |
| | EX. SEWER TO REMAIN | | EX. STORM TO REMAIN |
| | PROPOSED WATER MAIN | | EX. WATER TO REMAIN |
| | PROPOSED YARD DRAIN | | EX. GROUND CONTOURS (NOTE: FUTURE CONTOURS NOT SHOWN) |
| | PROPOSED STORM FILTER CATCH BASIN | | PROPOSED STORMWATER DETENTION FACILITY |
| | PROPOSED TYPE I CATCH BASIN | | |
| | PROPOSED TYPE II CATCH BASIN | | |
| | PROPOSED FIRE HYDRANT | | |
| | PROPOSED SANITARY SEWER MANHOLE | | |



CAUTION: OF EXISTING UTILITIES SHOWN IS APPROXIMATE AND NOT A GUARANTEE OR ALL RESPONSIBILITY TO THE CONTRACTOR'S UTILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. YOU MUST CALL 1-800-424-5555 NOT LESS THAN 2 FULL BUSINESS DAYS BEFORE UTILITIES MAY BE LOCATED. FAILURE TO DO SO COULD MEAN BEARING SUBSTANTIAL REPAIR COSTS.

NOTE: PROPOSED SITE PLAN PROVIDED BY KILBURN ARCHITECTS. LOCATIONS OF EXISTING UTILITIES ARE BASED ON ALTA SURVEY BY GROUP FOUR, INC. GIS DATA PROVIDED BY SEATTLE PUBLIC UTILITIES, THE CITY OF SHORELINE, RONALD WASTEWATER DISTRICT, AND SCHEMATIC DRAWINGS PROVIDED BY CRISTA MINISTRIES.

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REVIEWED BY: _____ DATE: _____

DATE: _____

BY: _____

PROJECT NUMBER: _____

PROJECT SUBAREA: _____

PROJECT SURVEY: _____

PROJECT LAYOUT: _____

PROJECT LAYOUT DATE: 3/25/09

SCALE: 1"=60' VER: N/A

MASTER PLAN

STAMP NOT VALID
 THURSDAY 07-15-09
 SHEET NO. **C1 OF C12**

SOUTH CAMPUS - CONCEPTUAL COMPOSITE UTILITY PLAN

SHORELINE CAMPUS MASTER DEVELOPMENT PLAN

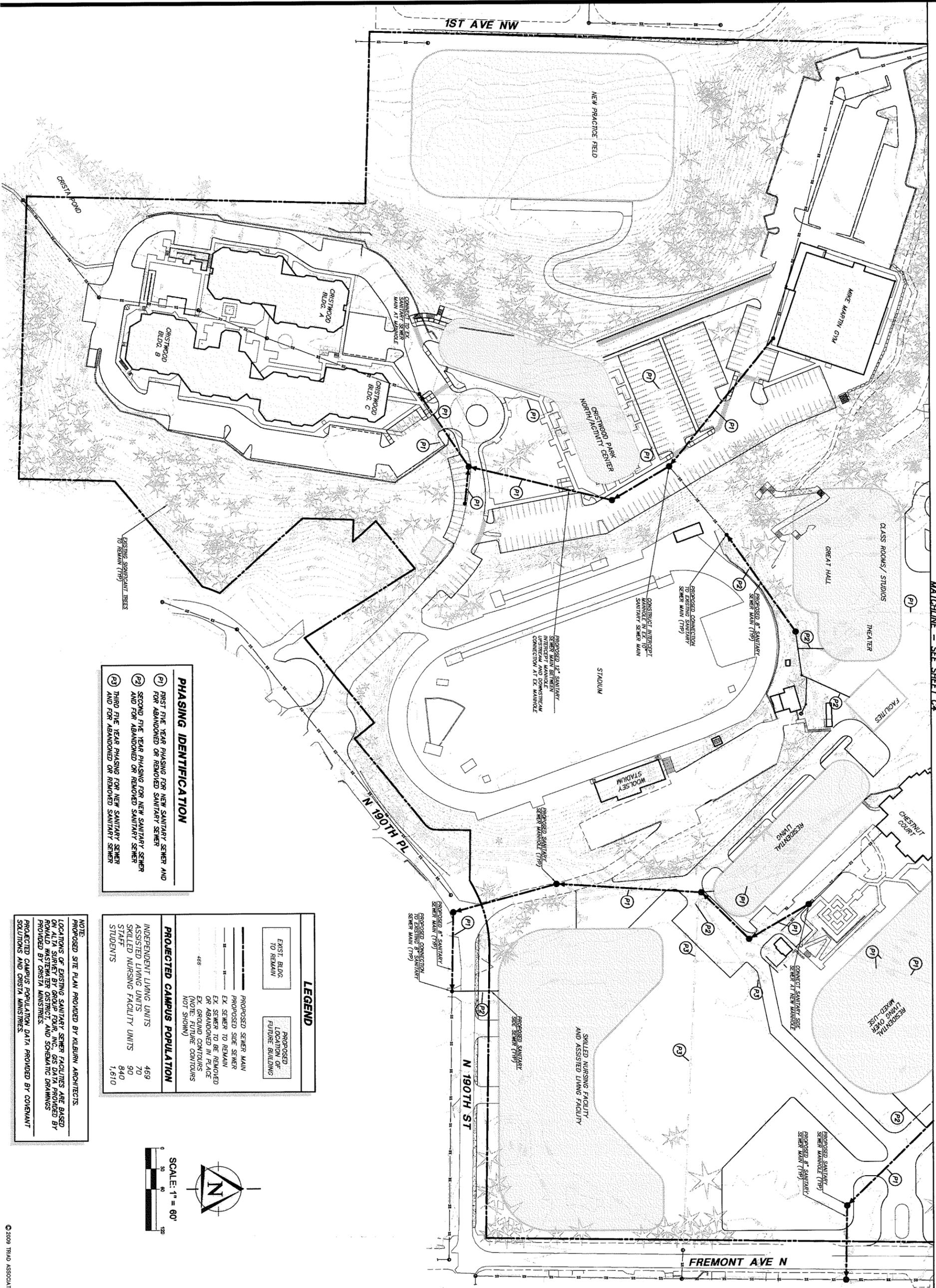
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CITY OF SHORELINE, WASHINGTON

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 425.821.3411 fax
 800.468.0728 toll free
 www.triadassociates.com

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SW 1/4, NW 1/4, SEC. 6, TWP. 26 N, RGE. 4 E, W.M. MATCHLINE - SEE SHEET C4

- PHASING IDENTIFICATION**
- (P1) FIRST FIVE YEAR PHASING FOR NEW SANITARY SEWER AND FOR ABANDONED OR REMOVED SANITARY SEWER
 - (P2) SECOND FIVE YEAR PHASING FOR NEW SANITARY SEWER AND FOR ABANDONED OR REMOVED SANITARY SEWER
 - (P3) THIRD FIVE YEAR PHASING FOR NEW SANITARY SEWER AND FOR ABANDONED OR REMOVED SANITARY SEWER

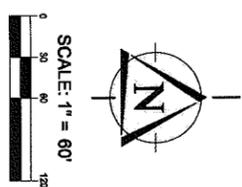
LEGEND

| | | | |
|--|-------------------------------------------|--|-----------------------------------------------|
| | EXIST. BLDG TO REMAIN | | PROPOSED LOCATION OF FUTURE BUILDING |
| | PROPOSED SEWER MAIN | | PROPOSED SIDE SEWER |
| | EX. SEWER TO REMAIN | | EX. SEWER TO BE REMOVED OR ABANDONED IN PLACE |
| | EX. GROUND CONTOURS (NOTE: 488 NOT SHOWN) | | |

PROJECTED CAMPUS POPULATION

| | |
|--------------------------------|-------|
| INDEPENDENT LIVING UNITS | 469 |
| ASSISTED LIVING UNITS | 70 |
| SKILLED NURSING FACILITY UNITS | 90 |
| STAFF | 840 |
| STUDENTS | 1,610 |

NOTE:
 PROPOSED SITE PLAN PROVIDED BY KILBURN ARCHITECTS.
 LOCATIONS OF EXISTING SANITARY SEWER FACILITIES ARE BASED ON ALTA SURVEY BY GROUP FOUR, INC. GIS DATA PROVIDED BY RONALD WASTEWATER DISTRICT, AND SCHEMATIC DRAWINGS PROVIDED BY CRISTA MINISTRIES.
 PROJECTED CAMPUS POPULATION DATA PROVIDED BY COVENANT SOLUTIONS AND CRISTA MINISTRIES.



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REVIEWED BY: _____ **DATE:** _____

DATE: _____ **BY:** CK

PROJECT MANAGER: _____

PROJECT ENGINEER: _____

DESIGNER: _____

PROJECT MANAGER: _____

FIRST SUBMITTAL DATE: 3/9/09

SCALE: 1"=60' **VERSION:** A

MASTER PLAN

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JOB NO. 07-157

SHEET NO. C3 OF C12

SOUTH CAMPUS - CONCEPTUAL SEWER PLAN

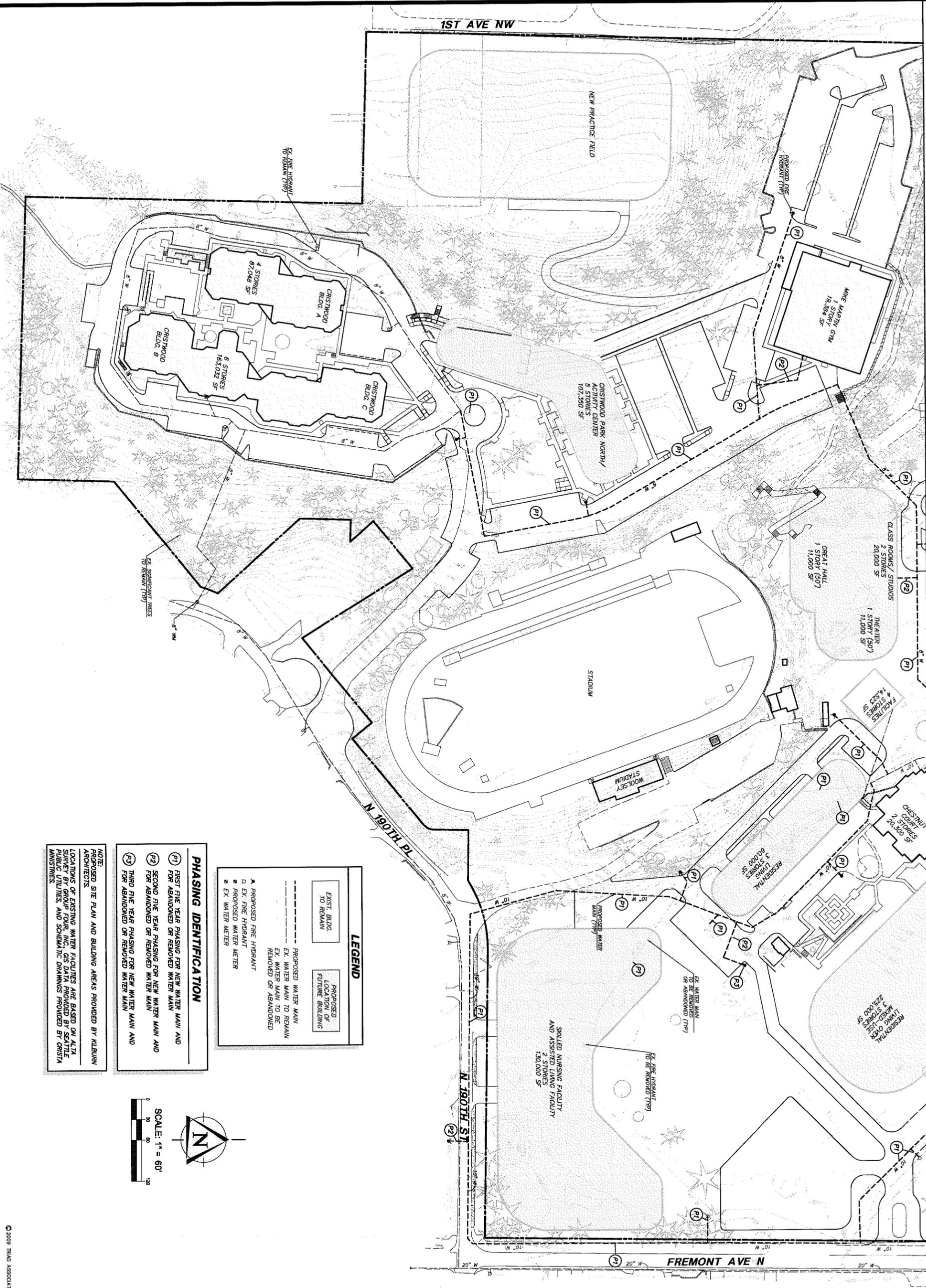
SHORELINE CAMPUS MASTER DEVELOPMENT PLAN

CRISTA MINISTRIES

CITY OF SHORELINE, WASHINGTON

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 Shoreline, WA 98148-4829
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 206.488.0739 fax
 www.tradassociates.com

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SW 1/4, NW 1/4, SEC. 6, TWP. 26 N., RGE. 4 E., W.M.
 MATCHLINE - SEE SHEET 06

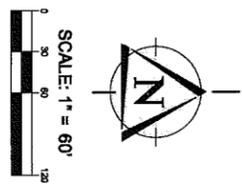
LEGEND

| | |
|------------------------|-------------------------------------------|
| EXIST. BLDG. TO REMAIN | PROPOSED LOCATION OF FUTURE BUILDING |
| PROPOSED WATER MAIN | EX. WATER MAIN TO BE REMOVED OR ABANDONED |
| EX. FIRE HYDRANT | PROPOSED FIRE HYDRANT |
| EX. WATER METER | PROPOSED WATER METER |
| EX. WATER METER | PROPOSED WATER METER |

PHASING IDENTIFICATION

- P1 FIRST FIVE YEAR PHASING FOR NEW WATER MAIN AND FOR ABANDONED OR REMOVED WATER MAIN
- P2 SECOND FIVE YEAR PHASING FOR NEW WATER MAIN AND FOR ABANDONED OR REMOVED WATER MAIN
- P3 THIRD FIVE YEAR PHASING FOR NEW WATER MAIN AND FOR ABANDONED OR REMOVED WATER MAIN

NOTE:
 PROPOSED SITE PLAN AND BUILDING AREAS PROVIDED BY KILBURN ARCHITECTS.
 LOCATIONS OF EXISTING WATER FACILITIES ARE BASED ON ALTA SURVEY BY GROUP FOUR, INC. GAS DATA PROVIDED BY SEATTLE PUBLIC UTILITIES AND SCHEMATIC DRAWINGS PROVIDED BY CRISTA MINISTRIES.



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SOUTH CAMPUS - CONCEPTUAL WATER PLAN
SHORELINE CAMPUS MASTER DEVELOPMENT PLAN
CRISTA MINISTRIES
 CITY OF SHORELINE, WASHINGTON

TRIAD ASSOCIATES
 12112 119th Ave. NE
 Redmond, WA 98073-8923
 425.821.5448
 425.821.3451 fax
 800.488.0728 toll free
 www.triadassociates.com

MASTER PLAN

DATE: _____ BY: _____ CK: _____

REVIEWED BY: _____

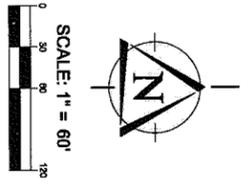
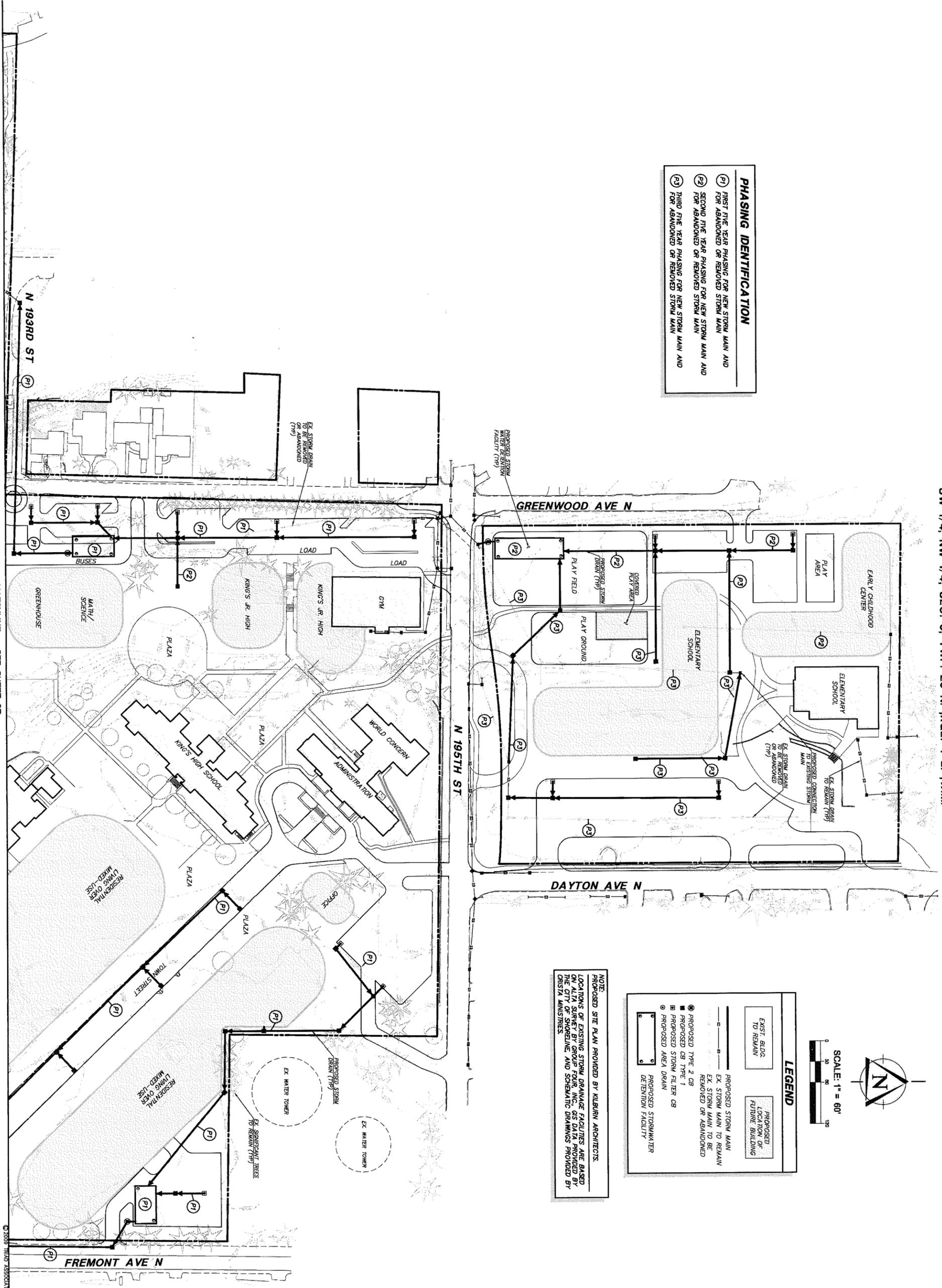
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SW 1/4, NW 1/4, SEC. 6, TWP. 26 N. RGE. 4 E. 1.W.M.

- PHASING IDENTIFICATION**
- P1 FIRST FIVE YEAR PHASING FOR NEW STORM MAIN AND FOR ABANDONED OR REMOVED STORM MAIN
 - P2 SECOND FIVE YEAR PHASING FOR NEW STORM MAIN AND FOR ABANDONED OR REMOVED STORM MAIN
 - P3 THIRD FIVE YEAR PHASING FOR NEW STORM MAIN AND FOR ABANDONED OR REMOVED STORM MAIN



- LEGEND**
- EXIST. BUILDING TO REMAIN
 - PROPOSED STORM MAIN
 - EX. STORM MAIN TO REMAIN
 - EX. STORM MAIN TO BE REMOVED OR ABANDONED
 - PROPOSED CB TYPE 1
 - PROPOSED CB TYPE 2 CB
 - PROPOSED STORM FILTER CB
 - PROPOSED AREA DRAIN
 - PROPOSED STORMWATER DETENTION FACILITY
 - EX. STORM DRAIN TO REMAIN (TYP)
 - EX. STORM DRAIN TO BE REMOVED OR ABANDONED (TYP)
 - PROPOSED STORM DRAIN TO REMAIN (TYP)
 - PROPOSED STORM DRAIN TO BE REMOVED OR ABANDONED (TYP)

NOTE:
PROPOSED SITE PLAN PROVIDED BY KILBURN ARCHITECTS.
LOCATIONS OF EXISTING STORM DRAINAGE FACILITIES ARE BASED ON ALTA SURVEY BY GROUP FOUR, INC. GIS DATA PROVIDED BY THE CITY OF SHORELINE, AND SCHEMATIC DRAWINGS PROVIDED BY CRISTA MINISTRIES.

NORTH CAMPUS - CONCEPTUAL STORM DRAINAGE PLAN

**SHORELINE CAMPUS MASTER DEVELOPMENT PLAN
CRISTA MINISTRIES**

CITY OF SHORELINE, WASHINGTON

TRIAD ASSOCIATES
12112 119th Ave. NE
Kirkland, WA 98034-8529
425.821.3448
425.821.3451 fax
800.488.0729 cell phone
www.triadassociates.com

MASTER PLAN

DATE: _____ BY: CK

REVIEWED BY: _____

DATE: _____

DESIGNED BY: _____

DRAWN BY: _____

CHECKED BY: _____

APPROVED BY: _____

PROJECT ENGINEER: _____

PROJECT MANAGER: _____

PROJECT ARCHITECT: _____

SCALE: 1"=60' VERT: N/A

DATE: 07/15/09

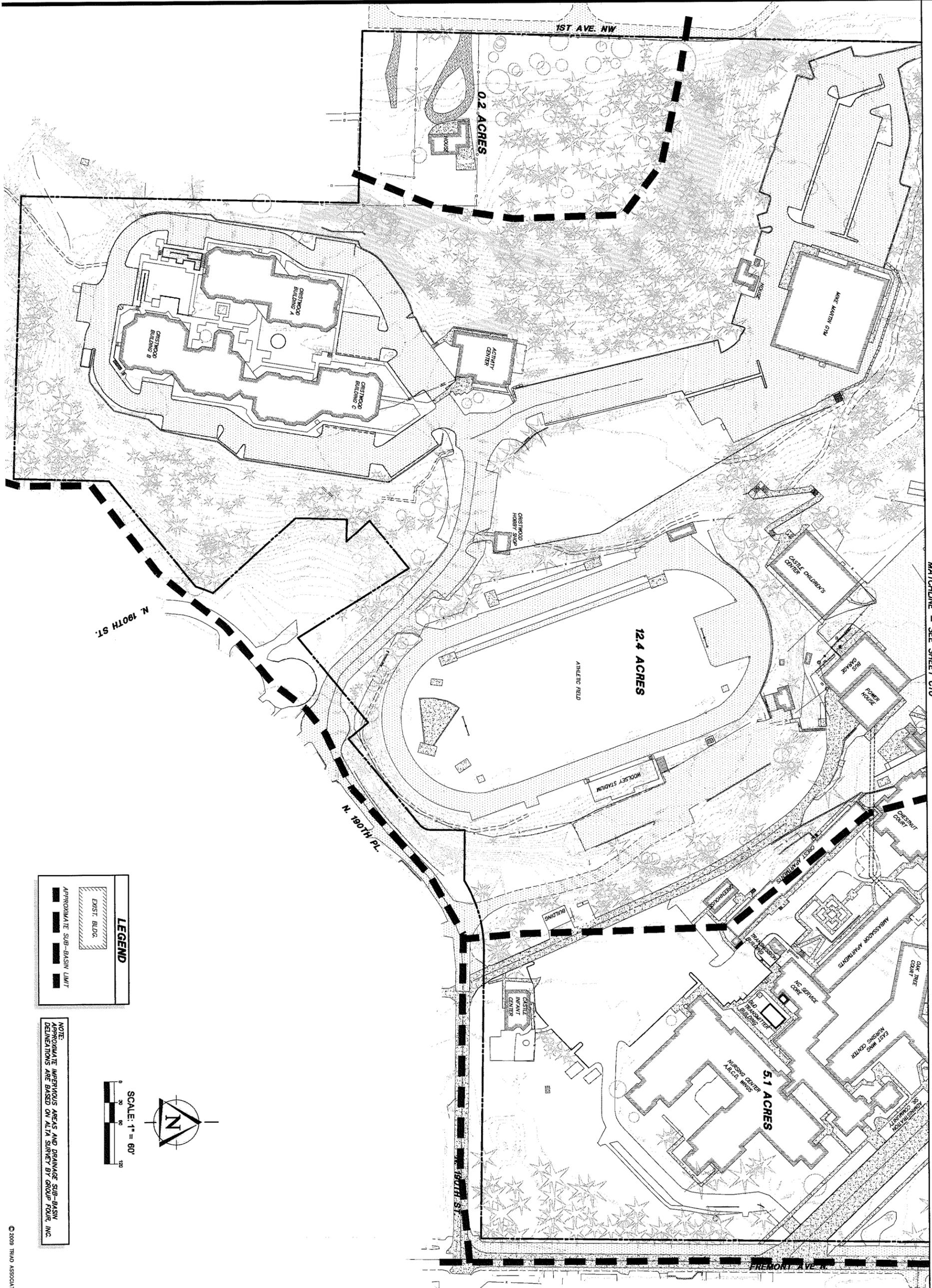
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JOB NO. **07-157**

SHEET NO. **C8 OF C12**

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SW 1/4, NW 1/4, SEC. 6, TWP. 26 N., RGE. 4 E., W.M.
 MATCHLINE - SEE SHEET C10

LEGEND

- EXIST. BLDG.
- APPROXIMATE SUB-BASIN LIMIT

NOTE:
 APPROXIMATE IMPERVIOUS AREAS AND DRAINAGE SUB-BASIN DELINEATIONS ARE BASED ON ALTA SURVEY BY GROUP FOUR, INC.

SCALE: 1" = 60'

0 30 60 90 120

N

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SOUTH CAMPUS - EXISTING IMPERVIOUS AREAS

SHORELINE CAMPUS MASTER DEVELOPMENT PLAN

CRISTA MINISTRIES

CITY OF SHORELINE, WASHINGTON

TRIAD ASSOCIATES

11113 118th Ave. NE
 Redmond, WA 98073
 425.821.3448
 425.821.3411 fax
 800.488.0759 cell text
 www.triadassociates.com



MASTER PLAN

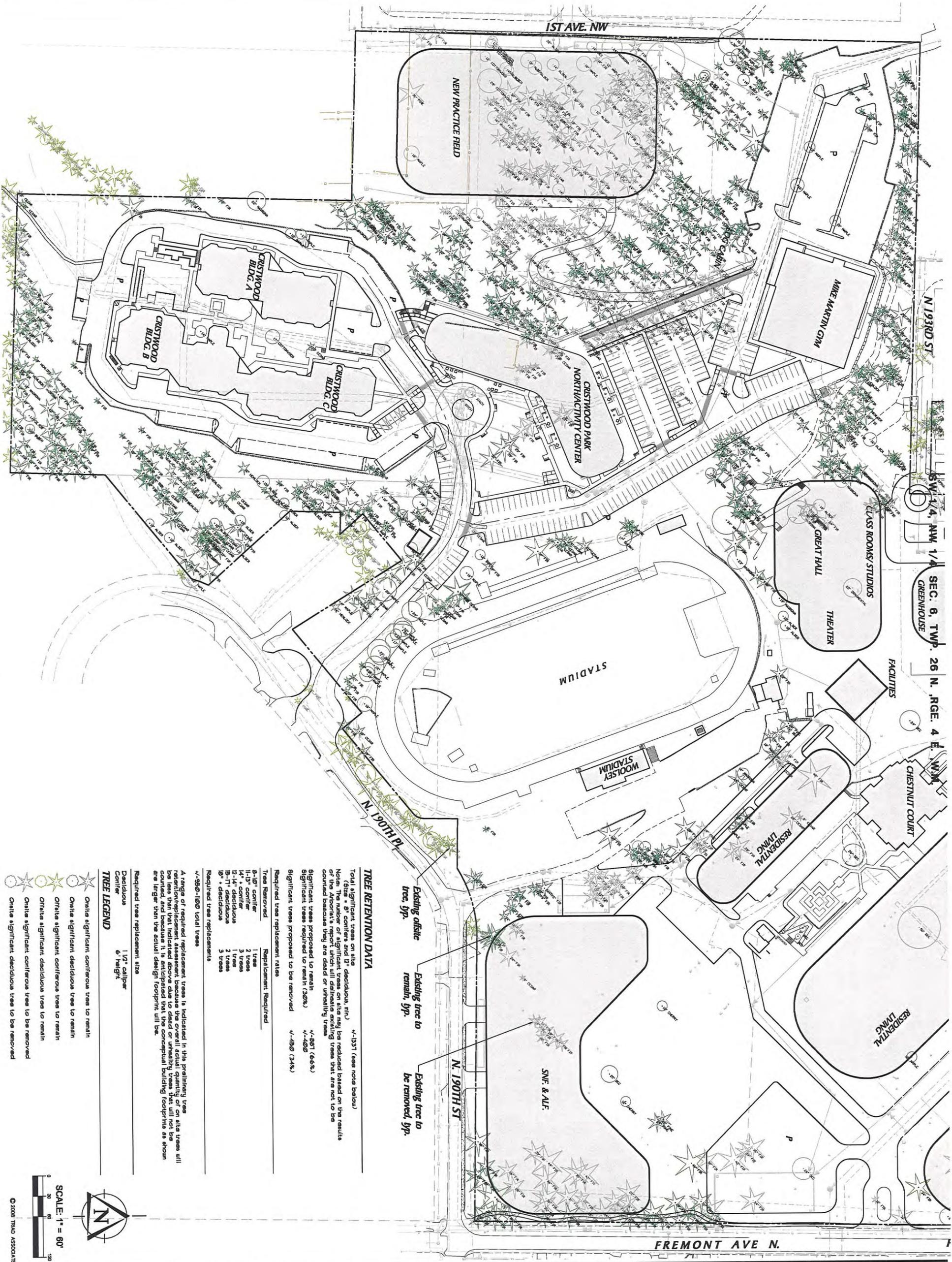
DATE: 3/26/09

SCALE: 1"=60'

JOB NO. 07-157

SHEET NO. C9 OF C12

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TREE RETENTION DATA

Total significant trees on site: 4-1331 (see note below)
 168 9" or greater and 17" deciduous, min)
 Note: The number of significant trees on site may be reduced based on the results of the Arborist's report, which will delineate existing trees that are not to be counted because they are dead or unhealthy trees.
 Significant trees proposed to remain: 4-2851 (66%)
 Significant trees proposed to be removed: 4-1480 (34%)
 Required tree replacement ratio:

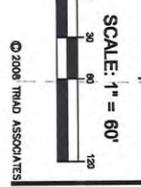
| Trees Removed | Replacement Required |
|------------------|----------------------|
| 8-13" conifer | 1 tree |
| 11-13" conifer | 2 trees |
| 14" + conifer | 3 trees |
| 8-11" deciduous | 2 trees |
| 12-17" deciduous | 3 trees |
| 18" + deciduous | 3 trees |

Required tree replacement ratio:
 4-2851-1000 total trees
 A range of required replacement trees is indicated in this preliminary tree retention/replacement assessment because the overall actual quantity of on site trees will be less than that indicated above due to dead or unhealthy trees that will not be counted, and because it is anticipated that the conceptual building footprints as shown are larger than the actual design footprints will be.

Required tree replacement size:

| Deciduous | 1 1/2" caliper |
|-----------|----------------|
| Conifer | 6" height |

- TREE LEGEND**
- ★ Omnia significant coniferous trees to remain
 - ★ Omnia significant deciduous trees to remain
 - ★ Omnia significant coniferous trees to remain
 - ★ Omnia significant deciduous trees to remain
 - ★ Omnia significant coniferous trees to be removed
 - ★ Omnia significant deciduous trees to be removed



DATE: _____

BY: _____

REVISION:

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| | | |
| | | |
| | | |

PROJECT MANAGER: _____

PROJECT SUPERVISOR: _____

LANDSCAPE ARCHITECT: _____

PROJECT ENGINEER: _____

PROJECT LTRN. N/A

PROJECT LANDSCAPE ARCHITECT: _____

FIRST SUBMITTAL DATE: 3/9/09

SCALE: 1"=60' VERT.

MASTER PLAN

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 UNLESS SIGNED AND DATED

JOB NO. **07-157**

SHEET NO. **TR1 of 2**

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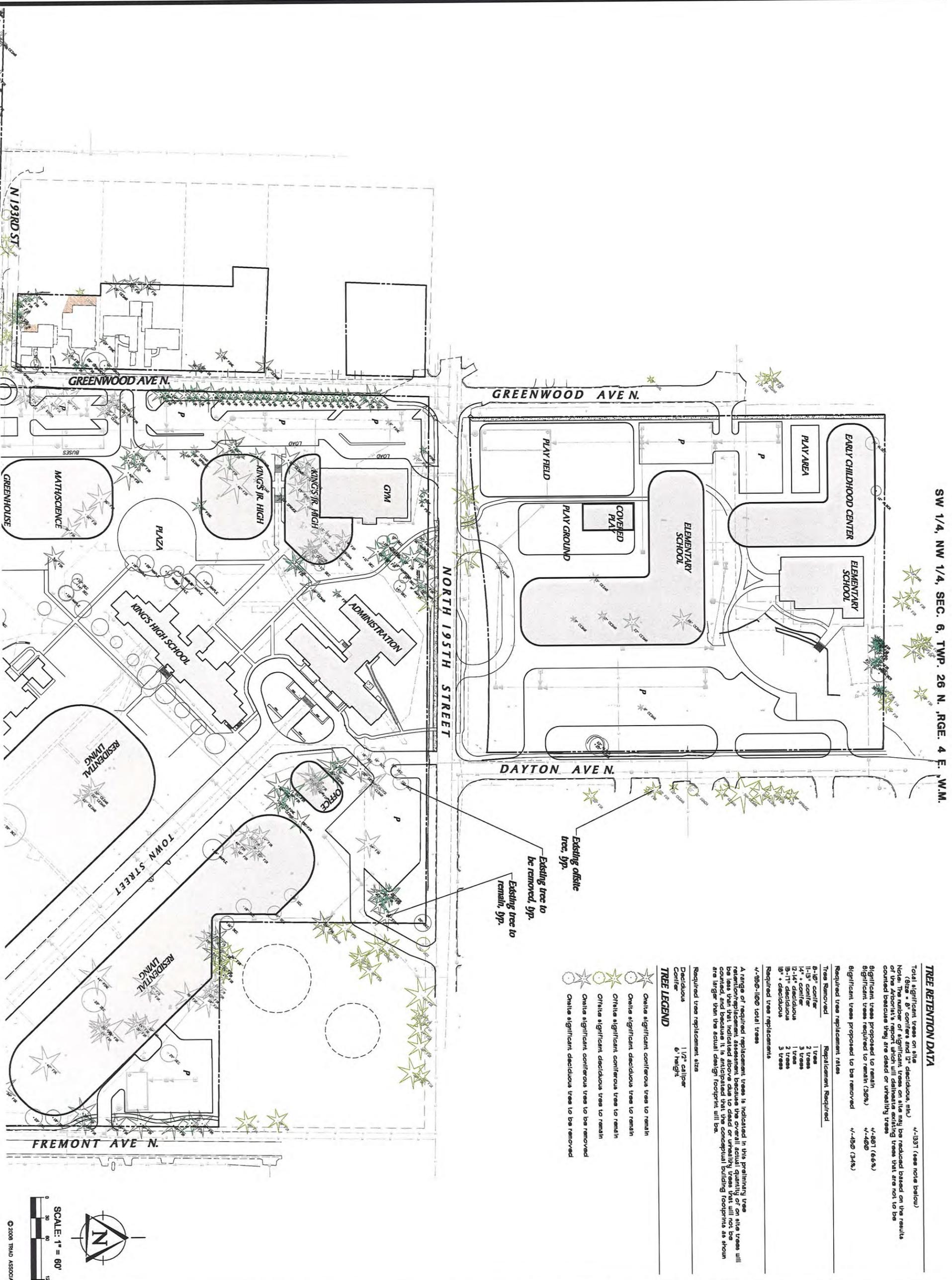
**PRELIMINARY TREE RETENTION PLAN
 SOUTH CAMPUS**

**SHORELINE CAMPUS MASTER DEVELOPMENT PLAN
 CRISTA MINISTRIES**

CITY OF SHORELINE, WASHINGTON

12112 115th Ave. NE
 Redmond, VA 98053-8529
 425.821.1848
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 425.821.1850 cell
 www.triadassociates.net

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07157P-051 07157P-101 Arch_01 07157p-trs01 07157LA-BDR, Crista Master Plan Draft 5 3 20 07114.dwg P16578.ctb



SW 1/4, NW 1/4, SEC. 6, TWP. 26 N. RGE. 4 E. W.M.

TREE RETENTION DATA

Total significant trees on site (Size = 6" caliper and 12" deciduous, min.)
 Note: The number of significant trees on site will be reduced based on the results of the count because they are dead or unhealthy trees that are not to be counted.

Significant trees proposed to remain (30%) 47-887 (66%)
 Significant trees required to remain (30%) 47-400
 Significant trees proposed to be removed 47-450 (34%)

Required trees replacement ratios

| Trees Removed | Replacement Required |
|------------------|----------------------|
| 8-10" conifer | 1 tree |
| 11-13" conifer | 2 trees |
| 14" + conifer | 3 trees |
| 12-14" deciduous | 1 tree |
| 15-17" deciduous | 2 trees |
| 18" + deciduous | 3 trees |

Required trees replacement ratios

47-880-1000 total trees

A range of required replacement trees is indicated in this preliminary tree retention/replacement assessment because the overall actual quantity of on site trees will be less than that indicated above due to dead or unhealthy trees that will not be counted, and because it is anticipated that the conceptual building footprints as shown are larger than the actual design footprint will be.

Required trees replacement sizes

| Deciduous | 1 1/2" caliper |
|-----------|----------------|
| Conifer | 6" height |

TREE LEGEND

- Create significant coniferous trees to remain
- Create significant deciduous trees to remain
- Create significant coniferous trees to remain
- Create significant deciduous trees to remain
- Create significant coniferous trees to be removed
- Create significant deciduous trees to be removed

Existing tree to be removed, typ.
 Existing tree to remain, typ.
 Existing offsite tree, typ.



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**PRELIMINARY TREE RETENTION PLAN
 NORTH CAMPUS
 SHORELINE CAMPUS MASTER DEVELOPMENT PLAN
 CRISTA MINISTRIES**

CITY OF SHORELINE, WASHINGTON

TRIAD ASSOCIATES
 12119 158th Ave. NE
 Redmond, WA 98052-4029
 425.821.9448
 425.821.3461 fax
 800.488.0795 toll free
 www.triadassociates.com

| NO. | DATE | REVISION | BY | CK |
|-----|------|----------|----|----|
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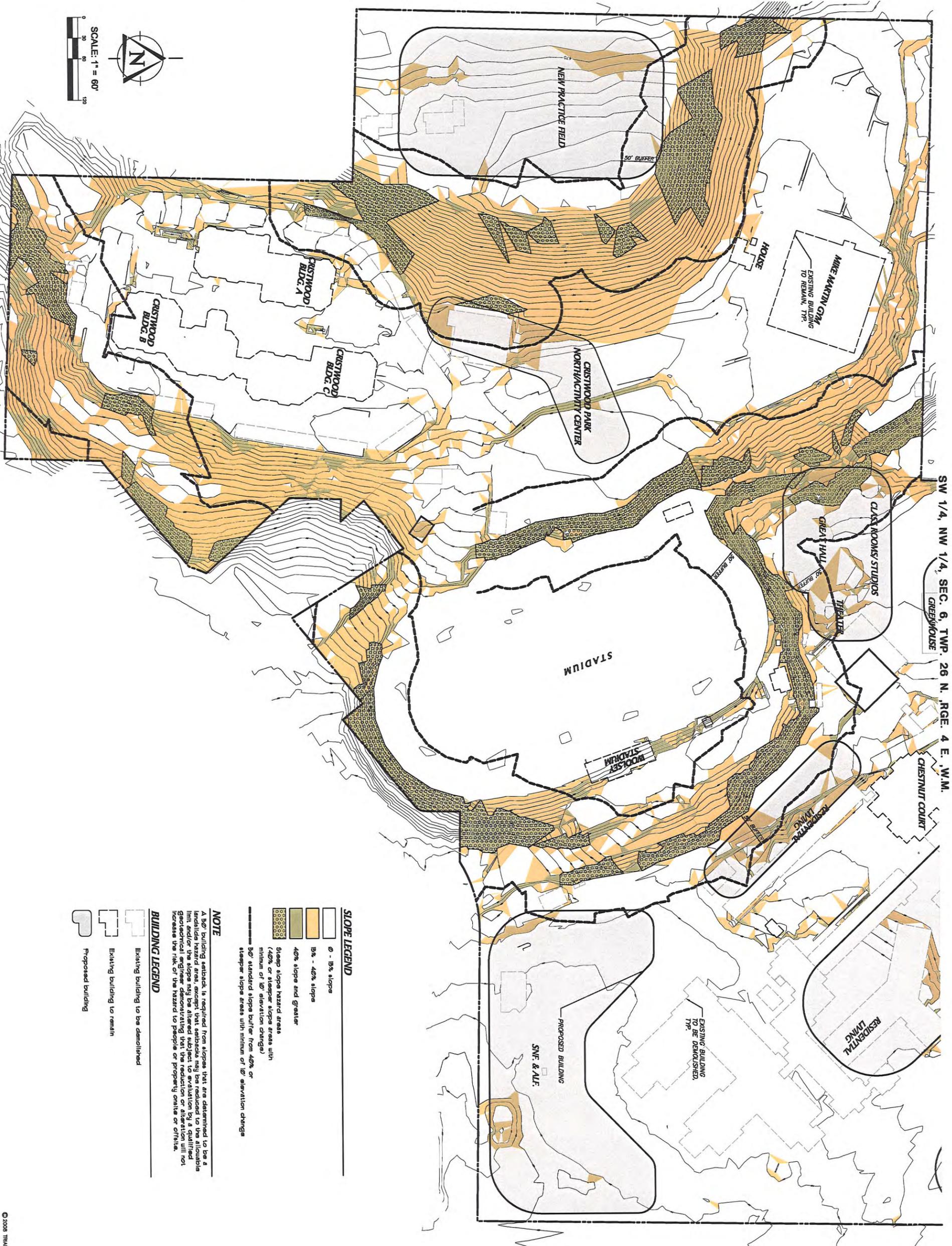
REVIEWED BY: _____ DATE: _____

CON. FILE NO. _____
 PROJECT NUMBER _____
 PRODUCT SUPERVISOR _____
 MANAGER SUPERVISOR _____
 PROJECT ENGINEER _____
 DESIGNER _____
 FIRST SUBMITTAL DATE: 3/6/09
 SCALE: 1" = 60' VERT.

MASTER PLAN

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 JOB NO. **07-157**
 SHEET NO. **TR2 OF 2**

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07157P-SL1.dwg 07157P-101 Area_S1 07157P-051



SW 1/4, NW 1/4, SEC. 6, TWP. 26 N., RGE. 4 E., W.M.
GREENHOUSE
CHESTNUT COURT

SLOPE LEGEND

- 0 - 15% slope
- 15% - 40% slope
- 40% slope and greater
- Steep slope hazard areas (40% or steeper slope areas with minimum of 10' elevation change)
- 50' standard slope buffer from 40% or steeper slope areas with minimum of 10' elevation change

NOTE

A 50' building setback is required from slopes that are determined to be a landslide hazard area, except that setbacks may be reduced to the allowable limit and/or the slopes may be altered subject to evaluation by a qualified geotechnical engineer demonstrating that the reduction or alteration will not increase the risk of the hazard to people or property on-site or off-site.

BUILDING LEGEND

- Existing building to be demolished
- Existing building to remain
- Proposed building

SLOPE MAP EXHIBIT-50' BUFFER FROM 40%+/10' HT SLOPES SOUTH CAMPUS

SHORELINE CAMPUS MASTER DEVELOPMENT PLAN CRISTA MINISTRIES

CITY OF SHORELINE, WASHINGTON

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REVIEWED BY: _____
DATE: _____

PROJECT MANAGER: _____
PROJECT SUPERVISOR: _____
LANDSCAPE ARCHITECT: _____
PROJECT ENGINEER: _____
PROJECT ARCHITECT: _____
DATE: 3/9/09
SCALE: 1"=40' VERT.

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SHEET NO. **SL1 of 2**

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Mitigation

Traffic Operations Improvements

As discussed earlier in the report, several study area intersections adjacent to the site will exceed the City of Shoreline LOS D standard. It is expected that by the Year 2014 and 2024, if unmitigated, the following locations will exceed the City standard:

- **N 200th Street/Fremont Avenue N** – the intersection is expected to operate at LOS E during the AM peak period with the proposed project.
- **N 195th Street/Fremont Avenue N** – the intersection operations are expected to operate at LOS E and LOS F during the AM and PM peak periods, respectively.
- **N 190th Street/Fremont Avenue N** – the eastbound approach is expected to operate at LOS E or LOS F during both the AM peak and school PM peak periods.
- **N 195th Avenue/Dayton Avenue N** – the operations at the southbound approach are expected to operate at LOS E during the PM school peak period.
- **N 195th Street/Greenwood Avenue N** – due to the proposed project, the operations at the northbound and southbound approaches are expected to decline below City standards during the AM peak period. The northbound approach will exclusively serve CRISTA traffic except for two single-family homes located along Greenwood Avenue N.

These operational problems are due to the highly peaked drop-off and pick-up activities associated with King's schools. As noted earlier, these types of conditions are typical with schools and are only expected to occur for short periods of time (between 15 and 30 minutes). To support this, the existing AM and school PM counts were plotted against time to demonstrate the high peaking that is currently occurring. These plots are included in Appendix D. Because of the acute peaking characteristics of the onsite school uses, some project impacts could be reduced by increasing the difference in the start times of the schools. This would spread out the peaking of traffic volumes and reduce the intensity of the peak 15-minute period. However, additional mitigation would still be required at some locations. Table 11 summarizes the results of staggering school start and end times, and identifies any additional mitigation that would be necessary.

Table 11. Future (2024) With-Project & Mitigated Peak Period LOS Summary With Staggered School Start Times

| Intersection | Additional Mitigation | Future (2024) With-Project | | | Future (2024) With-Project Mitigated & 15-min school time off- set | | |
|--------------------------------------|-----------------------|-------------------------------|--------------------|----------------------------------------|-----------------------------------------------------------------------------|-----------|--------------|
| | | LOS ¹ | Delay ² | V/C ³ or WM ⁴ | LOS | Delay | V/C or WM |
| AM Peak Period | | | | | | | |
| N 200th St/Fremont Ave N | Add SB-RT lane | E | 44.2 | - | D | 26.7 | - |
| N 195th St/Fremont Ave N | Add EB-RT lane | E | 49.7 | - | C | 21.1 | - |
| N 190th St/Fremont Ave N | Add EB-LT lane | E | 46.2 | EB | D | 30.1 | EB |
| N 195th St/Dayton Ave N ⁵ | None | D | 26.8 | SB | C | 22.5 | SB |
| N 195th St/Greenwood Ave N | None | F/E | 125.4/44.6 | NB/SB | F/D | 83.3/34.4 | NB/SB |
| PM Peak Period | | | | | | | |
| N 200th St/Fremont Ave N | Add SB-RT lane | B | 13.0 | - | B | 14.3 | - |
| N 195th St/Fremont Ave N | Add EB-RT lane | F | 68.4 | - | D | 32.0 | - |
| N 190th St/Fremont Ave N | Add EB-LT lane | F | 179.6 | EB | D | 34.7 | EB |
| N 195th St/Dayton Ave N ⁵ | None | E | 41.3 | SB | D | 34.5 | SB |
| N 195th St/Greenwood Ave N | None | D | 28.6 | NB | D | 25.6 | NB |

1. Level of service, based on 2000 Highway Capacity Manual methodology.

2. Average delay in seconds per vehicle.

3. Volume-to-capacity ratio reported for signalized intersections.

4. Worst movement operations are reported for Stop controlled intersections.

5. Operations shown do not fully account for the presence of the pedestrian crossing guard present during the AM and school PM peak periods. As a result, in the field operations may be worse than calculated.

Note that modifications to school/start times may have other impacts to parents and vehicle circulation, particularly to parents who have children in more than one of King's Schools. Other mitigation was explored in the case where school/start times remain as current. If school schedules were to continue to start and end concurrently, as under existing conditions, mitigation would be necessary at all five of the intersections that would fail with buildout of the proposed project. Table 12 identifies the necessary mitigation maintaining concurrent school start and end time, and summarizes the operational results at each mitigated intersection.

Table 12. Future (2024) With-Project & Mitigated Peak Period LOS Summary Without Staggered School Start Times

| Intersection | Additional Mitigation | Future (2024) With-Project | | | Future (2024) With-Project Mitigated | | |
|--------------------------------------|--------------------------------|-------------------------------|--------------------|----------------------------------------|-----------------------------------------|-------|--------------|
| | | LOS ¹ | Delay ² | V/C ³ or WM ⁴ | LOS | Delay | V/C or WM |
| AM Peak Period | | | | | | | |
| N 200th St/Fremont Ave N | Add SB-RT lane | E | 39.2 | - | D | 30.6 | - |
| N 195th St/Fremont Ave N | Add EB-RT & NB-LT lane | E | 49.7 | - | D | 26.3 | - |
| N 190th St/Fremont Ave N | AWSC ⁵ | E | 46.2 | EB | D | 26.2 | 21.6 |
| N 195th St/Dayton Ave N ⁶ | TWLTL ⁷ along 195th | D | 26.8 | SB | C | 16.2 | SB |
| N 195th St/Greenwood Ave N | TWLTL along 195th & AWSC | F/E | 125.4/44.6 | NB/SB | B | 14.2 | - |
| PM Peak Period | | | | | | | |
| N 200th St/Fremont Ave N | Add SB-RT lane | B | 13.0 | - | B | 12.8 | - |
| N 195th St/Fremont Ave N | Add EB-RT & NB-LT lane | F | 68.4 | - | C | 24.7 | - |
| N 190th St/Fremont Ave N | AWSC | F | 179.6 | EB | C | 23.1 | - |
| N 195th St/Dayton Ave N ⁶ | TWLTL along 195th | E | 41.3 | SB | C | 19.1 | SB |
| N 195th St/Greenwood Ave N | TWLTL along 195th & AWSC | D | 28.6 | NB | B | 10.4 | - |

1. Level of service, based on 2000 Highway Capacity Manual methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Worst movement operations are reported for Stop controlled intersections.
5. AWSC is all-way stop control
6. Operations shown do not fully account for the presence of the pedestrian crossing guard present during the AM and school PM peak periods. As a result, in the field operations may be worse than calculated.
7. TWLTL is two-way left turn lane

Note that the additional mitigation noted, absent the staggered school start times, includes adding all-way stop control (AWSC) at the intersections of Fremont Avenue N/N 190th Street and Greenwood Avenue N/N 195th Street. Additional analysis would be required to determine whether AWSC warrants are met.

This analysis represents a Master Plan condition which assumes multiple projects and a condition of maximum enrollment over a period of up to 15 years. School enrollment growth depends on many factors. As a sensitivity test, 2014 conditions were analyzed with all assumptions except Elementary, Middle School, and High School enrollment growth. Results indicate that without the increase in enrollment the mitigation at Fremont Avenue N and N 195th Street may not be required.

As a good faith gesture, the applicant could contribute to the City an agreed upon dollar amount used to fund the implementation of the listed mitigation measures or other traffic calming measures, such as speed tables, parking restriction signs or stationary radar signs as approved by City staff, to be used in the Hillwood neighborhood.

Transportation Management Plan

CRISTA Ministries and King's Schools have developed a Transportation Management Plan (TMP) to encourage alternative modes of travel, more efficiently manage the sites internal parking supply, improve internal vehicular and pedestrian circulation, and reduce the

project's impacts on the adjacent roadways and intersections. While the plan will be modified over time to adopt to campus changes and neighborhood needs, the following elements have been identified for inclusion in the plan:

- Assist carpool and vanpool matching for staff and students. This will reduce the number of single-occupancy vehicles and total vehicle-trips generated by the site.
- Implement carpool-parking priority to further encourage carpooling.
- Provide incentive measures to promote alternative modes and reduce the number of vehicle-trips generated by the site.
- Modify management of on-site parking supply to provide better internal circulation and accommodations for campus visitors.
- Address parking and access needs associated with special events.

Table 1. Existing and Future Without-Project Peak Period LOS Summary

| Intersection | Existing | | | Future (2014) Without-Project | | | Future (2024) Without-Project | | |
|--------------------------------------|------------------|--------------------|----------------------------------------|----------------------------------|-----------|--------------|----------------------------------|-----------|--------------|
| | LOS ¹ | Delay ² | V/C ³ or WM ⁴ | LOS | Delay | V/C or WM | LOS | Delay | V/C or WM |
| <i>AM Peak Period</i> | | | | | | | | | |
| N 200th St/Aurora Ave N | C | 31.2 | 0.67 | D | 35.1 | 0.71 | D | 35.8 | 0.72 |
| N 185th St/Aurora Ave N/Firlands Way | D | 46.0 | 0.81 | D | 40.5 | 0.78 | D | 41.6 | 0.80 |
| N 195th St/Firlands Way | A | 7.9 | - | A | 8.5 | - | A | 8.6 | - |
| N 185th St/Linden Ave N | B | 13.3 | 0.25 | B | 15.9 | 0.30 | B | 15.6 | 0.30 |
| N 200th St/Fremont Ave N | B | 12.1 | - | D | 25.6 | - | D | 29.5 | - |
| N 195th St/Fremont Ave N | B | 13.9 | - | B | 14.0 | - | C | 15.0 | - |
| Kings Garden Dr/Fremont Ave N | C | 15.1 | EB | C | 17.6 | EB | C | 18.2 | EB |
| N 190th St/Fremont Ave N | C | 24.6 | EB | D | 25.0 | EB | D | 26.7 | EB |
| N 185th St/Fremont Ave N | C | 22.9 | 0.60 | C | 27.2 | 0.60 | C | 28.0 | 0.61 |
| N 200th St/Dayton Ave N | A | 9.3 | - | C | 15.2 | - | C | 16.0 | - |
| N 195th St/Dayton Ave N ⁵ | B | 11.6 | SB | B | 11.7 | SB | B | 11.8 | SB |
| N 195th St/Greenwood Ave N | C/C | 23.1/16.3 | NB/SB | C/C | 23.6/16.5 | NB/SB | D/C | 25.8/17.1 | NB/SB |
| NW 195th St/3rd Ave NW | A | 9.4 | - | B | 11.5 | - | B | 11.7 | - |
| <i>PM Peak Period</i> | | | | | | | | | |
| N 200th St/Aurora Ave N | D | 46.8 | 0.85 | D | 42.2 | 0.82 | D | 43.0 | 0.85 |
| N 185th St/Aurora Ave N/Firlands Way | D | 50.3 | 0.82 | D | 43.6 | 0.70 | D | 44.2 | 0.71 |
| N 195th St/Firlands Way | A | 7.5 | - | A | 7.5 | - | A | 7.6 | - |
| N 185th St/Linden Ave N | B | 14.1 | 0.27 | B | 15.9 | 0.27 | B | 16.0 | 0.28 |
| N 200th St/Fremont Ave N | B | 11.4 | - | B | 11.5 | - | B | 11.8 | - |
| N 195th St/Fremont Ave N | C | 17.7 | - | C | 18.1 | - | C | 19.9 | - |
| Kings Garden Dr/Fremont Ave N | B | 14.4 | EB | B | 14.5 | EB | B | 14.8 | EB |
| N 190th St/Fremont Ave N | E | 44.4 | EB | E | 49.7 | EB | F | 54.1 | EB |
| N 185th St/Fremont Ave N | C | 24.9 | 0.66 | C | 27.4 | 0.70 | C | 26.8 | 0.70 |
| N 200th St/Dayton Ave N | B | 11.1 | - | B | 11.2 | - | B | 11.5 | - |
| N 195th St/Dayton Ave N ⁵ | B | 13.7 | SB | B | 13.8 | SB | B | 14.2 | SB |
| N 195th St/Greenwood Ave N | B | 14.5 | NB | B | 14.7 | NB | C | 15.2 | NB |
| NW 195th St/3rd Ave NW | A | 9.8 | - | A | 9.9 | - | A | 10.0 | - |

1. Level of service, based on 2000 Highway Capacity Manual methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Worst movement operations are reported for Stop controlled intersections.
5. Operations shown do not fully account for the presence of the pedestrian crossing guard present during the AM and school PM peak periods. As a result, in the field operations may be worse than calculated.

As shown in Table 1, all intersections currently meet the City's LOS D standard with the exception of the intersection of N 190th Street/Fremont Avenue N where the eastbound approach currently operates at LOS E during the school PM peak period. Since this approach provides access to the King's high school student parking lot, the poor operations are primarily due to the high peaking that occurs with school dismissal and occur for a short period of time.

By 2014, the eastbound approach at N 190th Street/Fremont Avenue N is expected to continue to operate at LOS E during the school PM peak period. Additional growth in background traffic until 2024 will result in LOS F on the eastbound approach at N 190th Street/Fremont Avenue N during the school PM peak period.

Non-Motorized Facilities

Non-motorized facilities within the study area are limited and include pedestrian sidewalks along N 185th Street and along the CRISTA Campus frontage on Fremont Avenue N, Dayton Avenue N and N 195th Street. Crosswalks are also provided at all study area intersections. Finally, bicycle facilities are limited to a short section of dedicated bicycle lane in the southbound direction of Fremont Avenue N along the CRISTA Campus frontage.

Traffic Safety

Historical accident data at the study intersections was obtained from the City for the most recent five-year period available (2003-2007). The detailed accident data was evaluated to assess the current traffic safety at the study intersections. Typically, intersections with collision rates greater than 1.00 collisions per million entering vehicles are earmarked for continued evaluation and potential safety improvements. Table 2 summarizes the accident data.

Table 12. Future (2024) With-Project & Mitigated Peak Period LOS Summary Without Staggered School Start Times

| Intersection | Additional Mitigation | Future (2024) With-Project | | | Future (2024) With-Project Mitigated | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-------------------------------|--------------------|----------------------------------------|-----------------------------------------|-------|--------------|
| | | LOS ¹ | Delay ² | V/C ³ or WM ⁴ | LOS | Delay | V/C or WM |
| <i>AM Peak Period</i> | | | | | | | |
| N 200th St/Fremont Ave N | Add SB-RT lane | E | 39.2 | - | D | 26.7 | - |
| N 195th St/Fremont Ave N | Add EB-RT & NB-LT lane | E | 49.7 | - | D | 26.3 | - |
| N 190th St/Fremont Ave N | AWSC ⁵ | E | 46.2 | EB | D | 26.2 | - |
| N 195th St/Dayton Ave N ⁶ | TWLTL ⁷ along 195th | D | 26.8 | SB | C | 16.2 | SB |
| N 195th St/Greenwood Ave N | TWLTL along 195th & AWSC | F/E | 125.4/44.6 | NB/SB | B | 14.2 | - |
| <i>PM Peak Period</i> | | | | | | | |
| N 200th St/Fremont Ave N | Add SB-RT lane | C | 12.5 | - | B | 12.3 | - |
| N 195th St/Fremont Ave N | Add EB-RT & NB-LT lane | F | 68.4 | - | C | 24.7 | - |
| N 190th St/Fremont Ave N | AWSC | F | 179.6 | EB | C | 23.1 | - |
| N 195th St/Dayton Ave N ⁵ | TWLTL along 195th | E | 41.3 | SB | C | 19.1 | SB |
| N 195th St/Greenwood Ave N | TWLTL along 195th & AWSC | D | 27.9 | NB | B | 10.4 | - |
| <ol style="list-style-type: none"> 1. Level of service, based on 2000 Highway Capacity Manual methodology. 2. Average delay in seconds per vehicle. 3. Volume-to-capacity ratio reported for signalized intersections. 4. Worst movement operations are reported for Stop controlled intersections. 5. AWSC is all-way stop control 6. Operations shown do not fully account for the presence of the pedestrian crossing guard present during the AM and school PM peak periods. As a result, in the field operations may be worse than calculated. 7. TWLTL is two-way left turn lane | | | | | | | |

Note that the additional mitigation noted, absent the staggered school start times, includes adding all-way stop control (AWSC) at the intersections of Fremont Avenue N/N 190th Street and Greenwood Avenue N/N 195th Street. Additional analysis would be required to determine whether AWSC warrants are met.

This analysis represents a Master Plan condition which assumes multiple projects and a condition of maximum enrollment over a period of up to 15 years. School enrollment growth depends on many factors. As a sensitivity test, 2014 conditions were analyzed with all assumptions except Elementary, Middle School, and High School enrollment growth. Results indicate that without the increase in enrollment the mitigation at Fremont Avenue N and N 195th Street may not be required.

As a good faith gesture, the applicant could contribute to the City an agreed upon dollar amount used to fund the implementation of the listed mitigation measures or other traffic calming measures, such as speed tables, parking restriction signs or stationary radar signs as approved by City staff, to be used in the Hillwood neighborhood.

Transportation Management Plan

CRISTA Ministries and King's Schools have developed a Transportation Management Plan (TMP) to encourage alternative modes of travel, more efficiently manage the sites internal parking supply, improve internal vehicular and pedestrian circulation, and reduce the project's impacts on the adjacent roadways and intersections. While the plan will be modified over time to adopt to campus changes and neighborhood needs, the following elements have been identified for inclusion in the plan:

- Assist carpool and vanpool matching for staff and students. This will reduce the number of single-occupancy vehicles and total vehicle-trips generated by the site.
- Implement carpool-parking priority to further encourage carpooling.
- Provide incentive measures to promote alternative modes and reduce the number of vehicle-trips generated by the site.
- Modify management of on-site parking supply to provide better internal circulation and accommodations for campus visitors.
- Address parking and access needs associated with special events.

- For special events at the performance arts center, it is recommended that events be scheduled so that if both the 550-seat and 250-seat areas are utilized, parking is available at Mike Martin gym. If the Mike Martin gym parking areas are not available due to an event at the gym or the nearby stadium, only one of the performance arts center areas can be utilized. In addition, it is recommended that temporary traffic control be utilized after major events where occupancy is expected to be close to 100 percent to ensure safe and efficient egress from the site and minimize the impact to adjacent roadways.
- In order to off-set the impacts of the additional trips to be generated by the proposed project, the following mitigation is proposed:
 - Continue and modify as needed the Transportation Management Plan (TMP) to encourage alternative modes of travel and reduce the project's impacts on the adjacent roadways and intersections. CRISTA has developed a TMP which went into effect prior to the 2008-2009 school year.
 - Construct improvements to existing pedestrian facilities along the site frontage and internal to the site to further promote non-vehicular travel to the site from the surrounding areas.
 - Utilize temporary traffic control as needed during major events.
 - School start and end times could be staggered by 15-minutes to spread out the peaking of traffic volumes and reduce the intensity of the peak 15-minute period. With this the following mitigation would also be required:
 - Add a southbound right-turn lane at N 200th Street/Fremont Avenue N
 - Add an eastbound right-turn lane at N 195th Street/Fremont Avenue N
 - Add an eastbound left-turn lane at N 190th Street/Fremont Avenue N
 - If school start and end times remain concurrent, as under existing conditions, the following mitigation would be required:
 - Add a southbound right-turn lane at N 200th Street/Fremont Avenue N
 - Add an eastbound right-turn lane and northbound left-turn lane at N 195th Street/Fremont Avenue N
 - Add an eastbound left-turn lane and install stop signs for all-way stop control at N 190th Street/Fremont Avenue N
 - Restripe N 195th Street between Greenwood Avenue N and beyond Dayton Avenue to the east to provide a two-way left-turn lane (TWLTL). Restripe N 195th Street between Dayton Avenue and Fremont Avenue N to transition from the TWLTL to provide a shared through/left-turn and right-turn lane at N 195th Street/Fremont Avenue N. Install stop signs for all-way stop control at N 195th Street/Greenwood Avenue N.
- As a good faith gesture, the applicant could contribute to the City an agreed upon dollar amount used to fund the implementation of the listed mitigation measures or other traffic calming measures, such as speed tables, parking restriction signs or stationary radar signs as approved by City staff, to be used in the Hillwood neighborhood.

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CRISTA Ministries Shoreline Campus Master Plan Sign Regulations

Design Standards

E. Sign standards.

1. No sign shall be located or designed to interfere with visibility required by the City of Shoreline for the safe movement of pedestrians, bicycles, and vehicles.
2. Table – Standards for Signs

| CRISTA Campus (CCZ) Zone | |
|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| FREESTANDING SIGNS: | |
| Maximum Area Per Sign Face | 50 sq. ft. |
| Maximum Height | 8 feet |
| Maximum Number Permitted | Two per street frontage if the frontage is greater than 250 ft. and each sign is minimally 150 ft. apart from other signs. |
| Illumination | Permitted |
| BUILDING-MOUNTED SIGNS: | |
| Maximum Sign Area | Same as for Freestanding Signs |
| Canopy or Awning | Sign shall be maximum 25% of the canopy vertical surface. Note: Counts toward total allowable signage. |
| Maximum Height | Not to extend above the building parapet, eave line of the roof, or the windowsill of the second floor, whichever is less |
| Number Permitted | 1 per street frontage |
| Illumination | Permitted |
| PROJECTING SIGNS FROM A BUILDING: | |
| Maximum Sign Area | 12 sq. ft. |
| Minimum Clearance from Grade | 9 feet |
| Maximum Height (ft.) | Not to extend above the building parapet, eave line of the roof, or the windowsill of the second floor, whichever is less |
| Number Permitted | 1 per building located on street frontage. |
| DRIVEWAY ENTRANCE/EXIT: | |

| | |
|-------------------|----------------|
| Maximum Sign Area | 4 sq. ft |
| Maximum Height | 42 inches |
| Number Permitted | 1 per driveway |

Exception 20.50.540(B)(1): If the applicant demonstrates that signs are an integral part of the architecture and site design, the Director may waive the above restrictions.

3. All signs, except temporary signs, must be constructed of durable, maintainable materials. Signs that are made of materials that deteriorate quickly or that feature impermanent construction are not permitted. For example, plywood or plastic sheets without a sign face overlay or without a frame to protect exposed edges are not permitted.
4. Window signs are permitted to occupy maximum 25 percent of the total window area.
5. Street numbers should be installed on all buildings and will not be counted towards the permitted sign area.
6. Freestanding signs under six feet in height can be at the property line without overhanging sidewalks or blocking sight distance requirements. All other signs must meet building setback requirements.
- 7.. All externally illuminated signs shall shield adjacent properties from direct lighting or be internally lit. (Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(B), 2000).

Anderson

I have some comments to make on the CRISTA master plans. So you understand my "perspective", I live at 19034 Fremont Ave N. If one were driving down Kings Garden Drive and drove straight across Fremont Avenue you would end up in my front yard and then my living room!

My husband and I attended the early CRISTA "being a good neighbor" community meetings where they laid out their expansion plans for the future. We specifically asked them about the parking lot due to be built on Fremont directly across from where we live and were told that it was to be an UNDERGROUND parking lot. We were totally OK with that and have not given it much thought since then. Looking at the present master plans, we see that the parking lot is now to be a SURFACE parking lot. At that same meeting, CRISTA told everyone that they were planning to move the tower to the west on a hill of trees next to Greenwood Avenue. Again, on the current plans, it appears that the tower is still in the same place it stands now, with the guy wire in the middle of the above mentioned parking lot.

On the subject of tree retention: Every single tree directly across the street from us...some twelve or so, are designated to be cut down...all of them... for a surface parking lot!. Again, from our perspective/view those trees act to help hide and camouflage the radio tower. We still see bits and pieces through the branches of the tower but that is far better and more acceptable than 300 feet (however high the tower is) of totally exposed orange metal which gets uglier and more bloated with the additions of more and more satellite dish assemblies. If all the trees are cut down and the tower is NOT moved (as CRISTA told us was going to happen) and the trees are cut down, THAT TOWER WILL BE OUR VIEW, along with the end of the new 3 story tall apartment complex and the surface parking lot. The planned buffer trees along Fremont will not solve the problem.

I am very unhappy with the loss of trees, the non removal of the tower and the surface parking lot. I trusted what CRISTA told us at the meeting...that the garage was going to be an UNDERGROUND PARKING LOT, and that the TOWER was going to be moved to ANOTHER LOCATION. My home was built at around the same time as Kings Garden purchased the property.....I hope they can continue to be a good neighbor to us and consider the negative impact their current plans will have on all their Fremont neighbors and property.

I think a good and possible solution/compromise would be that they build an underground garage which would allow them to keep the trees, or many of them at least, in place, thus, not leaving a totally exposed radio tower for our viewing "displeasure". In addition to that, moving the tower to another location like they promised they were going to do would also be part of a satisfactory solution.

Sincerely,
Virginia Anderson

Aramburu

Dear Mr. Szafran:

This office has been retained by several neighbors to the Christa proposal for master development plan approval. Please make me a party of record and send me any further notices regarding the proposal.

I note from a recent public notice that a hearing has been scheduled for June 4, 2009 on this matter, but I understand it has been cancelled or postponed. Please verify the status of that meeting and when that meeting will be rescheduled.

I understand that no threshold determination has been made for this proposal. Please verify that information and inform me when the threshold determination will be made.

A traffic and transportation study has been provided to me. It is apparent from this TIA that the proposal will generate significant traffic and parking impacts. These include reduction of level of service standards at several intersections and the inability of proposed parking supply to meet demand without operational modifications. I understand that the city may be asking for revised analysis for traffic and parking. Please inform me of any required additional analysis or studies that the City may have required. It certainly appears that an environmental impact statement should be prepared for this master plan.

Thank you in advance for your assistance.

J. RICHARD ARAMBURU
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Archer

Dear Mr. Szafran,

I am a resident of Shoreline who lives next to Christa (111 N. 193rd). I bought this house from my parents a few years ago and originally moved into the house on 3-17-1956.

I am extremely concerned about the loss of trees and the increased traffic from the proposed expansion. The last 20 years have shown a disturbing trend towards development and cutting of trees. Shoreline is a beautiful area and I hope you will consider the neighbors and taxpayers before approving their plans. I would hate for Shoreline to turn into another Lynnwood or Factoria.

Finally, I think that a full environmental impact statement should be required before the permits are allowed.

Thanks very much for your consideration in this matter.,

Dave Archer
111 N. 193rd
Shoreline, WA 98133
206-909-9683

Bickford

To Steve Szafran **EMAIL: sszafran@shorelinewa.gov**

I am a neighbor of Crista and am aware that significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Traffic traveling from one side of the campus to another currently travels around the campus grounds through the neighborhoods. We do not see language in the proposed mitigations addressing this issue.

I feel strongly that a full environmental impact statement must be required before permitting is allowed.

Melissa Bickford

From: Boni Biery (birdsbeesfishtrees@gmail.com)
Sent: Original: Thursday, June 05, 2008
Revised: Friday, June 9th, 2008
To: Steve Szafran
cc: Steve Cohn
Hillwood Neighborhood Association
Subject: Master Use Proposal for Crista Ministries App # 201713

Dear Mr. Szafran;

The initial, rapidly created, release of this letter was provided to members of the Planning Commission on Thursday, June 5th, 2008. This release includes grammatical corrections, a relocation of some items so they are more logically grouped, addition of insights and new ideas resulting from the Planning Commission Meeting.

I'm writing in regard to the proposed Crista Master Plan. First, I request to become a person of record on this proposal. I live just outside the 500 ft "notification" area, but want to know about all proceedings. I appreciate the opportunity to provide input regarding this proposal; and would like to receive all information related to this proposal in the future. Please help us keep to our neighborhood a "neighborhood"; many of us have lived here for decades and would like to continue to do so.

After reviewing the list below, is it any wonder that home owners living in the southeast portion of the Hillwood Neighborhood are feeling "under siege" from the glut of development that's happening all around us. The areas of development that I am personally aware of include the following:

1. Condominiums along N 185th
2. A 5 or 6 story business building at N185th
3. A yet to be determined multi-story building on site of the current Masonic Hall
4. Potential razing and new construction to replace the existing Fred Meyer's
5. Development on the empty lot at the southwest corner of N 185th and Aurora Ave N

6. The Interurban Trail (now mostly complete)
7. The complete re-model of Sky Nursery currently underway
8. The Y.M.C.A., scheduled for completion later this year
9. The low-income senior housing at South Echo Lake
10. The apartment housing at South Echo Lake
11. The new City Park and public access to South Echo Lake
12. The Aurora Corridor project
13. The new Sky Nursery
14. Potential development of and/or over the existing Park N Ride Lot
15. And now a 15 year re-creation and expansion of Crista

It's important to me that someone from the City Planning Department be identified as a central contact with oversight and responsibilities to assure these developments become a cohesive, *sustainable*, neighborhood that respects the right of local residents to be buffered from the impacts that all this development brings. I envision this person (who may already have been identified) will oversee all the habitat protections for local wildlife, emergency service, bus, rail, auto, bicycle and pedestrian traffic issues, the potable water, stormwater, power, sewer, and phone line plans so the cumulative impacts of all this development are taken into account all along the way. While I speak only for myself, I feel that most of the residents in this area would agree that we will be experiencing years of construction traffic, noise, dust, detours, and other inconveniences and would like to know that, in the end, it was worth waiting for the outcome.

Over the years I have found myself without any notice, misled, and left without promised followed-up by any number of King County agencies and local developers; hence my motivation for drafting this letter. It would be tragic to end up with a final outcome that was totally unsatisfactory to any of the parties involved. To keep this from happening it will require a long-term, dedicated, commitment from all the parties involved. And yes that will require compromises along the way. It's my belief that compromises must be balanced based on the "relative" benefits and losses associated with them. In every single of the 14 developments listed above, I have been and will continue to be, the "little guy" with only a small voice and no financial means to fight for my share of due consideration.

Broken Promises & Charting a New Course

I'm aware that Crista is under relatively new management, I would encourage them to look into the history of unmitigated impacts that Crista has had on the local neighbors over the years. While I'm sure they intended to be good neighbors, it has been my experience that that has seldom been the case. Ordinarily, I might feel this was something that I alone felt; however, based on the input the City has received from local residents, there appears to be a trend that Crista's neighbors harbor bitterness and disappointment about their own

experiences and what is deemed (perception is reality) to be heavy handedness. For example, Crista Ministries purchased and renamed the grade school that is our neighborhood namesake, without even asking how we might feel about the name change. It would have been a simple thoughtful a thoughtful thing to do.

A number of years ago, Crista Ministries removed all the towering, old poplars that lined the main entrance. These had to be taken out due age and disease. I'm sure some research will locate news articles where they publicly assured the neighbors that new trees similar in growth habit would replace those that were removed within the next two years. It never happened and looks as though it never will.

In many ways Crista is like a fortress; established, run and occupied by the upper class in the heart of a working class population. In my experience, the population at Crista seems to hold themselves separate and apart from the neighborhood; insulated from their neighbors, in a man-made unreality of a permanently trouble-free life. I noted the proposed plan even includes a "town center" and post office. I can appreciate that seniors who have worked hard all their lives would want to have this kind of life style for themselves. Unfortunately, it presents a number of potential problems. For example, in Florida and Arizona where very large retirement cities have been created, the counties are having trouble getting school levies passed, because seniors don't necessarily feel inclined to support the school system.

So herein lays the challenge. How can the Management Team of Crista Ministries build bridges to the local neighbors if the Crista residents have chosen (and I assume demand) Crista management to build walls that will reinforce their artificial community? It's no wonder that many of us are not happy with the idea of this international mega operation expanding in our midst. This is not the way I would like things to be, and I assume the Crista Ministries Management Team would find their work to much more fulfilling if they could work in a friendly, cooperative environment toward common goals, as well.

Both "examples" I have provided affected many people and should be easily confirmed. They are representative of many smaller meetings, letters and phone calls I'm sure they have received about neighborhood concerns over the last decade. To that end, I would like to have the history of developments on the Crista property over the last 40 years. This will provide a fact based reference point to get everyone "on the same page."

I feel the best thing the new Management Team might seriously consider to initiate a genuine collaboration with the community is to offer the proverbial olive branch; an informed, heartfelt, formal, public apology which acknowledges that based on past dealings there is good reason for bitterness in the community and then requesting an opportunity to demonstrate a change in attitude and intent.

After briefly studying the proposal documents and attending the Planning Commission Study Session mentioned above I have added to and re-organized my questions, concerns & comments.

Buildings

- Is any part or all of Crista considered to be "an essential public facility"?
- Rather than razing and rebuilding structures, what if/any consideration has been given to remodeling & upgrading at least some of the existing buildings?
- What plans have been entertained regarding the salvage and reuse of materials?
- How many of the buildings will be built or upgraded to Low Impact Development (LID) standards?
- Are there any plans to seek The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ Standards?
- Does this proposal include any increase to Crista's self-sufficiency, like solar panels or windmills?
- Currently numerous radio and microwave receivers are sited on the property, are there any plans to reduce the visual and local reception impacts created by these? Are there plans to increase/decrease the number, power or size of what is already there?

Foot Print

- How many square feet of the property is currently covered by impervious surface?
 - By buildings?
 - By pavement?
- How many square feet of the property will be covered by impervious surface in the end?
 - By buildings?
 - By pavement?
- Are there any plans to use pervious concrete?

Habitat (this includes us too)

- The landscape plan removes many (391 of 1337 trees defined as significant) mature, native trees and replaces them with often non-native trees that will be much shorter at maturity than what is there now. Meanwhile the proposed buildings will be taller.
- With proposed buildings to be of increased height, it is even more important that tall native evergreens be required in the replanting plan. Wildlife and the neighbors need to be able to see the trees from a distance above the buildings. Otherwise, they may as well not be there. This corner of the Hillwood neighborhood has been nearly denuded of mature trees and those remaining provide the only "softening" to structural hard edges.

- The proposed plan simply does not support habitat needs of native wildlife or the neighbors. I would like to see fewer mature trees removed, and far more tall native trees included in the replanting requirements. The City should require the replacement of natives with natives of a similar species mix, unless this is determined to be environmentally detrimental in some way. I have attached a chart that shows some of the differences.
- The majority of trees within the wooded "block", at the southwest corner of the property, are proposed for removal. This is the only intact stand of trees that might be able to support Hillwood Neighborhood's pileated woodpeckers (a species of concern and State Candidate Species to Washington Department of Fish and Wildlife.)
- If these trees are removed the wildlife can't just hang around waiting while the replacement trees grow for a few decades. The best option is to retain this wooded area from further fragmentation; which is the primary threat to wildlife. If trees must be taken then nest boxes and snags should be "installed" and maintained as part of the mitigation requirements.
- Pileated woodpeckers are the largest woodpeckers known to live in North America, with a slim possibility the ivory billed, last seen in the 1930's is still alive deep in the woods somewhere in the south/southeast.

Please see <http://wdfw.wa.gov/wlm/diversity/soc/soc.htm> and <http://wdfw.wa.gov/wlm/diversty/soc/candidat.htm>.

- To the best of my knowledge, there are three pair of pileated woodpeckers in Shoreline; one in the Hamlin/South Woods area, another pair in the Boeing Creek area, and a third pair in the Hillwood Neighborhood. If this stand of trees is disrupted by development, whether the trees are removed or not, the pair in Hillwood may very well be become just one more gift of nature lost to habitat fragmentation (the number one cause of species die-off and extinctions) and development.

Practice Field Relocation

- If the proposed "practice field" is to be used primarily as a turn around for trucks, then it should be eliminated. If it is primarily for after school use, couldn't the new play field at the elementary school be used, eliminating the costs of the "practice field" to both the wildlife/trees and the creation of the field?
- If creation of the practice field is allowed, it should, at the very least, be rotated counter clockwise so what is now the southeast corner spins to a position between 4 and 5 o'clock leaving only the northwest corner to abut 1st Ave NW; thereby preserving more of the mature trees. This would also reduce the inevitable auto/foot traffic and related noise impact on the single family homes along 1st Ave NW.

- It would be a wonderful addition for both the residents and the local wildlife if even a short length of the channelized stream that currently flows beneath the property could be day-lighted. It would be ideal if it was to be fully day-lighted and the appropriate riparian habitat restored.
- Perhaps the City could enlist the services of Seattle Urban Nature and/or Norman Wildlife Consulting (think globally act locally) to determine the most appropriate species and mixture to best support the native wildlife in that will be impacted by this project.

Stormwater

I'm aware there is currently at least one retention pond on site, yet Fremont frequently floods. I believe run-off from this property probably should/does flow into the Pan Terra retention area.

- Will the run-off from decreased filtration caused by the currently proposed tree removal along with an expected increase in impervious surface and non-point pollution from increased traffic be adequately contained in Pan Terra, or will additional retention be required.
 - Any additional mitigation will hopefully be done onsite; maybe by creation of another retention pond that could be used by wildlife. Based on the comments from the Planning commission I understand that containment of all stormwater onsite is the current trend. I would hope this methodology will be used.
- Are there any plans to use pervious concrete to slow the run-off rate? If so, where will it be used and what is the estimated square footage?
- Will the use of bio-swales be considered to both control run-off and "soften" the landscape?
- Has the use of green roofs been considered in the new roof designs?

Current Housing & Population

- What is the current unit count by type?
- Independent living
- Assisted Living and Staff by shift
- Skilled Nursing and Staff by shift
- High School Students and Teachers
- Junior High Students and Teachers
- Elementary Students and Teachers
- Early Childhood Center and Care Providers
- Maintenance and Facilities Staff by Shift

- Administrative Employees
- What will the final unit count be by type? i.e., nursing care, classroom, retirement housing

Future Housing & Population

- What are the anticipated populations for all the above classifications at project completion?

Emergency Services

There seems to be considerable confusion/misunderstanding about this subject.

- What is breakdown and cost to the City for Emergency Medical Care, Fire & Police Department calls to this property?
- What/ How does the City of Shoreline receive income to offset these costs?
- How do all the calls made to Crista impact the response time to others? After all, and aide car can't be in two places at one time.
- If/How does the density of Crista's population impact these agencies?

A Chemical Free Environment

- I feel Crista Ministries should commit to maintaining all indoor & outdoor environments without the use of toxic chemicals, including but not limited to pesticides, herbicides, fungicides, exhaust fumes and particulates along with all other toxic substances in compliance with or above the standards defined by the City of Shoreline Sustainability Strategy and the Parks Department grounds keeping standards for our public school grounds in effect at the time of construction.

Traffic & Parking

The neighbors currently have to tolerate the ongoing traffic, street parking, inconvenience and noise everyday of the week created by what is essentially "cut-through traffic" coming primarily from outside the City. To the best of my knowledge, Crista Ministries contributes nothing toward the maintenance or improvement costs for our neighborhood streets. No sidewalks, no curbs, no speed humps. Everything available for their use on a daily basis has been paid for and is maintained by taxpayers. (Based on a recent discussion, I have reason to believe this statement may very well be incorrect. If so, I would like to the records that prove it to be false.)

I also feel it's important to acknowledge that what is now Crista was built many years ago by King County to house tuberculosis patients at a time when "treatment" was primarily rest and

fresh air. This property was never meant to be used in the manner it is today; housing retirees for years on years on end; nor were the streets designed to support the traffic demands created by today's uses or population of the property.

- The traffic that drives through the neighborhood during the school week and whenever after hour and weekend events are scheduled is already significant. The majority of this traffic is from outside the City of Shoreline; driving or being bused to attend a private, non-profit school. Students and possibly staff regularly park along the side of the street NOT identified as No Parking. This is dangerous for the car occupants, the neighbors and other drivers who must negotiate traffic around them. I have heard a number of different complaints about people standing by their cars and having long, loud conversations that disturb neighbors trying to sleep. It would be good if a program to educate students and staff about the need to recognize they are visitors in the neighborhood could be very helpful. If they would recognize the local resident's rights to feel safe in their own yards and to be treated with the consideration and respect that is reasonable for any host to expect. (I suspect this would be a great way to demonstrate that Crista is now serious about being a better neighbor; one that is more aware and sensitive to how their actions affect others.)
- In addition to the daytime school traffic, there is frequently traffic related with athletic competitions, supporters of the opposing teams, concerts, students, and change of shift traffic related to the nursing and maintenance staffs. There are delivery trucks, frequent emergency vehicle visits, friends and family visiting Crista residents, and residents running errands or being bused to local services.
- It's particularly irksome to me that a considerable amount of this traffic literally goes out their way to avoid the arterials, the very streets designed to accommodate greater capacities. From my home I see them cutting through the neighborhood using Linden Ave N, Firlands Way and N 188th St in lieu of Aurora, N 185th or N 190th and Fremont. On a nearly daily basis, I can watch a full-sized Crista school bus, spewing dark, stinky, particulate laden diesel exhaust, occupied by only the driver using the residential streets to drive to and from the Bank of America. Is this really necessary? If so, perhaps a smaller vehicle that uses the arterials would be more appropriate. Taken one at a time these are often small issues, but when experienced multiple times a day and/or week they quickly grow exponentially in magnitude.
- Crista must provide parking on site for all their needs and stop using the neighborhood streets. Furthermore, as much as possible, this should be put 1st) underground, 2nd) underground with extra parking levels above ground, with no additional impervious surface created solely for parking. I don't feel that a best effort to provide needed parking is adequate. It seems reasonable to me that Crista expansion be required to keep all resident, staff and student parking off local streets with enough additional parking available to accommodate 65% of "event" parking on site.

- At the Planning Commission meeting Crista Ministries stated they will provide full concrete, curbed sidewalks along the side of the street adjoining their property. This is not enough. Sidewalks, curbs and amenity zones between pedestrian and auto/bicycle traffic need to be on both sides of the streets, unless these streets are to be designated as one-way. Fremont is an arterial with heavy use and should be configured to serve the use it gets daily which will be even greater if this development comes to pass. (I believe the number I heard was an estimated 30% increase.)
- I find the planned meandering “soft” pathways to be a very attractive addition for all. However, I don’t think they should be considered an alternative to hard surfaced walkways for use with strollers and wheelchairs.
- Another mitigation that should be given serious consideration is the phased replacement of Crista fleet vehicles with hybrid or electric alternatives to reduce the noise and pollution in the neighborhood. Of course, this will also reduce operating costs as well.
- I don’t know if Crista Ministries has a program to encourage ride-sharing by staff, parents and students, but it would be a useful tool to help all reduce trips, costs and neighborhood congestion.
- Another thing that might already be done is to establish a fixed a time window when deliveries will be accepted. This would provide neighbors with the assurance the noise and traffic can be expected to happen only during that time and they allow them to plan their own outdoor activities accordingly.
- The City has initiated a Neighborhood Traffic Plan for Hillwood; I hope this will be able to resolve some of these issues.

Water Service

- The existing water main servicing this property was installed in 1933 making it 75 years old now and 90 years old by the time this effort is estimated to reach completion. It seems reasonable to consider replacing and/or upgrading this as a preventive measure to avoid a water main failure and repair of the inevitable damage it would create.

Community Spirit

- Is there any information as to what, if anything, Crista will offer to the neighborhood and/or the City? Will the Community and/or City be able to use the proposed Great Hall, Theatre, and/or stadium free or nominal fees?
- Will the grounds be available for public use during and/or outside of school and planned event hours? I have just learned that neighbors are using the track on a

regular basis to walk/run again. The last time I walked the track I was chased off because it was private property for Crista use only.

- Will the neighborhood children be allowed to play on the outdoor play equipment after school?
- Could Crista buildings and nursing facilities be used as a local emergency shelter in case of a catastrophic event?

Out of the Box

- Let's face it. Crista has out grown their current property. It occurs to me that perhaps an alternative plan might be considered. I know the Fircrest site is working on a site development plan. What if Crista were to re-locate the High School to reduce the population and traffic issues in Hillwood. This could be done via a land swap that would provide a "clean slate" for construction. 15th NE is an arterial, on the bus line, local restaurants and businesses to serve their growing population. It's just a thought.....
- Crista could build without the increased costs of simultaneous construction and occupation by building on land that is current clear.
- If it were to happen it would leave the City and this neighborhood with the potential for creating affordable housing units (something there seems no profit driven incentive to build), or a Neighborhood Park, or both. The trees could be left in place for all to enjoy; and only planned street improvements would need to be provided. And the whole neighborhood could breathe a collective sigh of relief. Now that's a plan!

Finally, let me just say that as this proposal currently stands it appears to be nothing but more of the same old thing. Crista continues to negatively impact both the neighborhood and the City to increase their profits with no outward sign of Christian concern as to how their actions affect others.

Thank you for letting me put these preliminary thoughts on the record. I'm sure these will evolve as time passes.

Sincerely,

Boni Biery

Hillwood resident since 1965
206.542.4722

| Coniferous Trees | | At Maturity | | Native? |
|-----------------------------|----------------------------------------|--------------------------|------------|---------|
| common name | botanical name | height | spread | |
| subalpine fir | <i>Abies lasiocarpa</i> | up to 150 ft | 15-20 ft | no |
| Hinoki; false cypress | <i>Chamaecyparis obtusa</i> "Gracilis" | 4 - 8 ft | 2 - 3 ft | no |
| 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 |
| Coast Douglas fir | <i>Pseudotsuga menziesii</i> | 80 - 200 ⁺ ft | 15 - 20 ft | yes |
| 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 |

Alternatives

| | | | | |
|------------------------|-----------------------------------|--------------|--|-----|
| Pacific Madrone | <i>Arbutus menziesii</i> Pursh | 90 ft | | |
| Western hemlock | <i>Tsuga heterophylla</i> | 150 - 225 ft | | |
| 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 |
| Rocky mountain juniper | <i>Juniperus scopulorum</i> Sarg. | 30 - 40 ft | | |

notes / comments

measurements for natural environment; severely dwarfed at sea level
extremely slow growing

can't determine which tree is intended for use
easily lives to 500 years old

native to the northeast coast

state tree

needs moist soil
most important native juniper

Biery

Friday, December 04, 2009

To: Steve Szafran
 cc: Steve Cohn
 Hillwood Neighborhood Association

RE: Crista SEPA

Dear Mr. Szafran,

This letter includes my comments on the recent Crista SEPA input. For ease of review, I have simply copied a blank SEPA form and then provided my input the font you are reading now to make it easy to find and then compare to Crista's.

*Sincerely,
 Boni Biery*

SEPA HANDBOOK – Section 2.6 *Reference – Underlining is mine*

The SEPA "threshold determination" is the formal decision as to whether the proposal is likely to cause a significant adverse environmental impact for which mitigation cannot be easily identified. The SEPA Rules state that significant "means a reasonable likelihood of more than a moderate adverse impact on environmental quality [WAC 197-11-794(1)]". **It is often non-quantifiable. It involves the physical setting, and both the magnitude and duration of the impact. In evaluating a proposal, the lead agency reviews the environmental checklist and other information about the proposal, and should consider any comments received from the public or other agencies (through consultations, a notice of application, pre-threshold meetings, etc.).** Likely adverse environmental impacts are identified and potential mitigation is taken into account—particularly that already required under development and permit regulations. The responsible official must then decide whether there are any likely significant adverse environmental impacts that have not been adequately addressed.

The severity of the impact must be weighed as well as its likelihood of occurring. An impact may be significant if its magnitude would be severe, **even if its likelihood is not great.**

In determining if a proposal will have a significant impact, the responsible official may consider that **a number of marginal impacts may together result in a significant impact. Even one significant impact is sufficient to require an environmental impact statement.**

If significant impacts are likely, a determination of significance (DS) is issued and the environmental impact statement process is started. If there are no likely significant adverse

environmental impacts, a determination of non-significance (DNS) is issued. The DS or DNS is referred to as a threshold determination. Additional guidance for making the threshold determination is included in WAC 197-11-330.

SEPA Rules state that the beneficial aspects of a proposal shall not be used to balance adverse impacts in determining significance.

WAC 197-11-960 Environmental checklist. *Underlining is mine*

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. **An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment.** The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

I find it most unfortunate that a proposal to subject the local neighborhood to 15 or 20 years of ongoing construction, the removal of 33 buildings, commercial logging to remove 100 mature trees (including the total leveling and paving of nearly 2 acres of high quality native habitat), the removal of 175,000 cubic yards soils and construction of 14 buildings a practice field and 3 play areas would be given a "mitigated" determination of non-significance (NDNSP) based on the limited amount of information available.

An NDNSP burdens the neighbors with both the expense of challenging the determination and prevailing to require what the could be mandated by the far more appropriate for this SEPA, a Determination of Significant (DS) Environmental Impact which automatically requires an EIS to be done.

<http://www.ecy.wa.gov/programs/sea/sepa/handbk/hbch02.html#2.6>

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its

environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:
2. Name of applicant:
3. Address and phone number of applicant and contact person:
4. Date checklist prepared:
5. Agency requesting checklist:
6. Proposed timing or schedule (including phasing, if applicable):
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The traffic study should be integrated with all the other developments in the area including, but not limited to: James Alan Salors, the Masonic Hall, proposed Park N Ride re-developments, the upcoming Aurora Corridor reconfigurations, and the anticipated Point Wells addition of 3,500 homes and associated traffic on N 185th. The Town Center Sub-area planning and recently completed Hillwood Neighborhood Traffic Plan.

This is the kind of thing required by the regional level traffic study this Master Plan necessitates.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
10. List any government approvals or permits that will be needed for your proposal, if known.
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

- *The existing land uses will experience significant change. The creation of the proposed "practice fields" provides a place for Crista student athletes to continue their practice activities and freeing the "competition field" for rental. This would increase the current land use and neighborhood traffic impacts.*
- *The addition of both a 550 seat and a 250 performance center is also a change in land use. These facilities do not currently exist and one must assume they are anticipated to be a means to generate income through rental. This too would create a significant traffic impact on the neighborhood.*

Both of these will increase the number of times the neighborhood streets will be filled with Crista related traffic. This translates into more nights of the stadium lights shining into people's homes, more noise while people come and go and additional maintenance traffic.

- *Can the decreased need for Assisted Living and Skilled Nursing Facilities actually be documented? We have an aging population which, logic says, would actually increase the need.*

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other.
- b. What is the steepest slope on the site (approximate percent slope)?
- TO BE COMPLETED BY APPLICANT
EVALUATION FOR
AGENCY USE ONLY
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Crista indicates the top layer of organic material removed during grading will "likely" be screened and re-applied after the site grading is substantially complete. The native soil with its resident mycorrhizae, bacteria, and fungi populations cannot be artificially re-created. I would be much better if this were to be a requirement.

The Planning notations indicate there is currently 22.9 of the total 57 acres that impervious or 40% and that after completion of the new buildings the impervious surface will be 28.3 acres or 50%. If all the new buildings are on new footprints this constitutes as much as 90% of the existing land will be impervious. Wouldn't this violate maximum impervious surface limitations?

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.
- *Crista mentions the use of wood burning fireplaces "if permitted". In an neighborhood where the density of 11 dw/acre at Crista are roughly twice the neighboring properties, the impact on air quality of*

even "certified" wood stoves would add unnecessary particulates and chemicals into the air. They should not be permitted.

- *Crista comments fail to mention the noise caused by ongoing construction. The neighbors to be subjected to this for long periods of time over a 15-20 year period.*

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Crista comments fail to mention the noise generated by traffic on local surface streets caused by ongoing construction. The neighbors to be subjected to this for long periods of time over a 15-20 year period.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

3. Water

a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The City Engineer, Jell Masqueda has specifically recommended that this stream be day-lighted. It would such a beautiful asset for Crista to have on their campus and can't imagine why they would even suggest re-routing it. I encourage Planning staff, Planning Commission and the City Council to respect this professional assessment.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.
- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.
- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

2) Could waste materials enter ground or surface waters? If so, generally describe.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

4. Plants

Crista does not indicate any species on the checklist making the checklist incomplete and inadequate.

However, the roughly 2 acre area they plan to clear for the practice field is high quality native habitat with a great diversity of mature trees and substantial under story. It can easily be seen to contain the following and I'm certain there are many more. Notably, there are very few invasive plants.

a. Check or circle types of vegetation found on the site:

_____ deciduous trees: native dogwood, red alder, big leaf maple

_____ evergreen trees: madronas, Douglas firs, western hemlocks, western red cedar

_____ shrubs: native blackberry (dewberry), salal, Oregon grape, salmon berry, black raspberry, thimbleberry, and many more

_____ grass

_____ pasture

_____ crop or grain

_____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

_____ water plants: water lily, eelgrass, milfoil, other

_____ other types of vegetation: natural snag trees

b. What kind and amount of vegetation will be removed or altered?

It's very important the tall native trees be replaced by trees that attain equal height. The birds use visual cues to navigate and without these tall trees as land marks may well move elsewhere.

c. List threatened or endangered species known to be on or near the site.

While neither the Pacific Madrone nor the native dogwood are legally endangered, they are both experiencing decline and should be given due consideration.

c. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Most of the proposed buildings are taller than the existing ones and the proposed replacement trees are primarily non-native ornamental trees that will never reach the height of the buildings, let alone shade them from above or reduce the visual impact of lost trees on the neighborhood. Additionally, non-natives don't support our local wildlife which already struggling to sustain it.

Animals

Circle any birds and animals which have been observed on or near the site or are known to be on or near the site

Crista does adequately identify species on the checklist making the checklist incomplete.

However, there are many birds easily seen in this area and others not so frequently. Some of them are listed below:

- a. birds: black-capped chickadees, chestnut backed chickadees, American Robin, sharp-shinned hawk, Cooper's hawk, American eagles, Steller's jay, barred owl, violet green swallows, crows, bushlits, Bewick's wrens, ~~informal hummingbird, and the masked nuthatch~~ to name a few.
 - b. mammals: deer, bear, elk, beaver, other: not addressed
 - c. fish: bass, salmon, trout, herring, shellfish, other: not addressed
- b. List any threatened or endangered species known to be on or near the site.

Pileated woodpeckers, which are a Washington Department of Fish and Wildlife (WDFW) state candidate for "Species of Concern" are known to be in the area, for (see <http://wdfw.wa.gov/wlm/diversity/spec/soact.htm>)



Neighbors have seen them mating nearby each spring. It seems likely they utilize the large tree stands on the Crista Campus (particularly in the area of the proposed practice fields) to nest and feed.

Here are some things to know about this important bird. Their territory size is typically between 1000 and 2000 acres of "mature forest land". Meaning they need to have large stands of mature trees to locate nesting sites and support themselves, primarily on insects. They mate for life and are the largest woodpecker (still known to exist) within America. They excavate rectangular holed openings in dead trees for nesting and use them only one season, leaving them to become nesting areas for other birds or small mammals.

Removal of this large, contiguous stand of old growth could very well leave them without habitat necessary for them to feed themselves.

- c. Is the site part of a migration route? If so, explain.

Information not provided by Crista - making their application incomplete.

- d. Proposed measures to preserve or enhance wildlife, if any:

Contrary to the statement on the applications, I have not seen a single thing that will be done to enhance wildlife. Lawns, non-native shrubs and ornamental trees do not support local wildlife. I'm sure the Garden of Eden did mowed lawn and "ornamentals" are called that because they are just that - something to look at that is "pretty" but not functional.

Some things they could do are:

- 1) reduce or eliminate the practice field that requires the removal of 2 acres of high quality, diverse native habitat and mature second growth forest that currently supports a lot of native wildlife, both residential and migratory.
- 2) daylight the stream to provide access to water for birds, mammals, and insects as recommended by the City's own engineers.
- 3) use only native plants for landscaping with a high percentage of evergreen trees which is what is and has historically populated the site.
- 4) commit to using only pesticides, herbicides, fungicide free gardening practices.
- 5) hire local landscapers (local jobs, smaller carbon footprint) instead of paying people to drive from Bainbridge Island.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Wood stoves of any kind, even certified ones, are already coming under regulation to limit their use. Installation of any wood burning devices should be prohibited.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Are there any plans to build to certified "Built Green" or LEED levels of silver, etc.? If not, why not?

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

What has been done to evaluate for toxic substances during demolition? For asbestos, lead paints, oil spills and contaminated soils, etc.

- 1) Describe special emergency services that might be required.
- 2) Proposed measures to reduce or control environmental health hazards, if any

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Crista has assured the neighborhood the practice field will be used for "practice only". However, this does not address the fact that while Crista teams are on the practice field the competition field and stadium can be easily rented to others schools for use. This will result in doubling-up the traffic impacts on the neighborhood.

If Crista is allowed to do this kind of thing the Hillwood Neighborhood (with the City as fiduciary agent) should be reimbursed 50% of the gross gate. This would at least provide some compensation to the neighbors based on the number of attendees. The funds could then be used by the neighborhood to make locally agreed upon neighborhood enhancements. Furthermore, there should be a minimum headcount fee to protect the neighborhood from "free" events.

Crista indicates that future campus maintenance activities will result in an increase in intermittent noise levels. For what? There appears no obvious reason for this, other than to provide a loop-hole.

- 3) Proposed measures to reduce or control noise impacts, if any:

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties?

"...the existing use is dedicated to educational and recreational facilities, retirement and other services." What other services? These should be specifically itemized for review.

- b. Has the site been used for agriculture? If so, describe.
- c. Describe any structures on the site.
- d. Will any structures be demolished? If so, what?
- e. What is the current zoning classification of the site?
- f. What is the current comprehensive plan designation of the site?
- g. If applicable, what is the current shoreline master program designation of the site?
- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

How will this environmentally sensitive streambed be protected?

- i. Approximately how many people would reside or work in the completed project?
- j. Approximately how many people would the completed project displace?
- k. Proposed measures to avoid or reduce displacement impacts, if any:
 - l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

There is no breakdown as to high, middle and low-income. This application is incomplete.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

There is no breakdown as to high, middle and low-income. This application is incomplete.

- c. Proposed measures to reduce or control housing impacts, if any:

Measures to control housing impacts should include controls on the total number of parking spaces for housing units.

People retire under and drive to older ages than they used to, so increases the population by 10% housing units will mean a lot more "run to the store" trips through the neighborhood. To do so without mitigation will alter the character of the existing neighborhood by making a walkable community less likely to occur and less safe if does.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
- b. What views in the immediate vicinity would be altered or obstructed?
- c. Proposed measures to reduce or control aesthetic impacts, if any:

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The light or glare caused by parking facilities and security lighting are totally out of character with this quiet residential neighborhood with night time lighting consisting of porch lights.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

Yes. Additional lighting diminishes or eliminates visibility of the night sky. This would be a taking from the neighbors who already lose it every time there is an evening ballgame.

- c. What existing off-site sources of light or glare may affect your proposal?
- d. Proposed measures to reduce or control light and glare impacts, if any:

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

The only park "in the immediate area" is Hillwood Park. It is a small, Neighborhood Park on 3rd Ave NW and N 190 St, directly south of Einstein Middle School. Unfortunately most of the residents of Hillwood don't use the park because easy access (unless you drive there) is blocked by the Crista Campus. While there are some trails on the Crista Campus that can be used, you never know when you will be chased off the grounds. It is private property, and while they say it open to public that is not necessarily the case.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

While it may not displace recreational uses it certainly doesn't propose anything to improve them. A neighborhood that has an inaccessible park could certainly benefit from Crista acquiring local property to the north and/or west of their campus and donating it to the City for a future park site in an area of the City where park space is below par.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

13. Historic and cultural preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.
- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.
- c. Proposed measures to reduce or control impacts, if any:

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

- *Those provided are inadequate. Not included are Linden Ave N/Finlands Way, N 185th, N 192nd, N 193rd, Aurora Ave N to mention a few.*
- *A Regional Level Traffic Study is required to satisfy the ICB requirements for facility.*

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?
- c. How many parking spaces would the completed project have? How many would the project eliminate?

If the plan adds only 104 housing units why is there a need for 239 additional parking spaces. This encourages single occupancy vehicle use rather than car pooling and transit use. These are out of synch with City of Shoreline goals.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Will on circulation reduce/eliminate the transport of students from one part of the campus to another as is currently done?

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

- *A Regional Level Traffic Study is required to satisfy the ICB requirements for facility.*

- g. Proposed measures to reduce or control transportation impacts, if any:

In regards to the proposed "special event performance art center" - This is a new use and will add significant traffic on additional days and evenings to the Neighborhood. Once again, assuming this is allowed, the Hillwood Neighborhood (with the City as fiduciary agent) should be reimbursed 50% of the gross gate. This would at least provide some compensation to the neighbors based on the number of attendees. The funds could then be used by the neighborhood to make locally agreed upon neighborhood enhancements. Furthermore, there should be a minimum headcount fee to protect the neighborhood from "free" events.

There should also be a maximum number of nights per week/month/year that events can be scheduled. This would include all athletic competitions between two or more schools, concerts, dance performances etc.

This is a neighborhood of quiet residences which is subjected to heavy traffic flows daily and should be allowed to maintain some characteristically quiet evenings, undisturbed by Cristero driven traffic, parking and associated noise.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
- b. Proposed measures to reduce or control direct impacts on public services, if any.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:

Date Submitted:

Birkner

STEVE SZAFRAN, Associate Planner for the City of Shoreline

Dear Mr. Szafran:

I am a Shoreline citizen and am very proud of its beauty and friendly neighborhoods, as well as the relatively new City government.

I am aware that significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

I'm especially concerned about the entry to the proposed child care/preschool center off Greenwood and 196th Place which ends on a dead end street.

Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Currently traffic traveling from one side of the campus to another travels around the campus grounds through the neighborhoods. I do not see language in the report spelling out this remedy.

A full environmental impact statement should be required before permitting is allowed.

Sincerely,

Juanita M. Birkner

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Blauert

Steve Szafraan,

We are neighbors of Crista and are very proud of its beauty and friendly neighborhoods, as well as the relatively new City government.

We are aware that significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Traffic traveling from one side of the campus to another currently travels around the campus grounds through the neighborhoods. We do not see language in the proposed mitigations addressing this issue.

We feel strongly that a full environmental impact statement must be required before permitting is allowed.

Sincerely,

Mr. & Mrs. Greg Blauert

Bolton

Hello, **U**

I am a neighbor to Crista (19718 6th Pl. NW) and have not attended any City meetings but have received updates over the year about what's going on in Shoreline.

I am concerned about Crista because in the a.m. 8:00-9:00 and p.m. 2-3:30 it is impossible to even drive around their elementary school. More than 3-4 streets are blocked with cars picking up students. I have lived in this neighborhood for 4 years and it's been consistently snarled up. I have complained directly to Crista several times and they always say they are working on it.

It seems to me if they cannot manage their traffic and drive-through parents now how can they possibly consider expanding for bigger buildings and more students & parent's cars. Most private schools push heavily on Carpooling (Evergreen in Shoreline & Soundview in Lynnwood) and I haven't seen too many cars/vans loaded up with kids which happens at these other schools.

Also, 2 years ago when I called Crista to ask if our newly forming Brownie troop could meet 2 times each month in a room anywhere on their campus (for 1.5 hours) they said they "don't let outsiders use their facilities". Is this a "good neighbor"? We eventually found a spot to meet at 1st Lutheran Church off 8th.

I just hope the city is listening to these complaints because it seems like Crista is only concerned about Crista!

Thank you,

Rhonda Bolton

Deborah Buck
221 North 196th Place
Shoreline, WA 98133

December 4, 2009

Steve Szafran, Project Manager
Associate Planner
City of Shoreline
sszafran@shorelinewa.gov

Re: Crista Master Development Plan

Dear Mr. Szafran,

I adopt by this reference all of the comments of others that deal with environmental effects and mitigations for our general neighborhood.

My specific addition to this dialogue is the effect on my cul de sac whose only entrance and exit is the intersection of North 195th Street and Greenwood Avenue North. This non-arterial dead end road would service a new entrance to CRISTA's property.

The environmental documents do not disclose the issues related to that new entrance, the additional activity at the intersection of North 195th Street and Greenwood Avenue North. They should be taken into account. Additionally the existing conditions, impact, and mitigation discussions need to discuss inclement weather situations. This issue must be well within the knowledge of the applicant and the city, and should have been disclosed to Transpo.

The City's various notices have not been sent to some of us most affected by this lack of analysis, no matter what City records may show. This has been well established by me. This may account for what appears to be a total void in the environmental documents today. The Re-Notice of the Permit Application and Mitigated DNS, mailed 11/18/09 and dated 11/19/09 was the first and only notice I have received regarding CRISTA's Master Plan. I live directly across the street from the CRISTA campus, at 221 North 196th Place, and have lived here for 20 years. Previous notices were mailed to many (but not all) of my neighbors, but not to me. I check my mail thoroughly, including junk mail.

I am currently taking care of my 93 year old mother who has had a serious health setback. Getting documents just before Thanksgiving does not give me time to specify in more detail the flaws that the documents contain. The flaw in holding off notice till such a late date is illustrated by the fact that the online link to Appendix C, Capacity Analysis Worksheets, was non-functional, so I could not access the information it contains.

This is a huge project for our area. In my little area I can see a complete failure to consider the impacts associated with inclement weather, a new access point at the top of a steep hill, dropping off students at the intersection of North 195th Street and Greenwood Avenue North. This should be sufficient for someone to wake up and realize the need for a full EIS. I know Transpo is a well regarded

Traffic firm. Either they were on a very limited budget or CRISTA was not forthcoming with what it well understands about the neighborhood, but which might not be apparent to Transpo in their first investigation. This is exactly why we have EIS's for projects such as this. I request such an EIS with no limitations that would cause experts to do other than a fine job sufficient to lead to mitigations yielding a fine project.

Sincerely,

Electronically produced and sent without inked signature to expedite

Deborah Buck

Bunje

A very major component is missing; Crista knows they cannot build any new structures on the upper campus without building a water booster station. The water utility improvements shown do not mean anything without the booster station. Was there any other information submitted that mentioned this booster station? If not it will be in my comments.

What is the review due date on this?

Mark Bunje

Fire Marshal

Shoreline Fire Department

17525 Aurora Ave. N.

Shoreline, WA 98272

FMO 206.533.6565

11

Crociata

Dear Steven,

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

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

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

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

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

Sincerely,
Mario Crociata

Cross

I have received your notification of the City's SEPA findings with regard to the Crista master plan. I must comment on the lack of any proposed mitigations regarding the increase in impermeable surfaces. Many of the surrounding jurisdictions such as King County are now beginning to demand all development follow low impact development rules that demand consideration and reduction of impermeable surfaces.

Impermeable surfaces cause erosion and could result in destruction of habitat in downstream areas from Crista which would be a significant impact to all of Shoreline. Our street already fills with water when the rain is steady or heavy. The undeveloped private lot next to my yard fills with water and the drains back up into the street as a result, I believe, of the hard parking surface that Crista owns and maintains.

I would propose that the City demand Crista follow these low impact development rules and strive to reduce the overall impermeable surfaces on their campus.

These impacts could be considerable if they are not adequately studied and addressed. Therefore I believe this requires a full environmental impact statement be prepared by Crista before any permitting of their plans.

I do not object to the mission of Crista and their worldwide good works. However, they are a large corporation located in a residential area and I would like to see them act as good neighbors.

This means controlled growth with actual efforts to maintain the woodland feel of the area.

Regards,
Pamela A. Cross
19303 1st Ave NW
Shoreline

Dayley

It is my personal hope that this development plan is not going to be rubber stamped by the city as we have seen many times in the past. This plan has a tremendous financial loss impact to its surrounding property owners which will run into millions of dollars. This project must be turned down by the city and Crista can advance their business on other more appropriate properties.

I support the following letter from my neighbors - (with the added comments)

We are neighbors of Crista and are very proud of its beauty and friendly neighborhoods, as well as the relatively new City government.

We are aware that significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement. Anything else is unacceptable.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Traffic traveling from one side of the campus to another currently travels around the campus grounds through the neighborhoods. We do not see language in the proposed mitigations addressing this issue.

We feel strongly that a full environmental impact statement must be required before permitting is allowed.

Cindy Dayley

Dayley

RE: Crista proposed development and master plan

Dear Steve,

I am writing in regards to the development plans that Crista's is considering for its complex; located at 19303 Fremont Ave North, Seattle WA 98133. There are several items I would like to voice my thoughts and concerns regarding this plan.

I have been a residential property owner and tax payer in Shoreline for many years. I own property that borders Crista's gym parking lot located in the NW side of the complex. Over the years I have had to interact with Crista's management many times with no positive outcome; however, with that said, it is my firm desire to look at this request for Crista's development in a business manner, property owner to property owner.

My first item is a strong belief that Crista should be allowed to upgrade their existing buildings. If what was said at the public meetings in regards to the condition of the existing buildings is true; Crista needs to have the ability to remodel existing buildings and bring them up to code and working condition. As any resident or business in the city; the ability to own a safe building is a right we all share. I understand and support Crista in this part of their plan. However, upgrade is not expiation of building or the changing of the footprint.

My second item is the concern regarding the addition of new facilities. Crista has reached a point in its business cycle that it has outgrown its property. This is common with all mature business, be it a religious non-profit such as Crista or a large for-profit corporation. In times such as this a business must look to its community in order to make decision based on its ability to reach its growth goals without taking away from its sounding property owners. Crista has been developed in the middle of a tax paying bedroom community. This is a unique situation for Crista as well as the homeowners who share the same area. I believe that the development Crista has suggested of new buildings, destruction of environmentally green areas (new practice field), and expanding in order to accommodate more students and daycare children will be a great detriment to the surrounding property owners, as well as, the City itself. Looking at this from a financial perspective the sounding property owners will lose major value in their homes based on the traffic, loss of green belt, and the other issues which history has shown such as growing crime rates. We heard many of these crime issues in the public meetings; although some are minor, others were very serious. The growth that has been presented by Crista at the meetings brings only one conclusion and that is the sounding property owners will pay a very high price; in loss of property value, congestion of roads and streets, rising crime rates, and the loss of our wonderful life style that was one of the main reasons I moved to Shoreline. Additionally, the entire

city will also carry a large financial burden for the development. Examples are; the need to expand the civic services such as police to hand the influx of people, emergency services, and the cost of road infrastructure along with other financial issues that will arise. To be clear it is not just the output of tax dollars for this expansion that is a loss to all taxpaying property and business owners, it is also the loss of ability to use these funds on other civic plans/projects that improve the city for all. In this situation one entity (Crista) receives all of the positive gains; whereas, everyone else (property owners, Shoreline's citizens and business owners etc) pay a very high price financially, as well as, the destruction to the existing lifestyle that Shoreline residents have worked so hard to achieve.

It is my opinion that Crista should be allowed to improve its existing buildings; however, they must come to realize, as all mature business do, they have outgrown the property space and need to look outside of its current complex for the type of growth they have suggested in this plan vs. damaging the city of Shoreline and the surrounding property owners. I hope that the City of Shoreline will take into account the fact that Crista has used its complex property to its full capacity and stop the new development of buildings that will bring in more people into an already saturated area. **Moreover, it is my hope that the taxpaying property owners' needs and financial stability of the city is the top item on the city's decision agenda and stop the request for new development on the Crista complex.**

Thank you for your time and consideration.

Cindy Dayley

119 N 193rd Street, Shoreline WA 98133

DiPeso

Wendy DiPeso
328 NE 192nd Street
Shoreline WA 98155
December 3, 2009

City of Shoreline
ATTN: Steve Szafran
17500 Midvale Ave. N
Shoreline, WA 98133
FAX: 206-546-8761
EMAIL: sszafran@shorelinewa.gov

Dear Steve,

I wish to remain a party of record regarding the Crista Master Plan. Please include my comments below as part of the packet given to the Planning Commission and the City Council.

During my campaign for City Council I was made aware of some issues with the Crista Master Plan as proposed that has both nearby neighbors and the broader community concerned.

Traffic:

If Crista were a self contained campus much of the issues over traffic would be significantly reduced. The Crista campus needs to be redesigned with two or three entrances/exits and easy cross-campus travel so that once on campus, traffic stays on campus.

Traffic studies need to be done while school is in session and looked at concurrently with the anticipated increase in traffic from Point Wells and the City Center.

Off campus parking by employees is a problem for the neighbors. There is plenty of parking on campus, but employees choose to park on residential streets adjacent to the buildings in which they work. The current plan does not address this issue effectively.

Stormwater:

The ideal in **any** new development in Shoreline would be to have all storm water remain onsite with the use of permeable surfaces for sidewalks and parking lots, rain gardens and other forms of natural drainage systems. Natural drainage has proven to be less expensive to construct, less expensive to maintain and effective in

scrubbing water of pollutants. Standard retention tanks with metered release does not remove pollutants.

Requiring onsite natural drainage fits the City Sustainability Strategy adopted this year. It is appropriate for all Master Plans approved to be consistent with the adopted Sustainability Strategy. Using regulations from 2005 as sited in the SEPA checklist is inadequate to today's available technology or standards.

Swapping out existing impervious sidewalks and parking areas for pervious concrete could also be a part of the reduction in the need for mechanical storm water management.

What is Crista's plan to "daylight" the stream that runs across the campus as recommended by the City's engineer? Looking at the proposed master plan map and the sensitive areas map that shows the piped stream, "daylighting" the stream would provide an outdoor science classroom to students, add aesthetic value, provide a receptacle for storm water and restore an important habitat feature. Given the slope east of the proposed playfield I would like to see what the City engineer had in mind for routing the stream across campus.

Construction Impacts:

During construction there will be considerable debris removal and grading taking place. This will necessitate frequent use of local streets by large vehicles. Crista needs to provide a traffic plan for the ingress and egress of the trucks and other heavy equipment during construction along with a plan to mitigate impacts to the neighbors. This plan will need to include but is not limited to:

- Removal of debris spilled on local streets (addressed in SEPA)
- Pedestrian access and safety
- Noise mitigation (noted in SEPA)
- System for communication between neighbors immediately impacted by flow of heavy vehicles, the contractor and Crista

Wildlife and Trees:

Neighbors living next door to the stand of native trees and vegetation slated for removal for the new playfield have observed hawks, woodpeckers and crows in addition to songbirds.

The Removal of this stand of trees represents a loss of significant habitat in due to the age of the trees and that it is one of the few areas that are almost untouched by invasive plants. Replanting trees elsewhere cannot reproduce the existing ecology.

Historic Value:

Crista has placed value on the historic significance of its key buildings such as the Administration building and the main hospital both built in 1914, which served as

the Seattle Tuberculosis Hospital. Crista's effort to request Landmark Status for these buildings is much appreciated. History students and the community at large will benefit from this historic preservation.

Administrative Appeal Process

The Administrative Appeal Process must be allowed.

Conclusion:

Crista provides employment for a lot of people. It also has a tremendous impact on the neighborhoods. The people I have spoken to are not opposed to Crista expanding its services. Shoreline residents are in favor of a plan that improves Crista's relationship with the neighborhood by reducing its impact on both residents and the environment. They want the needs of the neighborhoods to have equal value to the needs of Crista, and to make sure Crista is held accountable to following the rules. That includes but is not limited to, doing an Environmental Impact Statement.

Thank you for your time and attention.

Sincerely,

Wendy DiPeso

Dobb

May 28th, 2009

Submitted Comment Re: Crista Master Plan for Playfield located at 1st Avenue NW, NW 191st Street & NW 180th Street

Submitted by Sherri Dobb & Fred Bridges
104 NW 191st Street (corner of NW 191st Street and 1st Avenue NW)

At this time we would prefer the playing field to be at street level or below and not elevated as was recently discussed in a meeting with Crista.

No access to Crista Playfield from 1st Avenue NW.

We realize there could be access for emergency vehicles but we would like this access to be gated and locked and done in a way that would deter youth from scaling the fence. For the least amount of impact to the neighborhood we would like **no parent or driver access from 1st Avenue NW to Crista property.**

To keep our neighborhood in its existing condition we prefer **no widening of streets or sidewalks** or improvements of any kind.

When Crista is **ready to design the barrier** on 1st Avenue NW between its property and the neighborhood **we recommend Crista work with the neighborhood** and include design input from the property owners on 1st Avenue NW. This would include what kind of barrier, (rockery, fence, sound proof wall like on I-5) trees, ground cover, etc. We would also like to be aware of the final design. We recommend **the playfield be as far away from the street** as possible.

When most of the trees are removed **we will get considerably more noise** from Richmond Beach Road, Aurora and I-5. A barrier which is as sound proof as possible, deter youth from scaling it, and have trees and foliage that would be attractive and could easily be maintained would be best for the neighborhood.

We would like as many trees as possible to be left on Crista property.

Some considerations include two large Madrona's on the north side of NW 191st Street near Crista's property line and three Chestnut trees near the current gate or just south of there (on the map these trees are designated as Cottonwoods). We want any trees that are added to be native trees to the area and evergreen to provide yearlong foliage.

We recommend as many games as possible to be played on the main field. If any games are played on NW 191st Street we would like them to be afternoon games, with no lighting or bleachers installed.

We recommend **a significant drainage system** to keep drainage off 1st Avenue NW and on Crista property.

Erickson

Mr. Szafran,

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

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

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

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

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

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

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

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

Sincerely yours,
Ann Erickson
525 N. 190th Street
Shoreline, WA 98133

206-546-5430
annson@comcast.net

Erickson 2

Dear Mr. Szafran,

What follows are remarks regarding the SEPA mitigations for the Crista Master Plan Development as seen by a resident of N. 190th, on the South border of Crista Ministries. There is also a word or two about the SEPA checklist.

Mitigations

1. This is way too many students jammed into our neighborhood. We hear that Crista is trying to eliminate their bus service which will mean even more parents delivering children to the school by automobile.
2. OK
3. This is an inadequate replacement level by any standards. One 8 foot high tree won't do the work of a mature 60 foot tall tree for decades.
4. OK
5. I sure would like to see this report.
6. This is good. Care must be taken to prevent root damage to this magnificent grove when they do construction on this space.
7. This is good. Are you aware that there is an asphalt path that goes South from King's Garden Way to the SE corner of N. 190th continuing east to Firlands Way, turning South again to N. 188th St. and then angling SE up Firlands Way, all the way to Aurora Ave. N that is also historical? It was put in place while the property was still Firlands Sanatorium for employees and visitors to walk from bus or trolley service on Highway 99. It too could be listed and noted on signs.
8. OK
9. Moving the practice field and reducing it size is good. It will reduce the impact to the neighborhood and probably save some trees too. But what about the residential building they are putting at the bottom of the same steep slope. I certainly can't see a 50 foot buffer on the plans for that.
10. This is good.
11. This is all good, but it needs to be made ironclad so that in 10 years they can't slip these things in.
12. OK
13. OK
14. OK

15. OK as far as they go, but there should be sidewalk on both sides of the street on N. 190th from Fremont Ave. N to Crista Way so that pedestrians don't have to cross this heavily traveled street to stay on the sidewalk. Many school children, neighbors and elderly Crista residents walk here and crossing this street is hazardous, even with a crosswalk.
16. Fremont Ave N/N 190th Street. I would beg and plead with you to include an all way stop sign here. It will feed traffic though more quickly. A left turn lane gives cars a place to wait, but does not move them through the intersection more quickly. As for an all way stop sign slowing traffic on Fremont, in my opinion, that is a good thing. There is heavy traffic there at peak hours and most of it is going too fast. This will become aggravated when construction on the Aurora Ave. N. project begins. Let's slow it down.
17. OK, I think. I don't live there.
18. More traffic calming measures would be welcome. It seems to me that \$20,000 won't go very far given today's prices.
19. All good, especially, one special event at a time.
20. Crista is good with signs.

SEPA Checklist

Most of the checklist sounds good to me. I do question the accuracy of the traffic studies and the arborist work. I think a wildlife habitat study should be done on the woods on the West side of campus. Certainly hawks, flickers, and downy woodpeckers use those woods and possibly pileated woodpeckers. A wildlife habitat study really should be done. Construction noise, traffic and pollution are a worry. I question the designation of "Campus" zoning. It seems ok for the school, but senior residences? I plan on looking into zoning further.

Generally there are too many cars on our streets, too many city services being used without any recompense from property taxes as shown on page 20, item 15 B, too much damage to our environment, the quality of our neighborhood and most likely our property values. It is the taxpayer residents that that are taking the brunt of this unnecessary development. If they want to build more, let them do it somewhere else.

Sincerely yours,

Ann Erickson

Erickson 3

Dear Mr. Szafran,

I have just learned that I should have turned in the text which I read at the Planning Commission Study Session about the Crista Ministries Master Plan Permit, June 5, 2006. I hope it is not too late to do so.

I have appended an addendum which remarks on some of the ideas which were discussed at that meeting. I have also added some background as to why neighbors struggle with dealing with Crista. I hope it is of some interest and use to the city planners.

Oral input given at the June 5th, 2008 Planning Commission

Ann Erickson
525 N. 190th St.

Directly south of the Crista campus at Fremont and N. 190th where I have resided for about 32 years.

I would like to say that I appreciate the work Crista does and I understand their need to upgrade and improve their facilities. Also I appreciate the neighborhood meeting they held and would welcome more such meetings. We need to keep talking to be good neighbors.

However, after looking at the application for their Master Plan Permit, I am very concerned about a number of items that seem inadequately addressed. They include the usual culprits of parking, traffic, and excessive growth in a residential neighborhood. The prospect of putting two new entrances onto campus off quiet residential streets is distressing as is the size of new buildings to be placed prominently on the neighborhood streets. And a 250 seat theater, where will they park?

As presented it appears that every residence on the main campus will be demolished and replaced over the next 15 to 20 years, leaving the neighborhood in a constant state of construction with the attendant noise, trucks and debris for years to come.

My main issues are with environmental impact and sustainability. It seems that logging about 400 significant mature evergreen trees and replacing them with 1000 non-native deciduous saplings really is not sustainable use of this property. The quality of the neighborhood, the quality of the air and my property values are in jeopardy.

The first project on the list, the building of a new practice field is in an environmentally sensitive location. They will have to cut into the side of a hill so steep as to be essentially unbuildable, sacrifice many trees which are now holding that hill, and all of this is at the lowest point on the property where a stream is now in an underground culvert. Has the water flow been adequately addressed? Would it be possible to daylight this stream?

A specific issue would be the trees on the corner of N. 190th and Fremont. There is a grove of about 30 mature Douglas Firs. Most of them are significant trees and a half dozen are of landmark quality. This corner is a neighborhood treasure and these plans show them marked for destruction. I strenuously object to this action.

I would like to suggest that this commission consider putting a hold or moratorium on this permit until the city comprehensive plan update is completed to make sure that Crista is in compliance

with it. This will keep all of us from doing this work again and give everyone some time to work on finding some solutions. Thank you.

June 9th, 2008 – ADDENDUM

After attending the planning commission meeting I have a few more things I would like to comment about and some history of development of this property.

Parking and Traffic

I was shocked to learn that Crista had almost one hundred empty parking places on a typical winter day. Why are students parking on the street? A Crista representative implied that they cannot tell their students where to park. I don't see why they can't. High School students are young and strong and can manage to walk up the hill. Senior students could get the good parking places with lower classmen having to walk further.

Some years ago there was quite a flap about students driving to gym class. They would leap into their car at the top of the hill and race down the hill to the Mike Martin Gym then reverse the process at the end of the period. The traffic was terrifying. The school put a stop to it by decreeing that the students couldn't do it. No driving on campus. They just stopped it and they can stop the street parking too. They should park where they are told or not bring their cars. A number of other ideas were presented such as two hour parking or no parking at all with permits for neighborhood residents and their guests. This has been done near Shoreline Community College. Has it worked there? I would consider this a last resort. Crista has room for their student's cars.

Since they are tearing everything down anyway, Crista could sacrifice a few residential units so that they could put adequate roads into their campus instead of driving all over the neighborhood.

Some more stop signs and some left turn lanes to manage the Crista rush hour traffic would be good too.

At their expense, they could put a pedestrian bridge across N. 195th street so students could safely and easily move back and forth between campuses and share facilities. Elementary students could walk to the bus instead of having to have the buses drive around to them.

There is a large parking lot behind the Mike Martin Gym. A two or three story parking garage could be put there without increasing the footprint or being in anyone's front yard.

Environmental

At the planning commission meeting it was suggested that a wildlife habitat study be done. How can we accomplish this? The prospect of rare Pileated Woodpeckers being disturbed is troublesome. Many years ago we commonly saw California Quail here, but they haven't been seen since Cristwood was built. Hasn't enough damage to the wildlife habitat been done already?

This is in addition to the offense of removing landmark trees and replacing them with non-native deciduous trees.

A good water flow study should be done. If the underground stream there is overwhelmed they could be in danger of flooding to their own buildings.

Mitigation Suggestions

Some mitigation would make some of their plans set easier. Sidewalks with curbs and buffers on the North, East and South of their campus would be good. Walking paths readily available to the public would be a real boon. It would be so nice to have somewhere to walk besides on busy streets with no sidewalks. There are several streets that abut the west side of the property. A walking path that would allow east/west passage though their campus would ease access to Einstein Middle School and Hillwood Park. As things exist, the Crista Campus is a large blank spot in the middle of our neighborhood.

Growth

The proposal shows they are adding to their residential services and cutting back on their human services. I expect that the residences are more profitable. Where are these people supposed to go when they get older and need more care? Since the nursing home is going to shrink dramatically, maybe they should just skip it all together. They could outsource old sick people who bought into their lifetime care deal.

Are any of their new units going to be affordable or low income spaces? Isn't there requirement that developers provide some affordable housing along with their McMansions?

Will the new buildings rent or sell for the same price as the old units? Is this inflationary?

Five hundred new students! Open a new school somewhere else. We don't need more schools here.

Neighborhood History

Crista has broken so many promises. They built a "temporary" building on the corner of N. 190th and Crista Lane. It was a model showroom for their new Cristwood buildings. It had no power and no water and is built out of Styrofoam panels and spray on plaster. I watched them build it. They sat in my living room and assured us that this was to be a "temporary" building and it would be removed when Cristwood was completed. Somehow it has gotten water and power and through several evolutions has become a daycare center, with a chain link fence and boisterous children, with staff and parents constantly arriving and leaving.

The last open area near the street at N 190th and Fremont N. now has a road, a walk way, a pea patch with a chain link fence around it, and a retention pond with a fence around it (I was told, "the city made us do it") in addition to their "temporary" building. This happened, in spite of the fact that years ago, they promised to never develop that piece of property. I saw that in writing in a large sheaf of papers, although I couldn't tell you where it is now. Now they want to put a new nursing home on it.

Over the years I have watched quietly as two different sides of the neighborhood complained and won. The people on the northwest corner of their property refused to let Crista's traffic cut through their streets on the way to the lower parking lot, therefore there is a closed gate there, except for emergencies. The second instance being when the people on N. 188th Street banded together when the Cristwood units were proposed along with the additional new traffic they would generate. They hired an attorney and got their street closed off. Now all the traffic goes past my house on N. 190th Street.

These changes were all done under the control of King County. I am hopeful that the City of Shoreline will be more responsive to the needs and wishes of their residents.

Neighbors

Crista talks out of one side of their face and acts out of the other. I'm sure most of the staff there are perfectly nice people who mean well, but the driving forces of this non-profit seem mostly driven by money. They claim that they wish to have good relations with the neighborhood and would like their residents to be part of the neighborhood, but they sure make it hard to be friendly.

Many neighbors will not talk with them. They are angry, disgusted and disillusioned about Crista. Crista does not behave in a Christian or even civil manner towards their neighbors. One would think that an organization with this kind of calling would make great efforts to live peacefully with the people all around them.

Crista has kindly allowed our neighborhood association to meet on their campus. It is a convenient location and we appreciate it. However, no one much comes to the meetings. A couple of neighbors I have asked to come have said they don't want to participate with anything on the Crista campus. I think we will be moving our meeting place.

Thank you for allowing me to express my opinions and some of my frustrations. I hope that the suggestions in this letter will lead to some creative and useful re-consideration of Crista Ministries plans.

I would be happy to discuss these issues with you or representatives from Crista Ministries at anytime.

Sincerely yours,

Ann Erickson
206-546-5430

ERICKSON 4

To Shoreline Planning Department

Attachment 6

Page 1 of 2

Steve Szafran

From: Wayne Erickson [wayneson@comcast.net]
Sent: Friday, November 27, 2009 11:46 PM
To: Steve Szafran
Subject: To Shoreline Planning Department

To Shoreline Planning Department

11/27/2009

Steven Szafran

17500 Midvale Avenue North

Shoreline WA 98133

From:

Wayne G. Erickson

525 North 190th Street

Shoreline WA 98133

Dear Mr. Szafran,

My wife and I have been residents at this address since 1976, before the agreement was made between the residents of Richmond Highlands Neighborhood Association, the area directly South of Crista Ministries dated 8/12/80.

Section 6 of this agreement states "Crista Expansion. In consideration of the Residents' agreement not to oppose development of the Project, (Cristwood Apartments)

Crista agrees that it shall not expand any of its activities on the southern or western portion of its present campus (including the Property) beyond the existing boundaries. Additionally, other than acquisitions for greenbelt purposes and employee housing and purchases provided in Section 7, Crista may not expand on the eastern portion of the Property to Fremont Avenue. Notwithstanding the forgoing, Crista may acquire by lease, purchase, or otherwise, properties beyond its existing boundaries for the purpose of passive greenbelts or in the event adjacent residences are purchased, for the purpose of employee housing."

11/30/2009

Page 139

To Shoreline Planning Department

Page 2 of 2

Section 11. also states that, "This Agreement may be amended only by written instrument signed by authorized representatives of Crista and the Residents.

Since this agreement was signed in 1980, Crista has built a model apartment at North 190th Street and Crista Lane, this was supposed to be a temporary building to show what the Cristwood Apartments would be like, as a sales tool while the development was being constructed. This building has been subsequently used at different times, as office space and as a pre-school with a fenced off outdoor play area. I have always been of the opinion that when a temporary structure had fulfilled its use that it would be demolished and the area returned to its former state. In this same area between Fremont and Crista Lane (formerly a greenbelt) Crista has built a pea-patch garden with raised beds a tool shed with a 4 foot chain link fence surrounding it, and a large surface retention pond also with a 4 foot chain link fence. All of this marring a once beautiful grass field that was used by the neighborhood as a green belt and a nice place for a game of catch. All of these small incursions into the afore mentioned Agreement were done without any notification of the neighbors and may seem like events of no consequence but they clearly show that Crista does not seem to care about any prior agreements that they have signed with the neighbors and will do as they please as long as no one complains.

Also since this agreement was signed, Crista acquired Hillwood Elementary School on the northern side of their property boundary which has also added to the ever increasing traffic problem all of which seems to be a consequence of Crista's continuous expansion, despite their promise to not expand beyond their boundaries as stated in the 1980 agreement.

I believe that the city of Shoreline should require Crista to abide with former agreements and not develop the west side of their property as they agreed to in 1980. And return the area the borders Fremont Avenue to Crista Lane along North 190th Street to as it was in 1980.

I would also ask that the proposed draft mitigations for traffic safety on North 190th Street include sidewalks on both sides of North 190th Street and a 4 way stop at North 190th Street and Fremont Avenue North.

I would like to be included as a person of record

Respectfully submitted,

Wayne G. Erickson

SETTLEMENT AGREEMENT

This Agreement is between CRISTA SENIOR COMMUNITY, a Washington non-profit corporation, licensed under the state of Washington to provide housing facilities for the Elderly, ("CRISTA") and RICHMOND HIGHLANDS NEIGHBORHOOD ASSOCIATION, an unincorporated association of individuals (the names of which are attached hereto and incorporated herein on Exhibit A) who are residents and neighbors of the area surrounding CRISTA'S existing facilities ("Residents").

CRISTA desires to provide additional housing for the elderly on the property described on Exhibit B attached hereto and incorporated herein ("Property"). Toward this end, Crista applied for a zoning reclassification under the King County Zoning Code in 1979 for a reclassification from RS-7200 to RM-1800-P suffix in order to allow development of a 198-200 unit housing for the elderly project with accessory parking for approximately 70 automobiles.

A declaration of nonsignificance under the King County SEPA Ordinance for the project was withdrawn by the Building and Land Development Department of King County at the public hearing on the reclassification held in June, 1979. CRISTA appealed the withdrawal of the declaration of nonsignificance to the King County Council and in a September, 1979 hearing, the King County Council determined that an environmental impact statement was not necessary and remanded the matter to the Hearing Examiner for a determination on the merits.

CRISTA requested an extension of its December 13, 1979 scheduled hearing before the Hearing Examiner due to the discovery of irregularities in density calculations and further, due to its desire to negotiate a revised project and revised access with the Residents. CRISTA also requested an extension of its rescheduled June 2, 1980 hearing date before the Hearing Examiner due to the King County Council's consideration of the Shoreline Community plan, and due to continued negotiations between CRISTA and the Residents. The reclassification reclassification application is presently placed "on call" pending adoption of the Shoreline Community Plan.

The parties agree that certain revisions to the project as described hereinafter and certain actions to be taken by CRISTA also as hereinafter described and, in

addition, certain actions to be taken by the Residents, form the basis of an agreement which the parties desire to formalize.

THEREFORE, in consideration of the mutual promises and covenants undertaken herein, the parties agree:

1. Approved Project. CRISTA will develop the Property in accordance with the plan attached hereto and incorporated herein as Exhibit C ("Plan") and shall execute and deliver in recordable form a covenant running with the land, binding upon the Property, and all subsequent owners, which covenant shall include the terms and conditions of this Agreement. Specifically, the Plan provides:

(a) Two six-story buildings, whose maximum height will not exceed four hundred ninety (490) feet above sea level, plus mechanical housing of approximately ten (10) Feet.

(b) A three and four-story building on the western portion located as shown on the Plan whose maximum height will be four hundred seventy (470) feet above sea level, plus mechanical housing of approximately ten (10) feet (the buildings and accessory development are collectively referred to herein as "Project")

(c) A drainage and storm water detention/retention system as shown on the Plan, which system shall be maintained in working order at CRISTA's sole expense during the life of the Project:

(d) Construction and maintenance, all at CRISTA'S expense, of a double cul-de-sac and fire gate and landscaping, all as shown on the plan attached hereto and incorporated herein as Exhibit D, ("Street Closure Plan").

2. Amendments. The Plan and Street Closure plan may be subject to minor modifications to facilitate proper implementation, without Residents' approval so long as such modifications do not result in increased view impairment, traffic, unregulated runoff, or changes in greenbelts and/or open space. Any major modifications must be submitted to the Residents for their approval, which approval shall not be unreasonably withheld if the proposed modifications do not result in increased impacts as described above. Modifications shall be submitted to Residents' attorney, who shall cause the Residents to either

approve or disapprove such major modifications within 30 days after submission. Failure of the Residents to act within such 30-day period shall be deemed to be approval.

3. Permits and Approvals. CRISTA is aware of the following permits and approvals which are necessary for development of the project and for which CRISTA shall seek approval:

- (a) Comprehensive plan amendment:
- (b) Zoning reclassification:
- (c) Parking space variance to reduce parking to approximately 70 spaces:
- (d) Department of Public Works approval for closure of 190th Place N. E. and construction of cul-de-sac/fire department barrier;
- (e) Building and Land Division site plan approval for "P-suffix"; limiting the use to housing for the elderly and uses generally accessory thereto.
- (f) Various construction related permits, including without limitation, building, grading, mechanical, electrical.
- (g) Occupancy permits.

Residents agree collectively as a group and individually, that they will not oppose nor will they cause opposition of any type to the approvals described above nor to any other approvals which might be necessary for development of the project in the "manner described in the Plan and Street Closure Plan.

4. Schedule for Approvals. CRISTA shall make all good faith and diligent efforts to obtain the approvals described in paragraph 3 and any other approvals necessary for development of the Project. In the event CRISTA is unable, after good faith and diligent efforts to achieve such approvals by July 1, 1982, (with the exception of occupancy permits) this Agreement shall terminate automatically and it shall be of no force and effect, provided, if approvals have not been obtained due to reasons beyond CRISTA's control, CRISTA shall have the option to extend.. the time period for securing the project approvals for a period of two years beyond July 1, 1982 by giving notice of intent to exercise such option in writing to

-3-

8/12/80

Residents at the address provided in paragraph 8. Such option must be exercised on or before June 1, 1982.

5. Construction Schedule. CRISTA shall not commence construction of the project prior to completion of the cul-de-sac described in Section 1(d) herein, provided, the construction, placement on the existing CRISTA campus and showing of demonstration apartment models shall not be deemed "construction" under this section 5.

6. CRISTA Expansion. In consideration of the Residents' agreement not to oppose development of the Project, CRISTA agrees that it shall not expand any of its activities on the southern or western portion of its present campus (including the Property) beyond the existing boundaries. Additionally, other than acquisitions for greenbelt purposes and employee housing and the purchases provided in Section 7, CRISTA will not expand on the eastern portion of the Property to Fremont Avenue. Notwithstanding the foregoing, CRISTA may acquire by lease, purchase, or otherwise, properties beyond the existing boundaries for the purpose of passive greenbelts or, in the event adjacent residences are purchased, for the purpose of employee housing.

7. Purchase of Clowers Property.

(a) CRISTA shall, upon ninety (90) days written notice from Francis Clowers and Bertie Clowers owners of Lot 7, Block 2, plat of Richmond Tracts Division 3, recorded under King County Volume of plats 25, page 49, located in Seattle, King County, Washington. ("property-"), purchase the Clowers' property, provided Clower's written notice of determination to sell, must be delivered prior to one (1) year after issuance of the occupancy permit for the Project. Closing shall occur in the offices of either Clower's or CRISTA's attorneys, subject to approval of title report by CRISTA. Clowers shall bear costs of title insurance, excise tax and one-half closing costs. CRISTA shall bear one-half closing costs and \$1,500 moving, expenses. Each party shall pay its own attorney's fees. CRISTA's purchase shall be by cash, payable at closing. Purchase price shall be determined as of the date of notice by an appraiser mutually agreeable to the parties, whose decision shall be binding on both parties. In the event the parties are unable to agree on an appraiser,

-4-

8/12/80

each party shall select one appraiser, who shall agree upon a third appraiser. The value shall be the average of the three appraisals. Each party shall pay one-half the total appraisal fees.

(b) CRISTA shall, upon ninety (90) days written notice from George M. and Janet A. Marshall, owners of North 104 ft. of Lot 2, Block 2, Richmond tracts Division 3 as recorded in Vol 25 of Plats, page 49, located in Seattle, King County, Washington ("property"), purchase the Marshall's Property, provided Marshall's written notice of determination to sell, must be delivered prior to one (1) year after issuance of the occupancy permit for the Project. Closing shall occur in the offices of either Marshall's or CRISTA's attorneys, subject to approval of title report by CRISTA. Marshall shall bear costs of title insurance, excise tax and one-half closing costs. CRISTA shall bear one-half closing costs and \$1,500 moving expenses. Each party shall pay its own attorney's fees. CRISTA's purchase shall be by cash, payable at closing. Purchase price shall be determined as of the date of notice by an appraiser mutually agreeable to the parties, whose decision shall be binding on both parties. In the event the parties are unable to agree on an appraiser, each party shall select one appraiser, who shall agree upon a third appraiser. The value shall be the average of the three appraisals. Each party shall pay one-half the total appraisal fees.

(c) CRISTA shall, upon ninety (90) days written notice from _____, owners of _____ ("property"), purchase the 'Property, provided written notice of determination to sell, must be delivered prior to one (1) year after issuance of the occupancy permit for the Project. Closing shall occur in the offices of either _____'s or CRISTA's attorneys, subject to approval of title report by CRISTA. Marshall shall bear costs of title insurance, excise tax and one-half closing costs. CRISTA shall bear one-half closing costs and \$1,500 moving expenses. Each party shall pay its own attorney's fees. CRISTA's purchase shall be by cash, payable at closing. Purchase price shall be determined as of the date of notice by an appraiser mutually agreeable to the parties, whose decision shall be binding on both parties. In the event the parties are unable to agree on an appraiser, each party shall select one appraiser, who shall agree upon a third appraiser. The value shall be the average of the three appraisals. Each party shall pay one-half the total appraisal fees.

8/12/30

-5-

CRISTA's purchase shall be by cash, payable at closing. purchase price shall be determined as of the date of notice by an appraiser mutually agreeable to the parties, whose decision shall be binding on both parties. In the event the parties are unable to agree on an appraiser, each party shall select one appraiser, who shall agree upon a third appraiser. The value shall be the average of the three appraisals. Each party shall pay one-half the total appraisal fees.

8. Total or Partial Destruction. In the event the Project is partially damaged by fire or other cause, CRISTA agrees that any repairs or restoration will be substantially in conformance with the project Plans. In the event any damage to the project is so extensive by fire or other cause that CRISTA shall determine, in its reasonable discretion, that it is unfeasible to repair or rebuild, this Agreement shall terminate as of the date of such damage by written notice from CRISTA to Residents of such destruction and this Agreement shall be of no force and effect.

9. Traffic Signs. CRISTA shall cause "Dead End" or "Local Access Only" street signs in accordance with King County requirements to be posted at the entrance of 188th and 190th once the cul-de-sac is installed, at no expense to the Residents.

10. Notices. Wherever notices are required under this Agreement they shall be sent to CRISTA and Residents, respectively, at the following addresses:

CRISTA: CRISTA Senior Community
 Attention: Raymond P. Westernen
 19303 Fremont Avenue North
 Seattle, Washington 98133

Copy to: Judith M. Runstad
 4400 Seattle-First
 National Bank Building
 Seattle, Washington 98154

Residents: C/O Mr. Richard Aramburu
 209 College Club Building
 Seattle, Washington 98104

11. Amendments. This Agreement may be amended only by written instrument signed by authorized representatives of CRISTA and Residents.

8/12/80

STATE OF WASHINGTON

COUNTY OF KING

SSe

THIS IS TO CERTIFY that on this /dav of

1980, before me, the undersigned, a .notary pub H-c--i-n-
a-n-c
for the state of Washington, duly commissioned and sworn,
personally appeared " to me known to be the individual
described in and, who executed the within and fo,egoing
instrument, and acknowledged to me that he signed the same as
his free and voluntary act and deed for the uses and purposes
therein mentioned.

WITNESS my hand and official seal the day and year in this
certificate first above written.

No-ary' public in and for the stace of
Wash-hgton, residing at

STATE OF WASHINGTON

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) ss.

COtrn.TY OF KING

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. TF:IS IS TO CERTIFY that on thIS (. day of ". / . : // " ,
1980, before me, the undersigned, a---nQtary public in and for
th~ state of wasE-ngton, ...dully commissioned and sworn,
personally appeared - = .. | ~ . > :-, to me known to be the
individual described in and who executed the within a~d
focegoing instrument, and acknowledged to me that he signed
the same as his free and voluntary act and deed for the uses
and purposes therein mentioned.

W!T-LSS mv hand and off cial seal the day and
~his certificate first above writteq. ----- year in

Notary public i~ and tor
~ashinston, residing a~

st:ace or

STATE OF WASHINGTON

SSE

COUNTY OF KING

THIS IS TO CERTIFY that on this 19th day of August, 1980, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared those persons listed below, to me known to the the individuals described in and who executed the within and foregoing instrument, and acknowledged to me that they signed the same as their free and voluntary acts and deeds for the uses and purposes therein mentioned: ROBERT F. BROWN, SUSAN J. CORBIN, BETTY BROOKS, ED BROOKS, SHEILA W. OLASON, WILLIAM L. OLASON by Sheila W. Olason, his attorney-in-fact, G.M. MARSHALL, ROBERT R. RUTLEDGE, fu~N M. LUDWIG, EVELYN C. BOYNTON, PETER M. BOYNTON, NORMA J. HED~N, JAMES S. LUDWIG, CHERYL B. STOCKINGER, INGRID P. HAVILAND, DAN E. HAVILAND, CHARLENE A. KAISER, JOHANNA L. BRADLEY, DAVID N. BRADLEY, ALLAN W. REES, FRANCIS M CLOWERS, BERTIE J. CLOWERS, WILLARD G. HEDMAN, RAY FARLEY and DOROTHY J. FARLEY .

. \WITNESS MY HAND AND OFFICI
1980.

AUG1-St

NOTARY PUBLIC in and for the state of Washington, residing at Seattle.

EXHIBIT A

By ~j. U~

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By ~(3~

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Erickson 12/3/2009

From:

Wayne G. Erickson

525 North 190th Street

Shoreline WA 98133

Dear Mr. Szafran,

As stated in my letter to the Shoreline Planning Commission dated 11/27/2009

My wife and I have been residents at this address since 1976, before the agreement was made between the residents of Richmond Highlands Neighborhood Association, the area directly South of Crista Ministries dated 8/12/80.

6. *CRISTA Expansion.* *In consideration of the Residents' agreement not to oppose development of the Project, CRISTA agrees that it shall not expand any of its activities on the southern or western portion of its present campus (including the Property) beyond the existing boundaries. Additionally, other than acquisitions for greenbelt purposes and employee housing and the purchases provided in Section 7, CRISTA will not expand on the eastern portion of the Property to Fremont Avenue. Notwithstanding the foregoing, CRISTA may acquire by lease, purchase, or otherwise, properties beyond the existing boundaries for the purpose of passive greenbelts or, in the event adjacent residences are purchased, for the purpose of employee housing.*

Since this agreement was signed in 1980, Crista has built a model apartment at North 190th Street and Crista Lane, this was supposed to be a temporary building to show what the Cristwood Apartments would be like, as a sales tool while the development was being constructed. This building has been subsequently used at different times, as office space and as a pre-school with a fenced off outdoor play area. I have always been of the opinion that when a temporary structure had fulfilled its use that it would be demolished and the area returned to its former state. In this same area between Fremont and Crista Lane (formerly a greenbelt) Crista has built a pea-patch garden with raised beds a tool shed with a 4 foot chain link fence surrounding it, and a large surface retention pond also with a 4 foot chain link fence. All of this marring a once beautiful grass field that was used by the neighborhood as a green belt and a nice place for a game of catch. All of these small incursions into the afore mentioned Agreement were done without any notification of the neighbors and may seem like events of no consequence but they clearly show that Crista does not seem to care about

any prior agreements that they have signed with the neighbors and will do as they please as long as no one complains.

I believe that the city of Shoreline should require Crista to abide with former agreements and not develop the west side of their property as they agreed to in 1980. And return the area the borders Fremont Avenue to Crista Lane along North 190th Street to as it was in 1980.

Since the major reason for the implementation of the agreement was to reduce the impact of the additional traffic on North 188th Street and to direct all of the increased traffic from the development of the Senior Housing project at Crista, I would request that the cul-de-sac barrier as described in section 1 (d) of the 1980 agreement be removed to reduce the burden of the increased traffic on North 190th Place and North 190th to Fremont Avenue N.

Since Crista has already violated the "1980 agreement without any consultation with the neighbors and plans to violate it further and dramatically, I believe that the cul-de-sac barrier agreement should no longer be honored either. It should be removed at this time. Allowing some of this additional traffic to be routed onto North 188th will the traffic impact on North 19th Place and North 190th Street. This consideration must also be included in the traffic medications for any new or further development of the "Crista Campus".

Respectfully submitted

Wayne G. Erickson

Firlands Good Neighbor League

From: fgnl@comcast.net[SMTP:FGNL@COMCAST.NET]
Sent: Friday, October 23, 2009 10:16:10 PM
To: Darcy Greenleaf; Szafran@shoreline.wa.gov; John Marek; Plancom;
Cindy Ryu; Terry Scott; Chris Eggen; Ronald Hansen; Doris McConnell;
Keith McGlashan; Janet Way
Cc: anson@comcast.net; wzieve@comcast.net; drmatthewsusa@comcast.net
Subject: From the Firlands Good Neighbor League - RE: Crista Master Plan
Auto forwarded by a Rule

Copies of this email have been sent to all City Council members, the planning commission and the City Attorney.

Please be advised: We have been provided with a draft version of proposed mitigations, have sent letters and have prepared a list of principles with suggested mitigations for the Crista Master Plan.

However, the Firlands Good Neighbor League and all neighbors of Crista that it represents wish to ensure that the City of Shoreline understands these in no way ameliorate or mitigate our concerns about the impact of Crista's Master Plan.

We go on record here to let you know that we feel very strongly that a full Environmental Impact Statement must be required from Crista. The myriad serious impacts to the environment, traffic, historical buildings, water run-off, habitat, and quality of life must be carefully considered before moving further toward approval of this plan.

We intend to work very hard to ensure this happens and hope that we can count on the City of Shoreline's support and cooperation with our efforts.

David R Matthews

Chair Firlands Good Neighbor League (a non-profit).

Firlands Good Neighbor League 2

Hello Steve,

Thanks for getting back to us so quickly. We appreciate your attention to these issues.

These documents are all we have been able to find - although we will continue to look further to see if we can find any of the parts you referenced in your first response.

As to whether we should try to achieve the goals set out by this document, I think that remains to be seen as we move forward. The point of bringing these to your attention is to document the many years of agreements that have gone before and the inherent mistrust and frustration in the neighborhood caused by many of those agreements being ignored over time.

This time around we hope will be different. This time we have a City government that we trust will hold Crista and the neighbors to a high standard of collaboration and cooperation and that will expect all parties to act responsibly. We also hope and trust that this time around any agreements made will well documented, monitored and audited by the responsible authorities in our City government, and enforced into the future as true legal contracts.

As should be well understood by now, our concerns are for the environmental, traffic, property value and quality of life issues and all those entail. We hope to work with you and Crista to ensure all of those concerns are addressed adequately and that all parties come away from this experience feeling as if they were heard, understood and treated with respect.

It's probably too much to expect that everyone comes away happy, but it is imperative that we all do our best to work toward that as our ultimate goal.

David Matthews

Chair

Firlands Good Neighbor League (a non-profit)

The Firlands Good Neighbor League 3

Steve,

Thank you for your work on this project. We really feel like you and the City are making good progress and listening to the neighbors pretty well. However, there remain several areas of concern - outlined below.

Trees & Ecology

The proposed mitigations state that significant tree retention will be 70%, tree replacement will be 1:1, and that no trees other than hazardous trees will be cut within critical areas. Further they propose moving the practice field 50' further south than in the plans to maintain a little more of the existing forest on the West side of the campus. This is a good beginning, but falls short of fully addressing the loss of habitat, air purification from the trees, rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forest.

They also have proposed retaining the spectacular second growth fir trees west of Fremont at 190th St within 60 feet of the right of way line.

We propose increasing the required mitigations to significant tree retention of 90%, and moving the practice field 75 yards to the south in order to preserve the majority of that forest. We would further propose that the retention of trees west of Fremont be increased to a depth that preserves the entire existing stand of forest. Further, that the current forests be carefully preserved and enhanced with diverse native trees and understory, as a model ecological area for increasing habitat, instruction of their students, and the enjoyment of their senior residents and the neighbors.

Unless these proposals are agreed to in full, we feel that a full Environmental Impact Statement must be required to assess all of the significant impacts these issues involve.

Traffic

The proposed mitigations include quite a few traffic mitigations and in general they are pretty well considered. However, there are still significant traffic impacts that have not been adequately addressed. For instance they are still planning to nearly double the number of independent senior housing units accessed exclusively over a small residential street (190th St). Similarly they have not agreed to reduce the number of new students which impacts heavily the morning, evening and special event traffic.

We propose they limit the number of new independent senior housing units accessed via residential streets to less than 50 and/or create new access over their own property. We would also propose they limit the number of new students to no more than a total of 1500 in order to limit the traffic impacts.

Unless these proposals are agreed to in full, we feel that a full Environmental Impact Statement must be required to assess all of the significant impacts these issues involve.

Toxic Waste and Construction

There are no mitigations proposed to address the possibility of toxic dust resulting from the demolition of old buildings, or the ongoing issues raised by 15 or more years of construction projects.

In a recent similar development proposal in the Maple Leaf neighborhood of Seattle, a building of similar age and construction was found to present a risk of lead dust contamination to anyone within 150 yards of the building if it was demolished. This did not even include the possible contamination and noise from the demolition equipment and dump trucks moving through the neighborhood.

We propose any buildings slated for demolition be studied by an expert in toxic chemicals and demolition risks. Further, all impacts of all proposed construction projects such as equipment, crews, traffic and dust, mud, etc. must be analyzed and these impacts addressed. Any and all findings of these experts must be published, public comment taken and addressed, and mitigations be agreed upon by the City and any affected neighbors, school children's parents, and resident seniors before permitting is allowed.

This impact is extremely significant and absolutely requires a full Environmental Impact Statement.

Historical Preservation

The proposed mitigations actually do a good job of suggesting attention be given to the preservation of historical buildings and the recognition of this property's historical significance to Shoreline and our neighborhood.

Our only proposal in this regard is that the City strengthen that language and change the wording of the mitigations from "Staff encourages the applicant to nominate the exterior of the High School and the Administrative Building for Landmark status..." to "Crista is required to nominate...".

Guarantee of Mitigation Implementation

The mitigations propose a \$20,000 fund as guarantee of the implementation of all the required mitigations.

We feel this is an extremely low number and propose that this be increased to a number that is both a real incentive to Crista to complete the mitigations and/or will actually provide the City with enough funds to complete those mitigations itself should Crista default on its obligations.

To come up with a realistic number we propose the City complete a study of the actual cost of all final agreed upon mitigations and demand a fund amount equal to those costs.

Impermeable Surfaces

There is no mention in the mitigations of the impacts of increased impermeable surfaces in the form of new parking lots and buildings. As part of the State's Growth Management Act compliance most all of the surrounding jurisdictions have put in place "low impact development" rules that include minimizing new impermeable surfaces.

We propose that the overall impermeable area be reduced as part of this master plan by meeting or exceeding the recommendations of the low impact development rules common throughout the area.

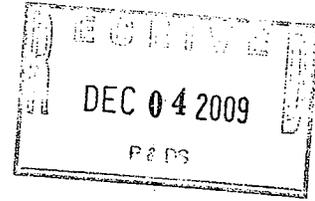
To not address this issue creates a significant impact on storm water runoff issues that will affect the entire City and surrounding area and could cause further erosion and destruction of habitat in downstream areas. A full Environmental Impact Statement is required to assess and address this issue.

Other Considerations

The SEPA process notification says there will be no administrative appeal. This is without precedent and there must be some type of administrative appeal process provided, should our community feel our issues have not been adequately addressed.

Regards,

The Firlands Good Neighbor League



December 4, 2009

To Steve Zsafran

Shoreline Planning Department

Firlands Good Neighbor League has prepared the attached petition and collected signatures for inclusion in the Crista SEPA comment period.

fgnl@comcast.net

206-542-5808



To Steve Szafran EMAIL: sszafran@shorelinewa.gov

We the undersigned are neighbors of Crista and are very proud of its beauty and friendly neighborhoods, as well as the relatively new City government.

We are aware that significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Traffic traveling from one side of the campus to another currently travels around the campus grounds through the neighborhoods. We do not see language in the proposed mitigations addressing this issue.

We feel strongly that a full environmental impact statement must be required before permitting is allowed.

| Printed Name | Address | Date | Signature |
|-----------------------|-------------------------------|---------|---------------------------|
| 1. BETH BURKELL | Shoreline 556 N 169th St | 12/3/09 | <i>Beth Burkell</i> |
| 2. Karen Frazier | 403 N 182nd Ct Shoreline | 12/3/09 | <i>Karen Frazier</i> |
| 3. Christy Westvold | 18326 Dayton Pl Shoreline | 12/3/09 | <i>Christy Westvold</i> |
| 4. Collette van Tol | 18230 Emmonson Ave N. | 12/3/09 | <i>Collette van Tol</i> |
| 5. Mary Sabetto Davis | 514 N 185th Pl | 12/3/09 | <i>Mary Sabetto Davis</i> |
| 6. Arsenio Camacho | 220 NE 175th St Shoreline | 12/7/09 | <i>Arsenio Camacho</i> |
| 7. Mary Lanste | 266 NE 175th St. Shoreline | 12/3/09 | <i>Mary Lanste</i> |



To Steve Szafran **EMAIL: sszafran@shorelinewa.gov**

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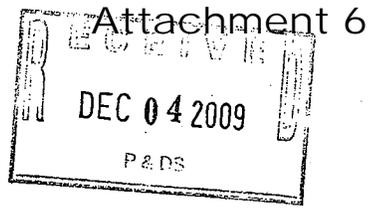
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| | Printed Name | Address | Date | Signature |
|----|--------------------|--------------------------------------|---------|--------------------|
| 1. | BETH BURKELL | 556 N 169th St ^{Shoreline} | 12/3/09 | Beth Burkell |
| 2. | Karen Frazier | 403 N 182nd Ct ^{Shoreline} | 12/3/09 | Karen Frazier |
| 3. | Christy Westvold | 18326 Dayton Pl ^{Shoreline} | 12/3/09 | Christy Westvold |
| 4. | Collette van Tol | 18230 Emmonston Ave N. | 12/3/09 | Collette van Tol |
| 5. | Mary Sabetto Davis | 514 N 185th Pl ^{Shoreline} | 12/3/09 | Mary Sabetto Davis |
| 6. | Arsenio Camacho | 220 NE 175th St ^{Shoreline} | 12/7/09 | Arsenio Camacho |
| 7. | Marye Lanste | 266 NE 175th St ^{Shoreline} | 12/3/09 | Marye Lanste |

| Printed Name | Address | 98133 Date | Signature |
|---------------------|----------------------------|------------|-------------------|
| JOHN & ALMA KELLER | 712 St Shoreline WA 98133 | 12/1/09 | [Signature] |
| John Keller | 712 St Shoreline WA 98133 | 12/1/09 | [Signature] |
| Wade Heyer | 714 N 190th Shoreline | 12/1/09 | [Signature] |
| Annette Hawkins | 718 N. 190th Shoreline | 12/1/09 | [Signature] |
| Sandra A. Renando | 718 N. 190th Shoreline | 12-1-09 | Sandra A. Renando |
| Rob Holmstrom | 724 N 190th | 12-1-09 | [Signature] |
| TRICIA THIMSTROM | 724 N 190th St | 12-1-09 | [Signature] |
| Marika Kivi | 723 N. 190th St | 12-01-09 | [Signature] |
| Barbara R. Morrison | 19030 Fremont N. | 12-2-09 | [Signature] |
| Charles Morrison | 19030 Fremont Ave North | 12-2-09 | [Signature] |
| WALT HAGEN | 711 N 193 St | 12-2-09 | [Signature] |
| CLAIRE GRACE | 728 N. 193 St | 12-2-09 | [Signature] |
| PAUL GRACE | 728 N. 193 | 12-2-09 | [Signature] |
| Diane Kallaway | 513 N. 190th St | 12-2-09 | [Signature] |
| Wanna Choy | 509 N. 190th St, Shoreline | 12-3-09 | [Signature] |
| Heather Gutz | 728 N 190th St Shoreline | 12/3/09 | [Signature] |
| Roger RENANDO | 718 N. 190th St SHORELINE | 12/03/09 | [Signature] |
| Roger Strand | 734 N. 190th Shoreline | 12/03/09 | [Signature] |
| Virginia Anderson | 19034 Fremont Ave N. | 12/03/09 | [Signature] |
| Ralph Martenson | 721 N 193 St | 12/03/09 | [Signature] |
| SALMA MARTINSON | 721 N 193 St | 12/03/09 | [Signature] |
| Chris Green | 715 N 193rd PL | 12/3/09 | [Signature] |
| Shiho Kurau Chi | 915 N 193rd PL | 12/3/09 | [Signature] |
| LeAnn Simo | 720 N 193rd PL | 12/3/09 | [Signature] |
| Fay Sitaras | 720 N 193rd Pl. | 12/3/09 | [Signature] |
| KEVIN INDE | 714 N 193rd PL | 12/3/09 | [Signature] |
| KAREN FRANCIS | 705 N 193rd Pl | 12/3/09 | [Signature] |
| JEFF FRANCIS | 11 | 12-3-09 | [Signature] |
| Wesley Nordman | 505 N. 190th St | 12/3/09 | [Signature] |
| JULIAN Rinker | 505 N. 190th St | 12-3-09 | [Signature] |
| Wayne G Erickson | 525 N 190th St | 12-4-09 | [Signature] |
| Ann Erickson | 525 N. 190th St. | 12/4/09 | [Signature] |
| Wendy Zieve | 411 N. 190th St. | 12/5/09 | [Signature] |



To Steve Szafran

I am a neighbor of Crista and am very proud of its beauty and friendly neighborhoods, as well as the relatively new City government.

I am aware that significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Currently traffic traveling from one side of the campus to another travels around the campus grounds through the neighborhoods. I do not see language in the report spelling out this remedy.

A full environmental impact statement should be required before permitting is allowed.

| Sincerely, DATE | NAME | ADDRESS |
|--------------------|-----------------------------------|-----------------------------------------------------|
| <u>12/1/09</u> | <u>Randi K. Warner</u> | <u>19706-12th Ave N.W. Shoreline</u> |
| <u>12-1-09</u> | <u>Richard H. Warner</u> | <u>same as above.</u> |
| | <u>Jill Warner</u> Jill Warner | <u>Same as above</u> |

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Sincerely,
DATE

NAME

ADDRESS

11/29/09 Kerry Smith 19825 Phinney Ave. N.

11/29/09 Mary Hobbs 19805 Phinney Ave NB

11/29/09 Angeline Ulahos 19805 Phinney Ave N.

Gaskin

Dear Steve Szafran,

Thank you so much for helping the citizens of Shoreline in regard to the recent plan by Crista to proceed with its Master Development Plan.

The following issues are important to me.

1. I would propose that trees be retained at 90% and that the forest buffer depth be increased significantly on both sides. The trees are a very important part of the reason we moved to Shoreline.
2. In order to minimize the effect of increased traffic here in the neighborhood, I would propose that the new independent senior housing units be limited to 50 or that new access be created. Also there should be a limit of 1500 students to limit the increase in traffic which is already considerable.
3. The effects of demolition can be disastrous and I believe that the demolition areas should be studied by an expert in toxic chemicals and demolition risks. It is important that impacts of all proposed construction be required as part of a full environmental statement.
4. The waste water will likely be a significant problem and a complete study should be done of the impacts of this on the old water infrastructure.
5. There are beautiful historical buildings here and Crista should be required to nominate the exterior of the High school and the Administrative Building for landmark status
6. \$20,000 is a completely inadequate fund as a guarantee of implementing the required mitigations. This should be increased to a number that is actually reasonable should Crista default on its obligations.
7. The impermeable areas (parking lots and buildings) should not exceed "low impact development" rules throughout this area.
8. The notification we have receive indicates that there will be no administrative appeal. This is completely untenable. There must be some administrative process of appeal available to the general public.
9. If these proposals are not agreed to in full, I feel there should be an Environmental Impact Statement to assess all the impacts these issues involve.

Steve, Thank you for helping us take a stand in regard to these issues.

Sincerely Carol Ladas-Gaskin

Gibb

Dear Mr Szafran,

Thank you for your department's work on the Crista Plan.

I support the request for an EIS for the Crista plan, in order to evaluate the loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood.

Many of the surrounding jurisdictions such as King County are now beginning to demand all development follow low impact development rules that demand consideration and reduction of impermeable surfaces. I would propose that the City demand Crista follow these low impact development rules and strive to reduce the overall impermeable surfaces on their campus.

These impacts could be considerable if they are not adequately studied and addressed. Therefore I believe this requires a full environmental impact statement be prepared by Crista before any permitting of their plans.

Thank you for your consideration of these ideas.

Dwight Gibb
2123 NW 201
Shoreline 98177

GOLO

July 14, 2009

Crista Ministries
P.O. Box 330303
Seattle, WA 98133



Attn: Mark Maynard

Re: King's Schools Utility Field
Proposed Revisions to Current Concept

Dear Mark,

I recently had a telephone conversation with staff at Kilburn Architects regarding suggested revisions to the site planning of the Utility Field proposed to be located off 1st Ave W. The suggested revision is to eliminate the small, gravel-paved multipurpose area currently shown to the south of the field, and move the field footprint 50' south. You and I later debriefed to some extent. My current understanding is that this revision is intended to reduce the amount of clearing required to create the developable space for this part of the Master Plan, and that the new direction includes constructing the field roughly at grade with 1st Ave W.

While we do not know what level of priority the reduction in tree removal has in the big picture, I would like to offer the following comments in counter-point;

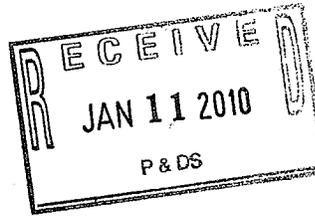
- The gravel area shown in our last conceptual site plan has several very important functions, specifically dependable emergency access, maintenance access, general accessibility, and sanitation. All of these functions greatly decrease potential liability and increase the chances of long term success and enjoyment of the proposed development. D. A. Hogan & Associates strongly encourages you to retain this design feature.
- We explored the concept of developing the field at grade with 1st Ave W. very early in the design process and found that the volume of export required was excessive but also that the surrounding topography, particularly to the north and east, was not particularly suited to this approach. These areas will very likely require retaining systems and transitional grading which will require additional disturbance (clearing). The need for a pedestrian pathway from below means there will be grading required along the east and northeast edges of the field, so the resulting undisturbed area may not have quite the value imagined. Perhaps the ideal lies somewhere between?
- We show 6 parking spaces and 2 ADA van accessible spaces on the October 2008 plan, down from 19 shown on the September 2007 feasibility study. We do not have a specific programmatic requirement for the 6 parking spaces and can understand neighbors having a negative response to "parking". The area shown as 6 parking spaces could be re-labeled to reflect the multipurpose nature of the space or eliminated.
- Moving the field footprint 50' south and relating the field elevation to 1st Ave. W. is likely to require a retaining wall along the south edge, with the field surface ending up 10' north and 6' to 8' below the adjacent residential properties.

Thank you for including us in the conversation. I hope I have adequately communicated our concerns – in the event that I have not, I hope you will contact us again as the design continues to evolve.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Gold", written over a horizontal line.

Eric Gold, ASLA



506 North 192nd, C 203
Shoreline, WA 98133
January 6, 2010

Ms. Rachael Markle, AICP
Acting Director
SEPA Responsible Official
Planning and Development Services
17500 Midvale Avenue North
Shoreline, WA 98133--4905

Dear Ms. Markle:

I hope it is not too late to add some vital health information to Shoreline's planning and permit process concerning Crista's Master Plan. My objection to including the 400 foot radio tower with its collection of TV and cell-phone antennae is based on the Washington State Department of Health Position Paper on electro-magnetic fields' affect on human health, and on pretty clear personal experience.

The position paper says more research needs to be done on the dangers to human health, but that it is pretty certain that radiation from such electro-magnetic fields have been proven to cause "direct ionization of atoms" and has been linked to cancer and genetic mutations." They still say "further research is needed to determine whether athermal effects are harmful to human health.

The DOH paper says that this radiation extends to 800 feet in all directions from the source, so it affects much of Crista's immediate neighbors ^{too} as well as Crista's schools, nursing center and retirement residences, ^{too} as well. Also, there is no doubt the whole area is affected by the radio-active field if you try to get any other radio ^{station} without loud static, or try to play a tape player without being drowned out by the tower's station, which used to interfere with even one's telephone conversation before Verizon got a small wire that cut out such interruption.

But this is only an annoyance. The real threat can be shown by the personal experience. I am like the canary in the coal mines who needs more oxygen than the miners do and so drops dead with less than it needs, warning the miners to go seek better air before it gets them too. When I was living down-wind of the Vermont Yankee nuclear power plant, I started developing nodules on my thyroid. They stopped growing a month or so after I moved to the west coast. A month or so after I moved to Crista, though, they began to grow again. This could, of course turn to cancer, and puts not only me, but everybody within 800 feet of that tower, in danger. So I hope people like you will notice that the canary isn't feeling well, and get this tower moved or eliminated. If more convincing research has been done proving this radiation harmless, then we should be told about it, but if Capitalism's profit motive is the major force for preserving this electro-magnetic field, shouldn't we come down on the side of human health?

Sincerely,

Marjorie Grove

Marjorie Grove

9.5. Please forgive the typos: I am blind.
M.G.

Gunn

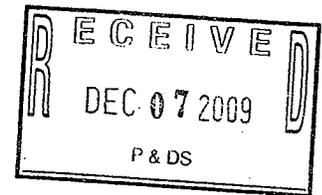
Dear Sir,

My understanding is that there is a major development proposed for acceptance on the Crista property. I urge you to insist on an EPA study before allowing it to proceed. I live at 17625 6th Ave NW in Shoreline, and though I more regularly frequent Boeing Creek area. I do walk in the Crista area also. I also have reason to drive in this area periodically and find traffic to be unreasonable at times already.

I am also concerned that letting any project, which causes removal of more that 200 trees, slide thru without a *full* environmental review, sets a horrible precedent for Shoreline. Air quality, sound buffers, surface drainage, traffic, habitat, sewer/water, roads and pedestrian walkways are all stressed or endangered. Please serve Shoreline, by requiring a full review before a single tree is cut.

Thank You,
Ginger Gunn

HERTEL



City of Shoreline
ATTN: Steve Szafran
17500 Midvale Ave. N
Shoreline, WA 98133
FAX: 206-546-8761
EMAIL: sszafran@shorelinewa.gov

I am a neighbor of Crista and wish to comment on the recent re-notice of the master plan permit application and optional mitigated DNS for Crista Ministries. I previously objected to the process. I note that the City implemented this public comment period over Thanksgiving. The notice says, "This may be the only opportunity to comment on the environmental impacts of this proposal."

When the city rezoned Crista, the neighborhood was told that it would not adversely impact Crista's neighbors. A "benefit" was suggested in the form of our greater involvement in the planning process. An interested public has been waiting for months for this re-noticing, and the City waits until Thanksgiving, one of the most traveled holidays of the year to elicit public comment. How exactly does this engender the concept of impartiality and basic fairness? Once public trust is violated, it will be very difficult for any public official to re-establish a baseline of community support. There are many who expect public corruption. They say that this sort of underhandedness justifies the cynicism.

Crista's expansion is said to occur for at least the next 15 years, and into an indefinite future. This is an extension of the last thirty years of expansion accompanied by broken promises with the neighborhood. Shoreline's Planning Department seems to be saying that the surrounding neighborhood is irrelevant to the City's goal for expanding 'big business' into a residential neighborhood. The decision to issue a DNS for Crista's Master Development Plan happened sometime ago before and absent community involvement. The City Council has instituted policies to prevent the community from using City council meetings as a public forum for due process. There will be a significant environmental and societal impact whatever the outcome might be. The City explains that if an interested property owner misses the 'Thanksgiving re-noticing', there will be no avenue for administrative appeal. Given the fact that this is the United States of America and not a banana republic, the City's processes are unprecedented. The process should be redone in a manner that actually builds public trust.

IMPERMEABLE SURFACES:

The City's SEPA findings do not suggest mitigation of the impact of increased impermeable surfaces. Many of the surrounding jurisdictions such as King County are now beginning to demand all development follow low impact development rules that require consideration and reduction of impermeable surfaces. There have been studies that have proven a two to three percent change in impermeable surfaces can seriously impact drinking water quality. Impermeable surfaces cause erosion. Erosion and toxic waste from street runoff can result in destruction of habitat and impact the quality of drinking water.

Over the last 15 years, Crista has already built a significant number of parking lots and other impermeable surface areas which impact its neighbors in a variety of ways. Additional development will significantly impact all of Shoreline.

For those homes downstream/down hill from Crista, there should be serious concerns of the environmental impact of erosion and toxic waste that would run downward towards the sound. How far downstream will habitat be affected if Crista's latest development destabilizes the hillside? How many homes will be displaced if Crista's expansion changes water runoff patterns? There are already flooding problems associated with previous development. On what basis does the City claim that twenty years of new development will have no predictable environmental impact? The City doesn't claim to know what other development might be approved. There are already streams that have been moved by Crista's development. What impact does the new construction have on them and others who might be impacted? How much additional toxic waste can be dumped into the ground water before it is a public health concern? What impact will these changes have on the eco-system, the fish, the wild life, the humans, and the existing streams? Have local treaty rights been considered?

In my career, I have been responsible for mitigating the impact of mistakes in poor planning of local government. The issue of impermeable surface displacement is more than a theoretical issue for me. I have worked with issues involving city and county governments approving 'bad' plans. I have been asked to mitigate destabilized hillsides, local stream beds that were moved by developers, massive toxic waste clean up and flooded out property owners (the stream now runs through it). In my experience, environment catastrophes are forged with DNS permits.

Has the City considered toxicology of the impermeable surface displacements on neighborhood gardens and drinking water? I am distressed to see that there is no mention of the possible impacts of toxic dust from the demolition of old buildings. It is a well established fact concerning the period buildings that Crista proposes to demolish contain lead based paints, asbestos and other toxic substances. Many of these toxins are cumulative in the human body (and in the organic food chain) and have the potential to seriously affecting organic life in the vicinity of the demolished buildings including senior residents, students and staff at the schools and neighbors. Further, these toxins have a considerable half-life that would not necessarily be easily mitigated even in a longer term of fifty years. It seems that the City proposes to have all of the toxins be discharged into neighborhood gardens and drinking water. Further, there is no mention in the proposed mitigations of any of the other impacts of 50 or more years of construction projects, including demolition and construction equipment, crews, traffic and dust, mud, erosion, toxicology, (etc).

I would propose that if the City has not studied water run off in terms of toxicology and potential erosion that it should do so. These impacts could be considerable if they are not adequately studied and addressed. These issues are substantive and due to the basic health risks upon the community, they must be addressed with a comprehensive analysis of toxic materials in the buildings and toxicological impact on ground water proposed for demolition and specific mitigations required by the City to avoid any exposure to the surrounding area. This requires a full environmental impact study.

Further, the neighborhood to the immediate west of King's playfield will have substantial environmental impact if the playfield is converted into a parking lot.

ENVIRONMENTAL IMPACT OF CLIMATE CHANGE:

I feel the loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, old growth deforestation's contribution to climate change, and aesthetic beauty afforded by the current forests surrounding Crista property on their west border and west of Fremont at 190th have by no means been considered carefully enough. In an age where greenhouse gas emissions are reportedly the most important issue to our planet, it is essential that every community works toward sustainability and reduction of greenhouse gases. This means that as a community, we demand that development is more than functional. How does cutting down one of the last old growth forests in Shoreline serve our community and the planet? What does it say to future generations who are being raised as responsible members of their community? I would suggest that the proposed playfield in the west border woods be moved back at least 75 yards to the south and the current stand of second growth fir trees along Fremont be preserved in its entirety. Both of these forests should be enhanced and protected.

ANNEXATION OF COMMUNITY ACCESS

Previously, I raised the issue of the public nuisance that was being brought into my neighborhood and the danger the traffic posed to neighborhood children by Crista's guests. Our arterials were not built to support the kind of industrial congestion created by most metropolitan airports. Similarly, Shoreline does not have the tax base, or public support to expand limited road access as annexed extensions of Crista's campus. I object to my home being turned into a driveway. If a business enterprise that has insinuated itself into the residential neighborhood has greater demand than what community zoning supports, then it needs to either move or find a solution that fits the character of the neighborhood.

While I appreciate the City's sudden interest in the safety of the children in my neighborhood, I do not see any plans to mitigate the existing problems much less the future impacts that will expand with limitless expansion of the Crista campus. I have been severely impacted for many years by the traffic problems created by Crista's growing population of students. I have been impacted by the parents' reckless disregard of Shoreline's traffic laws and parking restrictions. Based upon observed changes in parking signage in my neighborhood, I guess the fire department agreed with my observations about Crista's traffic congestion blocking emergency services. Nonetheless, the City still plans to approve a plan that may permanently cut us off from basic services that our taxes are levied to support.

A few months ago, I had a drug bust conducted in my front yard. The criminal led the police on a high speed chase through Crista's daycare parking lot, around the Crista campus before ending with the drug dealer crashing a stolen car through my yard. The drug dealer then abandoned the car and led the police on a foot chase through my yard. My point is that Crista has acres of real estate that invite colorful characters to use the property to conduct their business in a secluded setting. Crista's campus is so large that it is obviously difficult for them to know or control what activities go on. I am of the opinion that if the City makes my home more accessible to their visitors, I will no longer be able to enjoy my home. I am not interested in worrying about graffiti, child molesters, drug deals, break ins, (etc). I have seen the

graffiti fences and garbage left in the wake of Crista's student population. Neither the City nor Crista has done anything to help those home owners after they are injured.

The traffic study that Crista unveiled last spring was so obviously flawed that it should have been redone. I have not seen any proposals to mitigate the impacts of the current population much less any future growth over the next twenty years. With the obvious expansion that is proposed in this area, the City's traffic analysis and inadequate road systems are serious issues. I have not seen any evidence that Crista is being required to provide an accurate study. So, one must assume that the City is already aware that Crista's development is expected to cause substantial environmental impact and it doesn't want to deal with the impact to the neighborhood. If this is the case, then the City would be complicit in misrepresenting facts to the community. The City apparently intends to annex the only neighborhood access as a third driveway to King's elementary. (I would highlight that Crista is not a public institution so there is no claimed "public good" concerning seizure of property by means of "eminent domain". Unless these and the many other issues are addressed in a much more comprehensive manner I feel that a full environmental impact statement should be required before permitting is allowed.

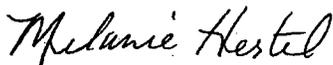
Administrative Appeal:

I notice that there is no administrative appeal process.

Therefore I believe this requires a full environmental impact statement be prepared by Crista before any permitting of their plans.

Thank you for your attention to this matter.

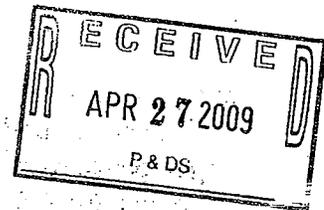
Cordially,



Melanie Hertel
222 N. 196th Place
Shoreline, WA 98133
(206) 546-2535

HERTEL Z

Steve Szafran
 Associate Planner
 City of Shoreline
 17500 Midvale Avenue N.
 Shoreline, WA 98133



Dear Mr. Szafran,

I am responding to the City's request for public comment on Crista Ministries Master Development Plan, Permit Application #201713.

As an overview, I object to the Master Development Plan. I also object to, and wish to protest the City's permitting process.

I am disappointed with the City's permitting process. Given the platform of City council members, I would hope that there would be some support in the notion of 'equal protection' under the law. The neighborhood is mobilizing against Crista's expansion into our homes and neighborhood. We will continue to enjoy and use our property and our street without restraint, interference, or coercion from the City of Shoreline or any alleged "neighbors." Crista is a nuisance. I object to being bullied and manipulated.

My property is located on the corner of Greenwood and 196th. Crista's proposed plan would place a new entrance at the southeast corner of my property. This would exponentially expand the traffic, pollution, and parking congestion. Of course, I believe there will be a significant impact on my quality of life and ability to enjoy my home. The current view out my front window would be gone when the play field is replaced with two large parking lots. At the point that the plan is approved, my property value will diminish. The proposal will change the character of the neighborhood, as well as change the conditions on which I bought my home. In terms of basic property rights, there will be a significant adverse environmental impact. However, it will also change the character of the entire neighborhood. It is my opinion that the Greenwood neighborhood cannot sustain the proposed growth.

I would like to understand the land use designation that has been applied to the Crista campus. I am under the impression that I bought a home in a single-family residential neighborhood. Crista is a very large, multi-faceted commercial enterprise that does not fit within the definition of the 'residential' zoning code. Why is it exempt from the zoning code? Why doesn't it need to fit into the current and future "character" of the neighborhood? Why exactly may a business enterprise grow indefinitely? Why exactly will the existing zoning code appropriate when Crista never was, is not, and never will be "residential" construction? Your plans seem to indicate that at some future, we can expect the campus to generate the kind of industrial congestion (nuisance) that flows through many metropolitan airports, and yet how would an airport be zoned for a residential neighborhood? I dispute the argument that indefinite growth can be sustained indefinitely without having an adverse impact. The premise is absolutely ridiculous.

Traffic Plan:

Brook McDougall, mentioned the nuisance parking and nuisance traffic at the last public hearing. With the levels of traffic that currently exist, the road system in the surrounding neighborhood cannot sustain Crista's proposed expansion. The current road systems would need significant expansion to keep pace with traffic congestion of the future (the indefinite growth) proposed by Crista. Roads and intersections are so congested during Crista's drop off periods that the swarming cars endanger neighborhood children. Crista's parents drive aggressively and inconsiderately because of the 'congested rush hour, freeway competitor' mindset of the majority of drivers. For many, they are interrupting a very important life. The drop off is an interruption on the race to a faster arterial. To them it would seem that Shoreline residents are roadway competitors. In this environment, there will be road kill. This is not the attitude of 'neighbors' who live in a community. For the most part, the City sees value in expanding the nuisance and predatory mindset.

There is one crossing guard for King's children. But, if you actually participated in one of the rush periods, you would be amazed at the traffic congestion that our children cross to get to school. I have witnessed Crista guests verbally abuse neighborhood children. I have seen reckless, negligent, and rude behavior. Crista transfers tremendous liability to the City of Shoreline every day. One of these days the public nuisance will result injury or death. No study is going to negate the liability when this happens. The study that is contained in the Master Plan does not reflect a perspective based in any existing reality that I see 6 days a week. One has to assume that Crista could have prepared a traffic analysis that was accurate at the time of the permit. However, I am curious about why the study was accepted when it was so obviously flawed. Was the data collected when school was out over a holiday weekend perhaps? At the time of the permit, the information was outdated (December 5, 2007). The study makes misleading projections concerning outdated information. There is no discussion about the impact of an indefinite amount of expansion on the Crista campus. The traffic study asserts no development and no foreseeable development at the time of the application for the permit. When in fact, this statement is not even close to being true. The 200 unit Senior Housing project under permit #109948 at Hwy 99 & 192nd across from the Shoreline Park and Ride will have more impact than what is indicated in the study. If there is even 1 car added on Shoreline's road network, that is 100% more traffic than what the study projects for the next twenty years. And, then, what about the Wellpoint expansion that is anticipated to add at least 3500 cars into this traffic pattern?

Evidently, the City believes that there will be further value to draw the congestion off of 195 and bring it onto a one lane dead end street so that the flow of traffic will be clogged right out in front of my house 6 days a week. I envision fist fights on my lawn.

From the standpoint of reasonableness, Crista's own proposal indicates a desire to at least double the density of the population on campus. How is it, then, that the study starts with a 'fuzzy math' growth projection of 1%? The 'study' doesn't even account for Crista's planned growth for the campus. Crista's proposal assumes stagnate growth. The study

argues that the neighborhood will be able to absorb limitless traffic, and that the City should have no concerns with the plan. The study fails to discuss the actual impact of the proposed growth. The City's accompanying position seems to be somewhat dubious since the entire network of arterials already needs to be expanded within 3 to 5 years to accommodate Crista's existing traffic congestion. And since the neighborhood actually expects that tax base to be used to provide services and infrastructure for the community, it will be hard to raise revenues for any reason once the City asserts a right of eminent domain to subsidize Crista's expansion.

If the City does not own land for all of the road expansion projects, or does not envision having the revenue to fund capital expansion projects, then it should not be approving plans that are not sustainable. The City would need to pave over existing streams, widen roads using right of eminent domain. That is, the expansion of Crista would equate to a redistribution of wealth from the existing tax base to a religious institution. Of course, this would ensure a greater proportion of the City's budget is spent on litigation over the next twenty years. Of course, the cost of the road expansion projects will range upward from a billion dollars. Of course, the City needs continued support for this, or any type of undertaking.

Further Crista's proposed annexation of the sole access to my cul de sac will have an adverse impact on access to the Greenwood neighborhood that could be anticipated to limit city services. This change will limit our ability to use property, sustain the current quality of life in the neighborhood, and pay property taxes if we can't get to work (among other issues).

Water Mitigation Plan:

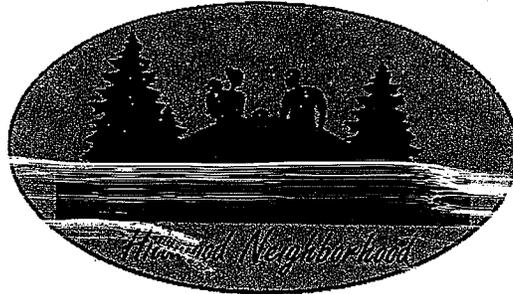
A couple of weeks ago, I went to the City to review the source documents that were referenced in the notice of the Master Development Plan. I wanted to see how the City intended to address surface water displacement that will accompany paving over King's play field. Of course, it is common knowledge that there is a winter stream that currently runs down 192nd. Of course, I am somewhat disappointed that the City did not have the water study on the day of my visit so that I might see how the stream will be addressed in accordance with the City's notice about the permit.

Of course there are many other issues that I could raise. I plan on speaking at one of the forthcoming meetings. Thank you for your service.

Cordially,

Melanie Hertel
 Melanie Hertel
 222 N. 196th Place
 Shoreline, WA 98133
 (206) 546-2535

P.S. Did the City cut down the trees in the easement? Was a permit obtained? There has been significant tree removal and this clear cutting has increased the volume of stuff that is flying over the fence into my yard. I do not want the liability for Crissa's children in my yard.



April 23, 2009

Steve Szafran, Associate Planner
Planning & Development Services
City of Shoreline
17544 Midvale Avenue North
Shoreline, WA 98133-4921

RE: CRISTA Master Development Plan SEPA Comments

Dear Mr. Szafran:

On behalf of the residents of the Hillwood Neighborhood, the Hillwood Neighborhood Association is providing these comments regarding the Master Development Plan application submitted by CRISTA Ministries. These comments are a result of our review of the SEPA Checklist and development plans that were submitted. These comments are related to SEPA only at this time and the association plans on submitting additional written material prior to the Public Hearing.

The comments below follow the same general format as the SEPA checklist and will address each environmental element.

Earth

Issue:

Page 5 of the checklist states that there are portions of the property that exceed 40 percent in slope. According to Shoreline Municipal Code (SMC) 20.80.220 these areas are classified as Geologic Hazard Areas. Geologic Hazard Areas require a 50 foot buffer from the top and toe of the hazard area. This area may be reduced with the approval of additional technical studies. Sheet SL1 titled Slope Map Exhibit submitted by CRISTA clearly shows proposed buildings within the 50 foot required buffer, yet there are no technical reports to justify any reduction in protective buffer.

Recommendation:

Prior to issuing a threshold decision, the City should require that the plans be revised to comply with the Development Code or a technical report be provided for public review that would justify the reduction of the protective buffer. In lieu of these recommendations, we **strongly** request that each new building being constructed be reviewed through the SEPA process prior to being constructed.

Air

Issue:

Page 8 of the SEPA checklist identifies air quality impacts during the construction period. There are a number of BMP's that are proposed to help in mitigating these impacts; however there is not sufficient information to determine where these impacts are going to take place. Which roads will be impacts? Will construction entrances be off of Fremont Ave

N? Will construction vehicles be allowed to enter the more residential streets such as Greenwood Ave. N. Dayton Ave. N., and N 190th St?

Recommendation:

Please require that the owners identify a construction vehicle route, a staging area for each phase of the project, and identify more detailed information regarding times of the day and frequency of the air impact mitigation measures.

Water

Issue:

The unnamed water course is proposed to be relocated to another portion of the property just north of its existing location. Will this impact the steep slopes in the area and if the proposed building (CRISTWOOD PARK NORTH) cannot be built, would the pipe still have to be relocated?

Recommendation:

If the piped watercourse is abandoned can the existing pipes stay in place so that no additional earth work will need to take place near the steep slopes?

Plants

Issue:

The SEPA Checklist does not provide sufficient information regarding tree removal to identify the full extent of the environmental impacts of tree removal. Page 11 states that the number of trees actual trees replaced will vary. There are no mitigation measures for potential wind blown trees following the removal of other trees. There is no discussion of excavation impacts created when foundations are being put in for the future buildings. There are some places where the proposed buildings are up against tree trunks. These will kill the root zones of the trees and eventually kill the tree.

Recommendation:

A more detailed Arborist Report should be prepared identifying which trees are healthy and which trees are in a state that they should be removed. The certified arborist should also review replacement ratios and whether the property can sustain the amount of trees being planted. If not then less trees should be removed. The arborist should also make a professional recommendation on tree protection measures during construction and how the proposed building would impact the trees identified to be preserved.

Animals

Issue:

Page 11 of the SEPA checklist fails to identify the Pileated Woodpecker as a species observed on site. Several of our residents/members have stated in our meeting that they have witnessed these birds. In August 2008, the State Department of Fish and Wildlife listed the Pileated Woodpecker on their Priority Habitat and Species List.

Recommendation:

A full habitat assessment of the property should be completed by a certified biologist or using the Priority Habitat and Species List as a guide in reviewing the presence of animal life and their habitat areas.

Noise:

Issue:

There is insufficient information to adequately determine if use landscape buffering along the practice field will mitigate the noise created during games and/or practices on the field.

Recommendation:

A noise study should be prepared showing existing condition noise levels, assumed noise levels of the highest intense use that CRISTA is planning on having the field; and determine if the proposed mitigation is adequate.

Land and Shoreline Use

Issue:

Page 14 of the SEPA Checklist states that the unnamed piped water course is an environmentally sensitive area.

Recommendation:

Any new development must comply with the Critical Areas Code and the relocation of the water course should not be allowed.

Transportation:

We request that the City of Shoreline recognize the adopted "Sidewalk-Priority Routes" program and the work completed by the Hillwood Neighborhood Traffic Action Plan when reviewing the improvements needed for the CRISTA development.

Thank you for allowing the neighborhood to comment on the proposed Master Development Plan. We look forward to continued input on the process and many of us will be in attendance at the public hearings. Any response to these comments may be addressed to Lee Michaelis at the e-mail address listed below.

Thank you,

Hillwood Neighborhood Association

Hobbs

Dear Mr. Szafran,

Thank you for your response, Mr. I am aware that you are unable to provide help with the current issues of continuous repetitive noise, vandalism and vulgarity which regularly occur on the King's Elementary Campus. However, there is a history of insensitivity and aggression on the part of Crista toward the nearest neighbors, pedestrians, wildlife and the environment. Crista has tried to buy the property on which I now reside. The pavilion was upgraded (recently, according to Kyle Roquet of Crista Ministries) to accommodate adults rather than elementary school children without any input from us or any of the other neighbors. This demonstrates a continued aggressive and insensitive approach to development, and is relevant to the ultimate approval/disapproval of Crista's master plan.

It was recommended by two neighborhood groups that I copy you on all correspondence to Crista Ministries. Please tell me if you wish me to cease, and if possible, who in the city council should be receiving this documentation.

Respectfully,

Mary Hobbs

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

>From: Steve Szafran <sszafran@shorelinewa.gov>
>Sent: Jul 27, 2009 8:35 AM
>To: Mary Hobbs <marykssn@earthlink.net>
>Subject: RE: Incident July 24, Kings Elementary basketball pavilion
>
>Mrs. Hobbs,
>Thank you for copying me on your emails to Kyle. If you don't already
>know, I am the project manager at the City for CRISTA'S master plan
>permit. I know I can't help you with your current problems with
>neighborhood kids but your input regarding CRISTA'S next 20 years of
>development would be greatly appreciated. Please feel free to contact
>me any time at 206-801-2512.
>

>-----Original Message-----

>From: Mary Hobbs [<mailto:marykssn@earthlink.net>]
>Sent: Saturday, July 25, 2009 12:36 PM
>To: kroquet@crista.net
>Cc: Steve Szafran
>Subject: Incident July 24, Kings Elementary basketball pavilion
>

>Kyle:

>
>As per your instruction to notify you of inappropriate use of the
>basketball pavilion at Kings Elementary I inform you of the following
>incident(s).
>

>On Friday July 24, 2009 at approximately 6:30 pm, a group of 5 young
>adult men began playing basketball. There were elementary age children
>present playing in the field and riding bikes in the area of the
>pavilion. The young men played basketball and had a verbal fight,
>shouting f--- several times, frightening the young children away. They
>threw their balls at each other and at the pavilion ceiling. Shortly
>after this, in plain view of some children in the area and me, two of

>the young men approached the west wall of the elementary school
>building, pulled down their shorts, and urinated against the building.

>

>As luck would have it, an aspiring city official was in my yard and was
>able to witness the continuous repetitive noise. I was instructed by
>this person to call the police, which I then did. At approximately 8
>pm the young men were still at the pavilion creating continuous
>repetitive noise.

>

>Mary Hobbs,
>Neighbor

Hobbs 2

Dear Mr. Szafran:

I am a neighbor of Crista. I very much enjoy the beauty and friendly neighborhoods in Shoreline, as well as the relatively new City government.

Significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community. Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

A self contained campus is called for at the Crista site. This insures that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Traffic traveling from one side of the campus to another currently travels around the campus grounds through the neighborhoods. Language in the proposed mitigation fails to address this issue.

To insure the health and safety of ALL neighbors AND the Crista community, I strongly urge that a full environmental impact statement be required before permitting is allowed.

Mary Hobbs
19805 Phinney Ave N Unit B
Shoreline, WA 98133

206-293-6311

Sue Holloway
19614 Greenwood PL N
Shoreline WA 98133

Steve Szafran
Associate Planner
Shoreline, WA

I have lived in Shoreline my entire life and am very proud of its beauty and friendly neighborhoods, as well as the relatively new City government.

I thank you for your work in listening to our concerns and attempting to address them with the mitigations proposed in the most recent notification.

However, as a neighbor of Crista ministries I have been severely impacted for many years by the traffic problems created by their growing population of students and seniors. I applaud their important efforts in education and senior accommodations, but these I feel the proposed plan and the currently proposed mitigations do not nearly address the impacts of the increase in population and residencies.

Specifically, the increase in independent senior housing that can only be accessed over residential streets is unacceptable. Further, the amount set aside to guarantee these mitigations is shockingly low.

I would ask that the City consider limiting the number of new senior housing units to less than 50 and/or requiring that Crista provide access to any new units over its own property. Further, I would suggest the City do a realistic study of the actual costs of all mitigations and demand a guaranteed amount be set aside that would cover those costs.

Sincerely,

Sue Holloway

Sue Holloway
19614 Greenwood PL N
Shoreline WA 98155

Steve Szafran
Associate Planner
Shoreline, WA

I am a Shoreline citizen and am very proud of its beauty and friendly neighborhoods, as well as the relatively new City government. I am aware that significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Currently traffic traveling from one side of the campus to another travels around the campus grounds through the neighborhoods. I do not see language in the report spelling out this remedy.

A full environmental impact statement should be required before permitting is allowed.

Sincerely,

Sue Holloway

Horn

From: bevinreid@comcast.net [mailto:bevinreid@comcast.net]

Sent: Monday, June 08, 2009 9:51 AM

To: RICHARD POTTER

Cc: Chris Eggen; Ronald Hansen; Doris McConelli, Keith McGlashan; Terry Scott; Janet Way; catre2@msn.com; debbuck@gmail.com; don@donwilsonphoto.com; jmbirkner@spro.net; ldhere@comcast.net; mariephillips2058@comcast.net; mcdoug@ixpres.com; melanie hertel; Afia Menke; 'Shelby Nordman'; philliamy@hotmail.com; schimkea@aol.com; Dan Thielman; 'Wendy Zieve'; Cindy Ryu

Subject: Re: Christa Campus Rezone

I am also a neighbor who was not notified of a rezone, To be honest, the permit flies in the face of the Governor's Puget Sound Action Agenda for Puget Sound and the millions of dollars that tax payers pay to restore the Sound. I think that the City of Shoreline should not bother to talk about itself as a "Green" or a Sustainable city. I am also sending in public comment. Can you address for the Hillwood neighborhood how they can get access to information about rezoning and permits?

Bevin Horn
215 N 196th Place
Shoreline, WA 98133

Horn 2

Dear Mr. Szafran,

I own a home at 215 N 196th Place two houses west of Kings Elementary School playground. I am a registered voter and a taxpayer in the City of Shoreline. Further, my Masters degree is in Public Administration with a minor in Urban Planning. I work at the federal level on environmental programs and reviews and am disheartened by the fact that the City of Shoreline is letting Crista move forward with a project at the scale that they seem to be moving forward on. It is the perfect model of High Impact Development.

I have two young children and I have not felt comfortable letting them walk down my street for the 5 years that I have lived here because people from Kings and some from the neighborhood drive too fast and carelessly. I already am concerned about their safety as they wait for the school bus to a public school, Syre because of the current traffic patterns. I am concerned about the public health dangers of more waste water pipes busting and leaking as what happened last year on 195th and Palatine. Is the City Council and Planning Department concerned about the children and public health impacts of this Master Development Permit?

Cindy Ryu says on her website that "the key to Shoreline is our neighborhoods." How does allowing the Crista Master Development Plan support this concept?

This proposal seems to leave health and safety issues of concern and discounts

- a) The quality of life in the neighborhood a key piece of Shoreline being voted as Best Neighborhood to live in.
- b) Is counter to the Puget Sound Action Agenda signed off on by Christine Gregoire
- c) Leaves the current residents open to infrastructure shortfalls as was evidenced by the broken wastewater pipe near 195th and Palatine last year
- d) Allows for high levels of air and water pollution
- e) Creates excessive traffic conditions
- f) Already a drug dealer was shot with a stun gun 5 feet in front of my house and I could go on.

What about increased costs for Police and Fire because of the scale of the Crista Development Permit? Will Crista be paying for more police and fire? Will they be paying for higher emergency costs due to the larger Senior Center? Will neighborhood residents still have the same access to police and fire protection without increased costs due to Crista's expansion plan? And on top of the Point Wells Development which is following on the heels of this Plan?

How can the city allow for high levels of impervious surfaces when it is well documented that it has serious and permanent implications for the community. Isn't the city part of the

WRIA process run by the Department of Ecology? Has the planning department considered the studies of Derek Booth of University of Washington, Tim Beechie of NMFS, and others on the impacts at 3-5% impervious surfaces? Has the city considered more green approaches to development such as is listed on this website: http://cfpub.epa.gov/npdes/home.cfm?program_id=298

Has the city considered Smart Growth concepts as it looks at the combined impact of the Crista and Point Wells development projects? Is the Planning Department aware of Livable Cities and Smart Growth because the development permit from Crista does not represent this concept?

Further in this down economy how can the City Council and the Planning Department allow the kind of development that will bring down property values even further than they have already dwindled to?

A \$20,000 mitigation fee in escrow will not cover the impacts of this development but will not compensate property owners in the vicinity for the loss of their investment in their homes and quality of life.

The City Council would do well to ensure more complete analysis of the impacts of the Crista master Development Permit. They should be prepared to answer to the governor about how allowing two large scale development plans that are counter to the hundreds of million dollars that the state pours into implementation of the Puget Sound Action Agenda? Has the city council and the Planning Department considered the concept of Low Impact Development as it considered the comprehensive impacts of the Crista Master Development Plan and the Point Wells Development Plans?

Are the Planning Department and the City Council aware of the concept of Ecosystem Services where ensuring more green development actually creates lower costs for flooding, and other impacts of higher levels of impervious surfaces?

Has the Planning Department considered that the mitigation of planting trees in random patterns around the city will not have the same benefit as clustering them in a strategic way to allow for open spaces and optimum benefit? Is the Planning Department aware that without a strategic approach to mitigation of trees and pervious surfaces that it is not a true compensation for allowing this scale of development?

Is the City aware that Diesel emissions from construction equipment, frequent deliveries to the school and senior center will expose the neighborhood to much higher levels of carcinogens? Also the increase in traffic will also create higher exposures?

Is there any kind of enforcement mechanism for ensuring that Crista would really stick to enrollment caps? What is the compensation for those of us that live off of Greenwood that will have higher levels of exposures to carcinogens, traffic concerns, and more people from outside of the neighborhood who drive carelessly? How will the City Council and Planning Department account for the loss of the "feel of the neighborhood? How will the city ensure that the infrastructure needs (waste water and drinking water) will be sufficient and will be paid for by Crista for increased usage?

How will the City Council and Planning Department ensure that the playing field will not be a disturbance to the neighborhood, particularly with lights and so forth? What is the enforceable mechanism? Even if it is rented out?

How will Crista and the city ensure that there will not be increased trash in the neighborhood from this large scale development?

Will the Planning Department seek input from the neighborhood about the Transportation management plan that are non-traditional to ensure that those of us that do not have the luxury of being able to attend night meetings can have input? What kind of alternative transportation will be provided for Crista customers who are mostly from outside the neighborhood? How will I be able to get out of my house in the morning to get children to school at Shoreline Public Schools and myself to work with all of the preschool and Kings Elementary Traffic right outside my door? Will Crista or the city compensate me for lost time as it is difficult as it is to get out on 195th before and after school as it is?

Is there a way that Crista could use a shuttle bus from the Park and Ride to get the children to the school instead of bringing all the traffic into the neighborhood? Can there be limited routes to the campus rather than to have the traffic coming from all over the neighborhood and increasing impervious surfaces?

**Greenwood Ave N/N 195th St – An all-way stop is not recommended.

*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 EB left-turn pocket will be needed at Greenwood Ave N/N 195th St., and a WB 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."

Aren't there other alternatives for the Planning Department to consider?

What kind of open spaces is the Planning Department considering as trees are removed and more concrete is being poured in the neighborhood? Could some of the mitigation include the purchase of open spaces for parks with picnic areas so that the residents could have somewhere for recreation, wildlife could live, and stormwater and runoff could absorb with the large scale of impervious surface that the Planning Department and City Council are endorsing?

I understand that Crista and the neighborhood have had many issues of the years and I am wondering if the City Council as it considers the scale of this development plan is as concerned about the taxpaying citizens of Shoreline and the Hillwood neighborhood as it does the religious institution that brings in mostly people from outside the community?

How can I find out the answers to these questions?

Thank you,
Bevin Horn

Howe

Mr. Szafran:

This is a copy of the email I sent to the preservation office in Olympia about the historic hospital buildings on the Christa property. For some reason your address on the CC was not recognized.

Ken Howe

From: kdhowe@mac.com
 Subject: National Register nomination of Firland sanatorium hospital
 Date: February 8, 2009 6:03:19 PM PST
 To: Michael.Houser@dahp.wa.gov
 Cc: szafran@shorelinewa.gov

Dear Mr. Houser:

The web site for the Register of Historic Places directed me to contact your office if I as an individual want to complete the nomination of a site. The buildings of Seattle's TB hospital, Firland, are located in the city of Shoreline and are used by the Christa Ministries for an administrative office and a Christian high school. Before Shoreline became a city, the King County Landmarks Preservation Office had surveyed the Firland site and marked it as significant and probably eligible for the National Register. The planning for national recognition was stopped when Shoreline became a city in the late 1990s and jurisdiction transferred. Now, this year the City Council is looking at forming a CLG program. (Julie Koler has been contacted about the process to create the commission.) At the present time, the City of Shoreline has a contract with King County regarding landmark designations and Charlie Sundberg has been the contact person as a preservation planner. Will the Shoreline CLG, when it is formed, be the correct governmental body to assist in the nomination of the Firland Hospital site? Is it possible for the City of Shoreline to designate the hospital buildings as local landmarks while the nomination process of the National Register proceeds? Currently, the city has designated as a local landmark the Boeing mansion in the Highlands but has not been involved in any other actions of designating local landmarks. New city council members have expressed an interest and I believe they will be more receptive now to taking action on the sanatorium buildings.

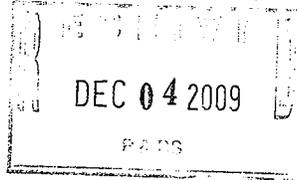
The reason I have contacted your office is because these historic TB hospital buildings are in a unique position. They are a significant part of Seattle history and its battle against TB at the beginning of the 1900s. Since the buildings are outside the city limits of Seattle, it cannot play a role in their preservation. The archives for Firland are still maintained by Seattle City Archives and not the Shoreline Historical museum. The county took an active part in TB treatment in the 1940s. When more space was needed, the sanatorium was relocated to the vacant navy hospital on 15th NE in present day Shoreline and the Firland property was sold to Kings Christian schools. Because three different governments and a church

organization have been involved in the history of this site, its preservation issues appear to be particularly difficult and need the assistance of your office.

I appreciate any help or suggestions you could provide me in how to proceed in this matter. Thank you for your help.

Sincerely,

Ken Howe
745 North 184th Street
Shoreline, WA 98133
(206) 546-6883

Howe 2

December 3, 2009

City of Shoreline
Attn: Steve Szafran
17500 Midvale Ave. N.
Shoreline, WA 98133

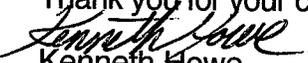
Mr. Szafran:

The Crista Campus location in the center of a residential neighborhood makes it unique and requires a full environmental impact study and not just a DNS of its application. As one of the first buildings in the Richmond Highlands area the hospital was sited on rural property. The change over the past century with homes surrounding the site significantly changed the appropriate use of this property. Now that the site is located inside City of Shoreline boundaries and not in unincorporated King County any expansion on the Crista campus needs to be carefully studied.

The state office and the county office of historic preservation have stated that the history of the site as the regional TB hospital makes it historically significant beyond a local landmark designation like the Crawford Store in the Richmond Beach neighborhood. An environmental impact study will create a more complete evaluation of the preservation needs of the hospital buildings and grounds.

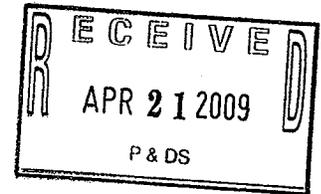
The other factor that needs to be taken into consideration and requires a full environmental impact study is that were the campus to be built today in the center of a residential neighborhood multiple issues such as the radio tower would be reviewed and possibly denied. The uses over the years on the campus far exceed the original private school that was approved by King County in the 1950s. Building and planning codes have changed significantly since 1950 and thus require a full environmental impact study before any expansion is permitted by the City of Shoreline.

Thank you for your consideration,


Kenneth Howe
745 N. 184th Street
Shoreline, WA. 98133

Howe 3

April 21, 2009



Steven Szafran
 Project Manager
 City of Shoreline
 17500 Midvale Ave. N.
 Shoreline, WA. 98133

RE: Application #201713
 Crista Ministries

Dear Mr. Szafran:

The SEPA document for this application needs to be completed correctly regarding the potential historical landmark buildings on the Crista Ministries site. The historic property inventory completed by King County for the City of Shoreline evaluated the buildings on the Crista campus and stated that this property appears to meet the criteria of the National Register of Historic Places. The Crista campus buildings studied in the inventory need to be evaluated by a historical resources consultant such as the company that completed the landmark application for the Shoreline Historical Museum. Neither the applicant (Crista Ministries) nor the City of Shoreline staff are qualified to evaluate the historical significance of this property to the local community. The report needs to be made available to the public before the application proceeds to further hearings.

The presentation by Crista staff in the public information meetings is troubling. The Firland Hospital buildings such as Ward B now called Sylvan Hall evaluated by King County were not even named when I asked what landmark protection was being planned. Staff did not mention that the Firland Hospital building known as Ward C now called Ambassador Apartments might be destroyed in the plan that was being submitted to the City of Shoreline. The map created by the City of Shoreline for the public also did not identify the original hospital buildings.

Attached is a copy of the History Property Inventory item #4600 named "Firland Tuberculosis Sanatorium". The inventory included a map indicating historic buildings.

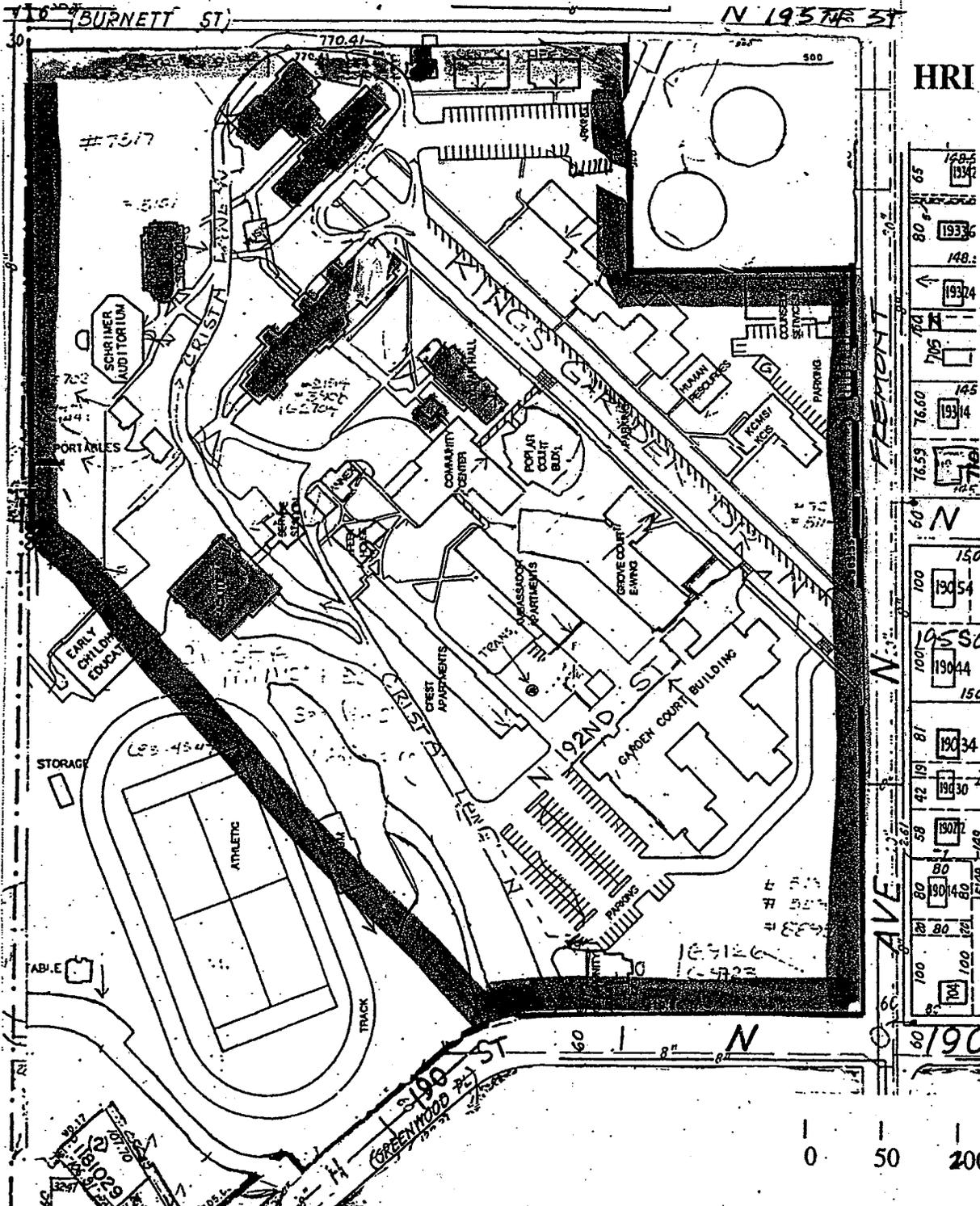
Sincerely,


 Kenneth Howe
 745 N. 184th St.
 Shoreline, WA 98133

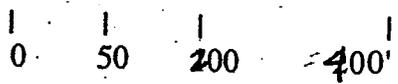
Shoreline Historic Resource Inventory

Site Map

HRI # 0046



▲
North
Scale



HISTORIC PROPERTY INVENTORY FORM

Attachment 6

IDENTIFICATION SECTION

Field Site No. 0046
 OAHIP No.
 Site Name Historic **Filandrs Sanatorium**
 Common **King's Garden, CHRISTA Ministries**
 Field Recorder **Copass / Sundberg**
 Owner's Name **Christa Ministries Inc.**
 Address **19303 Fremont Avenue N**
 City/State/Zip Code **Shoreline, WA 98133**

Status Survey/Inventory
 National Register
 State Register
 Determined Eligible
 Determined Not Eligible
 Other (HABS, HAER, etc.)
 Local Designation

Classification District Site Building Structure Object district
 District Status NR SR LR INV
 Contributing Non-Contributing
 District/Thematic Nomination Name

DESCRIPTION SECTION

Materials & Features / Structural types
 Building Type **institutional**
 Plan **various**
 Structural System **various**
 No. of Stories **various**

Cladding (Exterior Wall Surface)
 Log
 Horizontal Wood Siding
 Rustic Drop
 Clapboard
 Wood Shingle
 Board and Batten
 Vertical Board
 Asbestos/Asphalt
 Brick
 Stone
 Stucco
 Terra Cotta
 Concrete/Concrete Block
 Vinyl/Aluminum Siding
 Metal (specify) _____
 Other (specify) _____

Roof Type
 Gable Hip
 Flat Pyramidal
 Monitor Gambrel Other (specify) _____
 Shed

Roof Material
 Wood Shingle
 Wood Shake
 Composition
 Slate
 Tar/Built-up
 Tile
 Metal (specify) _____
 Other (specify) _____
 Not Visible

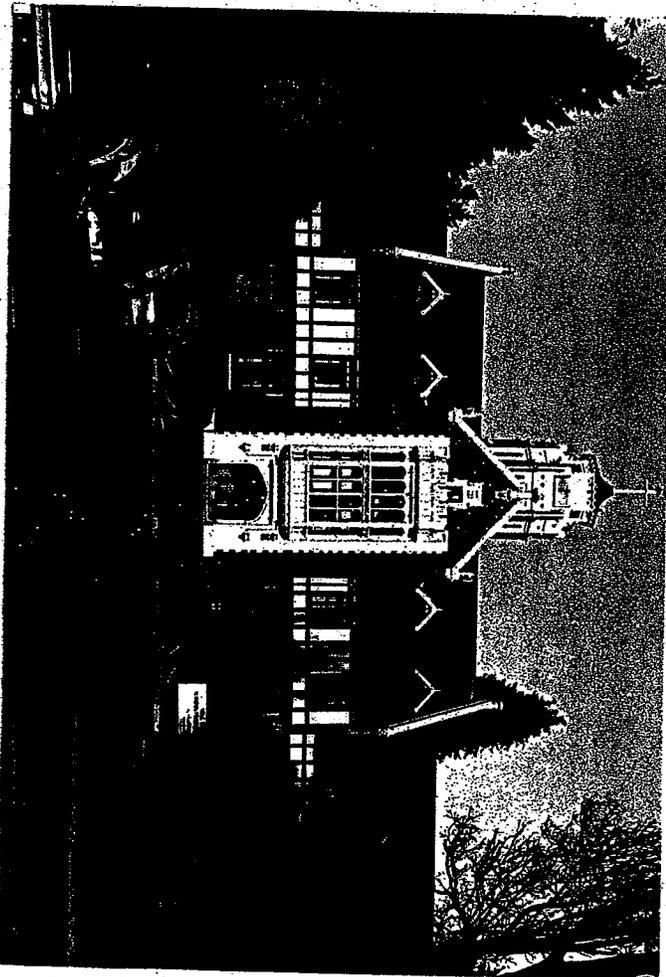
Foundation
 Log
 Post & Pier Block
 Stone
 Brick
 Not Visible Concrete
 Poured
 Other (specify) _____

Integrity (include detailed description of physical features)
 Description of Physical Features
 Changes to plan
 Changes to windows
 Changes to original cladding
 Changes to interior
 Other (specify)

Intact Slight Moderate Extensive

Field Surv# 1
LOCATION SECTION
 Address **19303 Fremont Ave N**
 City/Town/County/Zip Code **Shoreline King 98133**
 Twp. / Range / Section **26-04-06 1/4 Section**
 Tax No./Parcel No. **0626049016**
 Quadrangle or map name
 UTM References Zone Easting Northing
 Plat / Block / Lot

State of Washington, Department of Community Development
 Office of Archaeology and Historic Preservation
 111 21st Avenue SW, P.O. Box 4843
 Olympia, WA 98504-8343 (360) 753-4011



High Style/Forms (check one or more of the following)
 Greek Revival
 Gothic Revival
 Italianate
 Second Empire
 Romanesque Revival
 Stick Style
 Queen Anne
 Shingle Style
 Colonial Revival
 Beaux Arts / Classical
 Chicago / Commercial Style
 American Foursquare
 Mission Revival
 Spanish Colonial Revival/ Mediterranean
 Tudor Revival
 Craftsman/Arts & Crafts
 Bungalow
 Prairie-Style
 Art Deco/Art Moderne
 Rustic Style
 International Style
 Northwest Style
 Commercial Vernacular
 Residential Vernacular (see below)
 Other (specify) _____

Vernacular House Types
 Gable Front
 Gable Front and Wing
 Side Gable
 Cross Gable
 Pyramidal/Hipped
 Other (specify) _____

NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- Agriculture
- Architecture/Landscape Architecture
- Arts
- Commerce
- Communications
- Community Planning/Development

Health/Medicine/Social Movements

- Conservation
- Education
- Entertainment/Recreation
- Ethnic Heritage (specify)
- Health/Medicine
- Manufacturing/Industry
- Military

Date of Construction 1913-1929

Architect / Engineer / Builder D. R. Huntington/Horace C. Henry

In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places. Yes

In the opinion of the surveyor, this property is located in a potential historic district (National and/or local).

Firlands is significant for its association with the development of public health programs in King County in the 1910s. The construction of the Firlands Tuberculosis Sanatorium was made possible largely through the generosity of Horace C. Henry, one of Seattle's outstanding philanthropists. A wealthy businessman, Henry was president of the Anti-Tubercular League of King County. Mr. Henry began supporting the League after his son, Walter Horace Henry, died of tuberculosis in the spring of 1910. Seattle's identification in a national study as a city with a significant TB problem, made the need for a sanatorium more apparent. After facing opposition from Seattle residents, the League found a site north of the city in 1911. Mr. Henry purchased the 34 acres for \$1,000 and acres, and deeded the land to the Anti-Tuberculosis League. He also contributed \$25,000 toward the construction of an Administration Building in memory of his son. Because the need for a sanatorium was so urgent, eight temporary buildings were put together for people with the most critical cases who were admitted May 2, 1911. Supplies for the sanatorium came by wheelbarrow on a foot path from the Seattle-Everett Interurban Station six blocks away. On March 12, 1912, Seattle voters approved a \$125,000 bond issue on the sanatorium. The administration building was one of the first permanent buildings completed (1914). The main hospital building was also finished in 1914. More buildings were added in later years. During its use as a TB sanatorium, Firlands had a national reputation for being an outstanding example of an advanced medical facility. However, more space was needed to treat patients according to evolving medical practices. 1947 the sanatorium moved to larger quarters at the old Seattle Naval hospital (Fircrest). In 1948, King's Garden Inc. purchased the Firlands site.

Description of Physical Appearance

The original land donated by Horace C. Henry is bordered by Fremont Avenue N on the east, Palatine Avenue on the W, 195th on the North and 190th on the S. King's Garden Inc., has kept this area intact but has added a few acres since acquiring the property in 1948. The major buildings constructed for Firlands Sanatorium are still standing today. Most have not been altered in any way. Other buildings, hastily built for temporary use at the time of the sanatorium's opening no longer exist.

The major buildings, constructed under the supervision of Seattle city architect P.R. Huntington are characterized by the Tudor Revival Style. Important features include high gabled roofs, dormers, half-timber and stucco construction of the upper stories, and leaded, multiple-paned windows. Seven large buildings, as well as a green house and an open sided summer house all built before 1929 remain intact. The buildings, their dimensions, and a few distinguishing features are listed on a continuation sheet.

Major Bibliographic References

- Bagley, Clarence B. History of King County Washington, Vol. III. Seattle: S.J. Clarke Publishing Company, 1929.
- Ross, Helen. "Need for Aid in Fight Against the Plague." Town Chet, March 2, 1912.
- Spedel, W.C. Jr. "Sounding the Death Knell for Tuberculosis" Free Enterprise, December, 1947.
- Worthley, Ruth, ed. Shoreline Memories, Vol. I. Seattle: Shoreline Historical Society, 1974.
- Firland: A Story of Firland Sanatorium. Richmond Highlands: Firland Sanatorium, 1936.
- The Road to Health: A Short History of the Seattle-King County Department of Health. "Notes on Firlands Sanatorium." 5/11/52 n.p. King County FRI#0046.
- M.A., Matthews, "Harborview Hospital," Seattle: Peters Publishing, c. 1930.

HISTORIC PROPERTY INVENTORY FORM

Development
(Continuation Sheet)

State of Washington, Department of Community
Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-1
Olympia, WA 98504 (206) 753-4011

Field Site No. 0046 OAHF No. _____ Date Recorded 2/96
Site Name Historic Firland Tuberculosis Sanitarium
Common Christa Ministries/King's Garden

Description of Physical Appearance, cont.

The administration building, completed in 1914, is a three story structure measuring 175 feet by 32 feet. A wing extending to the back, which was originally used as the kitchen, measures at its largest portion 99' x 41'. The first floor of the administration building is of masonry construction, the remainder is half-timbered with stucco. The roof features dormer windows, and a wooden tower which rises to a height of 50'. A large bay window with multi-paned leaded windows rises to the third story above the main door. The building which was used for the main hospital, now the King's Garden High School, is also a half-timbered stucco structure. Completed in 1914, it measures 252' by 30' and is three stories in height. Ward B, now called Sylvan Hall, carries out the Tudor Revival theme as well. Measuring 120' by 32', it dates from 1920. A one story building, it does not have brick masonry work and is entirely of half-timber, stucco construction.

The former fire house measures 33' x 37'. It too was built in the Tudor Revival style, and completed in 1921. Two of the older buildings on the grounds varied from the Tudor architectural theme. Ward C, built in 1928-1929, is a plain, flat roofed stucco structure. In recent years, large windows which functioned for fresh air therapy were removed. Walls are recessed, leaving an open breezeway on each floor. The building measures 40' by 184'. The powerhouse is a flat roofed building of masonry construction, detailed to evoke a castle. The roof features a concrete parapet and a large smokestack. The building, constructed in 1913, measures 40' by 184'.

Two other structures dating from the early years of the sanitorium are the greenhouse, built around 1913 and the summer house built in 1920. The summer house is an open sided timber and stucco structure measuring 9' x 9'. The greenhouse measures 10' x 35'.

Some of the original landscaping remains, most notably two rows of Lombardy poplars on either side of the main road leading to the administration building. A network of underground tunnels connects all of the major buildings. Since acquiring the property in 1948, King's Garden has added apartment buildings, a radio station, and nursing home facilities. These are located away from the grouping of historic structures, and do not detract greatly from the integrity of the setting for the historic structures.

Hvalsoe

From: Eric D. Hvalsoe
 104 NW 189th St
 Shoreline WA 98177

RE: Christa Development

Mr Szafran,

My wife Diane and I live on the corner of 1st and 189th NW, ground zero for Christa's planned new super sized practice field. We were drawn to the neighborhood a few years ago by the quiet, the privacy, the trees, and the sense of space.

I attended Christa's last community meeting, was it last month? I believe you were there as well. One was left with the impression that Christa remains nearly clueless as to their impact on the surrounding neighborhoods. Christa appears to be an institution of enormous hubris. I'm afraid the neighbors care less about Christa's international reach than what is happening . . . here and now, in this place. Even I was shocked at the frustration and bitterness voiced in clear and concise terms by various homeowners at this meeting. This is our reality, enough about Christa's mission.

Our street has been a quiet front against the restless gnawing forces driving Christa expansion. Christa jokes about homeowners coming to them offering to sell, and of course they are merely obliging by buying said properties, as if something haphazardly fell into their lap. NOW WHY DO YOU THINK THIS HAPPENS? It happens when home owners give up on controlling their own destiny and the fate of their neighborhood and no longer want to wrestle with the 800 lb gorilla. There is nothing haphazard about it. It is insidious and it is something the city should look at with alarm.

When we moved into this house we were across the street from two deep residential lots with homes set far back, and a large swath of woodland. A few years back Christa bought these residential properties. They came up with an upscale townhouse scheme. Obviously it was not well thought out. And as usual, it came with the threat that 'something worse could happen'. Maybe so, but let's look at how a dense townhouse development can pop up in a spacious single family neighborhood. I could not understand it - I knew the zoning of our property and the density that went with it. Across the street, same zoning, same density - what the hell? Ah, Christa can add up their undeveloped acreage, use a density multiplier, and put the whole wad in one corner, just across our bedroom window. That is outrageous. I call it cheating. I call the city to task and I'll raise bloody hell if I see that train coming our way again.

But of course, that is the threat that hangs over 'take our athletic field, or . . .'

In some ways, Christa's practice field is a relatively benign solution to developing this part of the campus - part of their campus after, again, ceaseless chewing away at the

edges and acquisition of residences across our street . . . after a couple more people gave up. So what is *not* disturbing about this plan for the people of my neighborhood?

*Christa says no night lighting and no nighttime activity. That's good, anything else would be *unacceptable*. Is the city going to hold them to this standard? In fact, the standard needs to be little or no activity after school hours. Late summer evening commotion is no good for hard working homeowners getting up early to work

*Access to field from campus. Ok, that's a no brainer. Nobody wants to bring increased traffic volume into these quiet neighborhoods and half streets, with dangerous left turns and sudden stops off 185th/Richmond Beach Road. Did the city really tell Christa that there had to be emergency vehicle access to 'our corner' of the field? And some absurd notion about a fire engine turn around?

Let me ask another question – how can the city condone the destruction of so much of the woodland on this parcel of land?

Look at the template of this 'practice field'. It is absurdly large; it is larger than Christa's current practice field. Scale it down, and scale down innumerable other headaches.

Christa can say the field will be unlighted, and not for use after hours. The fact remains that a large open field will present an attractive nuisance. Think about it, that is a serious issue.

We do not want increased pedestrian and vehicle traffic on 1st Ave between 189th, 191st and beyond. We do not want to see strange cars parked on our property or blocking our street. We do not want to see an increase in vandalism, pranks and loitering. We don't want a wider street and we are not interested in sidewalks. We moved into a neighborhood with buffers of space, trees, and vegetation, we expect to continue to live in a neighborhood with these buffers. Thin vegetation is a poor substitute for mature trees. A Christa practice field must be set well back from 1st Ave, with an attractive buffer that blocks noise, overflow activities, and provides privacy. I think you ought to plan on growing a nice band of trees after destroying so much of the existing woodlands.

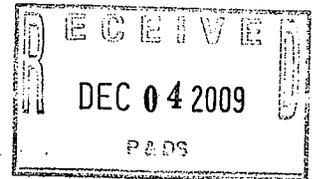
One final thought – in this economy, what actual prospect of success is there for the latest housing scheme that necessitates moving Christa's existing practice field in the first place? Are we all just wasting our time?

Thank for your time.

Regards,
Eric Hvalsoe
2/24/09

HVALSOE 2

Eric D. Hvalsoe
104 NW 189th Street
Shoreline WA 98177
December 4, 2009



Steve Szafran
City of Shoreline
17500 Midvale Ave. N.
Shoreline WA 98133

Dear City of Shoreline Planning Dept:
Attention: Steve Szafran, Steve Cohn and John Marek

We own property directly west of the proposed practice field presented in the Christa proposal for master development plan. We face 1st Avenue N.W. The neighbors on 1st Ave NW previously submitted a letter with list of issues. This list is included in this letter.

Response to Draft Mitigations:

1. **Guarantee of Mitigation Implementation:** Increase proposed \$20,000 fund. This is extremely low. Crista needs real incentive to complete the mitigations.
2. **Response to #19:** Mitigation # 19 states "provide signage to limit or prohibit parking on 1st Avenue". The word "limit" is vague. Parking from 189th north along 1st Ave should be restricted to homeowners along 1st Ave.
3. **Response to #12:** The neighbors on 1st Ave NW requested a **noise barrier wall** and vegetative buffer including significant trees, because of increased traffic, game and practice field noise. See letter dated 8-25-2009. # 12 mitigation is too vague.
4. There is no mitigation to address the size of the practice field, which is unacceptably large. Its current size as portrayed on site plans will have a significant environmental impact, destroying valuable woodland, increasing the issues of noise and incompatibility with the neighborhood,

Response to SEPA checklist:

Under #2 "Noise": Steve Szafran has written a note to the side of "Long term noise impacts can be expected in the evenings and on weekends". The note states "Daylight hours only. No lights allowed". How will this be enforced?

Proposed mitigations are listed as "Noise from the relocated practice field will be mitigated by tree plantings between the west edge of relocated practice field and the adjacent 1st Ave NW right of way." Although Steve has written a note that there is a requirement that a plan be worked out with adjacent neighbors, there is no mention of how binding this agreement will be. Tree planting are woefully inadequate to address the noise and other issues. We have asked for a wall.

Construction Entrance should not be located on west side of Crista property. There should be no entrance from 1st Ave NW, NW 189th or NW 191st Streets. Construction entrance should be from Crista property.

The loss of habitat, many bird species, air purification from trees and water runoff retention cannot be fully understood without an Environmental Impact Statement. The wastewater structure is old and has significant problems.

Crista needs to be a self contained campus such that a person enters the campus from one or a second entrance, all traffic remains on the campus. Traffic traveling from one side of the campus to another currently travels around the campus grounds through the neighborhoods.

The SEPA process notification says there will be no administrative appeal. There must be some type of administrative appeal.

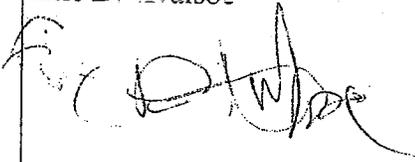
List From Previous letter:

1. **(A) No pedestrian or vehicle access to Christa practice field from 1st Ave. NW.**
2. **(B) Signage:** "No access from 1st Ave NW" and "NO PARKING" signs should be placed along 1st Ave NW.
3. **(C) Fire department emergency parking:** Consider alternate emergency parking at east or north end of field. There is already a wide paved path from Christa campus parking shown on plan proposal. If there is to be emergency parking access from 1st, access is limited to Fire department and maintenance only. Emergency parking is to have locked gate with a key.
3. **(D) Noise barrier wall**
 - a) Wall should require a building permit. Wall should provide significant sound dampening along 1st ave NW comparable to interstate walls. Locked gate should match height and sound dampening qualities of wall. Height and construction of barrier should discourage trespassing and 'jumping the fence' by pedestrians.
 - b) A noise study should be prepared according to SEPA recommendation.
 - c) Setback for wall from Christa west property line is to be **minimum 20 feet**.
 - d) Noise barrier wall should span Christa property from property line south at 189th and 1st Ave NW to the north end of 1st.
4. **(E) Landscaping directly west of barrier wall:** Keep as many significant trees as possible (8" diameter @ breast height for conifers, 12" diameter for all others).
 - There should be landscaping in front of wall (west) that is maintained by Christa. (See E, "Reasons" pg 4).
5. **(F) Practice field:**
 - a) Practice field is to be at or below street grade level.
 - b) Size of practice field to be limited to maximum 50 yards wide by 100 yards long.
6. **(G) No street improvements to 1st Ave. NW.** This includes sidewalks, curb and gutter.
7. **(H) Hours of use:** Limit hours of use from 9:00 am. to 3:00 pm. weekdays. No evening activity.
8. **(I) No lights, bleachers, loudspeakers, or Christa signs associated with the practice field.**
9. **(J) Limit use to Christa student game practice.** Actual games should be played on main Christa sports field.

10. (K). Construction entrance should not be located on west side of Christa property. There should be no entrance from 1st Ave NW, NW 189th or NW 191st Streets.

Sincerely,

Eric D. Hvalsoe

A handwritten signature in black ink, appearing to read "Eric D. Hvalsoe", written over the printed name.

Jones, Ilze

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

STORM WATER

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

DESIGNATED STREAM

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

NO NET LOSS OF TREE CANOPY

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

TRAFFIC

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

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

PEDESTRIAN ACCESS

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

NOISE

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

ilze jones aia fasla

principal

jones & jones architects and landscape architects ltd
105 south main street suite 300 seattle wa 98104
p 206 624 5702 f 206 624 5923

ijones@jonesandjones.com
<http://www.jonesandjones.com>

Jones, Kaija

Steve--

My husband and I have owned the property located at 19141 1st Ave NW since my grandfather's death in May 2008. We attended the meeting at Crista last Thursday, Jan 29 and I'd like to submit my comments via email.

- I'm very disappointed that the Master Plan calls for the cutting of a huge swath of mature trees to make way for a practice field. How will that loss be mitigated?
- The Shoreline Surface Water Master Plan contains a drainage map (figure 2-1) that shows two piped streams coming together in a "Y" on Crista's campus. Why is Crista exempt from the title 20 development code requiring a 10 ft stream buffer? They certainly don't seem to be doing anything to mitigate the fact that they're going to develop over the top of these streams. My mother looked into the possibility of putting in a driveway at the NE corner of our property which borders the Crista parking lot and the City of Shoreline said she couldn't because of the stream that flows along our property -- this branch makes up the west side of the "Y". Why the double standard?? Furthermore, Kyle Roquet from Crista didn't know the west branch of the stream existed until my husband and I brought it to his attention about 3 weeks ago. Last week Kyle hired someone to find the west branch and later reported to my husband that it doesn't exist. He then clarified that he meant that to say that it doesn't flow into the east branch. Who's correct? Is it the City of Shoreline and its drainage map or this fellow Crista hired?? This deserves investigation.
- Crista should be forced to daylight the streams that flow through their property to mitigate the loss of so many mature trees.
- I strongly encourage the city to require that the footpath leading up to the proposed practice field be permeable and not paved.
- As neighbors, how can we be guaranteed that Crista won't install lights, a PA system, bleachers, bathrooms etc. at the proposed practice field a few years down the line? Is that something they could do later since it's not part of the current master plan?
- I hope the city will require that the practice field be gated to prevent partying etc.

- Please do not raise the current grade in order to elevate the practice field as a 4 or 5 ft rock wall along 1st Ave NW would be terribly unsightly.
- If the field is going to be built, please keep it at current grade and plant a significant tree buffer along 1st Ave NW to block it from view.
- The driveway to our property begins where 1st Ave NW dead ends. There is no sensible reason to put in a cul-de-sac at the entrance to our driveway so that emergency vehicles can turn around. There would be plenty of room for them to back out of the parking lot at the south end of the field and head either north or south on 1st Ave NW.
- 1st Ave NW between 189th and 191st is a quiet 1 lane road and there is no need to push for a 1/2 street improvement. This would only encourage students to drive to the practice field and park their cars along 1st Ave NW. It would also encourage parents to pick up kids on 1st Ave NW rather than on the lower campus.

Thanks for listening. Please let me know that you've received this email.

Sincerely,

Kaija Jones

Kaija Jones
Producer / Photographer
Business Manager
Wattsmedia Inc.
p 206.903.8502 x 222
www.wattsmedia.us

Jones, Linda

Hello, I have been a neighbor of Crista for 12 years, and am writing to ask that Shoreline planners require a full environmental impact statement before permitting of their development is allowed.

I am concerned about the loss of habitat for urban wildlife, rain-water filtering and water runoff retention, and potential traffic impact. I am unwilling to pay costs for Crista's additional storm-water runoff processing.

Please require a full EIS for Crista development.

Thank you,
Linda Jones
Shoreline, WA

Kallaway

I am part of the Shoreline community and a neighbor of Crista. I have lived in this area for nearly 30 years and I am very proud of the beauty of our area, our friendly neighborhood and of our relatively new City government.

I am aware that significant development at the Crista site is being proposed and I have several concerns. Including the potential loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property. I do not believe the impact of losing a majority of those trees can be fully understood without an Environmental Impact Statement.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

The most direct negative impact to my family and my immediate neighbors is the increasing traffic from Crista, particularly on North 190th. Daily traffic includes buses leaving the campus at 6 in the morning, students and faculty, employees, deliveries by truck, visitors to the stadium for a variety of events and the tenants of Cristwood. All of this traffic has increased to proportions that make our street unsafe to walk, has increased noise levels, and are beyond anything this street was designed for.

Crista needs to have the majority of access to the entire campus from Fremont. In addition, Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Traffic traveling from one side of the campus to another currently travels around the campus grounds through the neighborhoods. We do not see language in the proposed mitigations addressing this issue.

I feel strongly that a full environmental impact statement must be required and answers to the traffic issue be satisfactorily dealt with before permitting is allowed.

Sincerely,

Ed Kallaway

503 North 190th Street

Shoreline

L'Heureux

104 NW 189th Street

Shoreline WA 98177

To Steve Szafran:

This is concerning the Christa master plan.

We live directly across from the proposed practice field. My neighbor told me of Christa's plan (as of the last meeting) to plant trees as a barrier bordering 1st Ave.

1. This means Christa has completely ignored comments addressing a substantial **noise barrier**, such as a wall or thick hedge or both. They would probably try to get away with planting saplings which would provide neither a visual nor sound barrier. Even larger trees do nothing in that regard.
2. 1st Ave NW between 189th and 190th is almost a one lane road. Cars have to pull over and wait for oncoming traffic. Christa has not given any definite answers about increased traffic, pedestrian or car. They are not even limiting use to practice. People may walk through it as park. They might rent it out as a soccer field!
3. Christa has not given any definite answers about **hours of use** or use of lights. We are all working families. I go to bed at 9:30 and wake up at 6:00 am. My neighbors have similar schedules. Evening games and lights would be incredibly disruptive of sleep or even enjoying a quiet dinner.
4. Size of practice field. It is too large for this residential area. It is bordering much too closely to the narrow street.
5. It seems the city is requiring an emergency parking area on 1st and 189th. We don't know if Christa will limit use of that to emergencies.
6. Is the environmental impact study sufficient to address the drainage, pollution and other concerns that would result from removing so many trees at once? The woods that border 1st must absorb a lot of water. The woods are uphill from many residences.
7. How long is construction going to go on? How disruptive will it be to have large trucks and equipment constantly blocking these narrow streets. The noise of chain saws would be constant.

L'Heureux 2

104 NW 189th Street

Shoreline WA 98177

To Steve Szafran and Steve Cohn:

A copy of this is going to the City Council and the Planning commission.

I authored a letter on behalf of myself, my husband and a few neighbors who live directly west of the proposed Crista Master Plan practice field. Our homes face 1st Avenue NW. The letter was dated 8-25-2009.

The letter contained a list of suggestions we hoped the C.O.S. would address.

We wish to make it clear that the above mentioned letter in no way constitutes the basis of an agreement.

There is no agreement between the neighbors to the west of Crista's proposed practice field and the City of Shoreline.

There has been no correspondence with us about proposed mitigations since our letter was sent. I viewed the draft list of mitigations from another source. They were written in a very vague manner.

We are not satisfied that the City of Shoreline is going to answer or address our concerns.

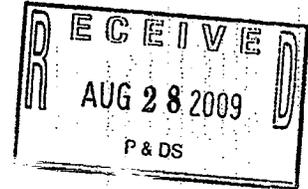
We sincerely feel it is imperative that Crista completes an Environmental Impact Statement because of the myriad impacts to the neighborhood.

Sincerely,

Diane L'Heureux

L'HEUREUX 3

Diane L'Heureux
104 NW 189th Street
Shoreline WA 98177
August 25, 2009



Steve Szafran
City of Shoreline
17500 Midvale Ave. N.
Shoreline WA 98133

Dear City of Shoreline Planning Dept:
Attention: Steve Szafran, Steve Cohn and John Marek

I am submitting this (5) page letter and signature list for a group of neighbors (including myself and my husband) who own property directly west of the proposed practice field presented in the Christa proposal for master development plan. We face 1st Avenue N.W.
A list of our names and addresses is included on this page. Also attached is a rough sketch of our practice field parameters.

The main focus of this letter is 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. That outline is on page 2. Related conditions, zoning questions and other concerns are included.

Please make me a party of record and send me any further notices regarding the proposal and mitigation determinations affecting this neighborhood. Please also send notice in a timely manner when a design decision has been made regarding Christa's practice field wall and landscape barrier and where we can view that information.

Neighbors list of names and Signature of consensus:

Brenda and Lee Simpkins:
103 NW 191st Street
Shoreline WA 98177

Brenda & Lee Simpkins

Sherri Dobb and Fred Bridges:
104 NW 191st Street
Shoreline WA 98177

Sherri Dobb, Fred L. Bridges

Eric Hvalsoe and Diane L'Heureux:
104 NW 189th Street
Shoreline WA 98177

Eric Hvalsoe, Diane L'Heureux

Sylvia Trepp:
103 NW 189th Street
Shoreline WA 98177

Sylvia J. Trepp

Susan Corbin:
111 NW 189th Street
Shoreline WA 98177

Susan Corbin

Please refer to list of reasons/concerns which accompany list of conditions (pg. 2). The corresponding reason is in parenthesis (A) after list of conditions on pg. 3.

3. XIBAWH!

Outline of Conditions:

1. **(A) No pedestrian or vehicle access to Christa practice field from 1st Ave. NW.**
2. **(B) Signage:** "No access from 1st Ave NW" and "NO PARKING" signs should be placed along 1st Ave NW.
3. **(C) Fire department emergency parking:** Consider alternate emergency parking at east or north end of field. There is already a wide paved path from Christa campus parking shown on plan proposal. If there is to be emergency parking access from 1st, access is limited to Fire department and maintenance only. Emergency parking is to have locked gate with a key.
3. **(D) Noise barrier wall**
 - a) Wall should require a building permit. Wall should be a 12' to 15' high, noise barrier wall comparable to interstate walls. Locked gate should match height and sound dampening qualities of wall.
 - b) A noise study should be prepared according to SEPA recommendation.
 - c) Setback for wall from Christa west property line is to be **minimum 20 feet**.
 - d) Noise barrier wall should span Christa property from property line south at 189th and 1st Ave NW to the north end of 1st.
4. **(E) Landscaping directly west of barrier wall:** Keep as many significant trees as possible (8" diameter @ breast height for conifers, 12" diameter for all others).
 - There should be landscaping in front of wall (west) that is maintained by Christa. (See E, "Reasons" pg 4).
5. **(F) Practice field:**
 - a) Practice field is to be at or below street grade level.
 - b) Size of practice field to be limited to maximum 50 yards wide by 100 yards long.
6. **(G) No street improvements to 1st Ave. NW.** This includes sidewalks, curb and gutter.
7. **(H) Hours of use:** Limit hours of use from 9:00 am. to 3:00 pm. weekdays. No evening activity.
8. **(I) No lights, bleachers, loudspeakers, or Christa signs associated with the practice field.**
9. **(J) Limit use to Christa student game practice.** Actual games should be played on main Christa sports field.
10. **(K). Construction entrance** should not be located on west side of Christa property. There should be no entrance from 1st Ave NW, NW 189th or NW 191st Streets.

Reasons/Concerns:

According to the Kilburn architect's sheet A0-2 Christa Ministries Campus Master Plan, the zoning for the west area which includes the proposed practice field is R6. The practice field is in an underlying zone of the Christa master development plan. Conditions should meet or exceed master development plan code.

Christa's field is labeled "Practice Field" on the Christa proposal for master plan and on Triad's and Kilburn's plans. The field was presented as a practice field at a public hearing. Kyle Roquet met with us in our home several months ago and called this a practice field for Christa students.

- Christa's plan to rent it out as a soccer game field is a business or commercial use incompatible with R6 zoning. According to 20.40.030 The purpose of R6 zoning is to provide for "and community facilities that are compatible with existing development and neighborhood character." This is a private commercial use.
- "Under 20.40.045 Campus Zones, It states "A. The purpose of the campus zone is to provide for the location of charitable, educational, health, rehabilitative or other institutions and ancillary or compatible uses to the primary institutions located on the same site." A rented soccer field is not related to the uses of those institutions.
- "CRISTA Campus Zone (CCZ). CRISTA Ministries is an approximately 55-acre campus that provides such services and uses as education, senior care and housing, broadcasting, headquarters for humanitarian missions, relief and aid to those in need and specialized camps."
- A rented soccer field does not promote compatibility with neighboring areas. It is a noisy nuisance.
- It is not zoned Park and should not be allowed that usage. Kyle Roquet mentioned that it might.

H. One of the most effective ways to reduce noise and other impacts on surrounding neighborhoods is to minimize and strictly limit hours of use of the practice field.

A, B, C, I. The following information is from a letter e-mailed to me by Steve Szafran on June 11, 2009. Steve states that Christa cannot have bleachers, lights, loudspeakers, signs or public entrance from 1st Ave NW. I have verbal confirmation from him that there will be "No Parking" and "No Access" signs along 1st Ave NW.

He also states that only the fire department will have access with a key to an emergency parking gate, should one be built. We are holding Steve and City of Shoreline planning department to those written statements. We want it to be definite and understood without any questions or doubts that there is no access to Christa property from 1st Ave NW.

The fact that we have asked for the wall to be set back and an attractive buffer should not be used as an excuse or invitation to add street improvements or grant access from 1st. This should be a green buffer.

There is a major contradiction and concern about the above information. Triad Associates plan, "Preliminary Frontage Improvement Exhibit South Campus" shows street improvements on 1st Ave NW and has a plan note "Phase 1, Provide new curb, gutter and sidewalk, (pedestrian connection along 1st Avenue NW)"

F. Christa's proposed practice field is larger than the size of a typical professional soccer field. According to Steve Szafran a regulation soccer field is 50-100yds. wide by 100-130 yds. long. Most typical is 120yds. x 80yds.

Again, this is labeled a practice field, not a soccer field. The "New practice field" depicted in ~~Trac~~ sheet C1 measures close to 130yds x 70yds. What is also questionable about the size of field is that Sheet C1 shows a storm drain structure along the practice field north border. The catch basin is in a steep slope hazard area.

- A fence on the property line or raising the grade elevation of the field would feel claustrophobic and hemmed in. It eliminates more trees and makes retained/planted trees unsafe.
- To promote compatibility with the neighborhood, we feel that the smaller end of the range, 50yds x 100yds maximum is a more than generous compromise. **The rationale for building this huge field is that the Christwood Park North Activity Center replaces Christa's former practice field. Their former practice field was considerably smaller than what we propose as a compromise.**

A, G. 1st Ave NW is a narrow street less than 17 feet wide with a 90 degree turn at 189th Street. One has to wait for oncoming traffic to go by. It would obviously not support non resident parking or additional pedestrian traffic. If a curb were in the same location as the chain link fence on Christa's property line, it would make it hard to maneuver cars. Street improvements would add nothing to the ease or character of the neighborhood.

D. Existing condition noise levels are extremely low. When most of the trees are removed we will get considerably more noise from Richmond Beach Road, Aurora and I-5. In addition, the noise from any sports activity is to any sensible person, easily defined as loud. We are mostly working families with limited schedules. Noise is disruptive and a nuisance.

- A residential 6' wall or fence is not anywhere near adequate to reduce noise. The proposed mitigation is not adequate. Therefore we ask for a noise barrier wall that is much more substantial and soundproof, equivalent to the noise barrier walls on interstate I-5.
- A higher wall, set back would benefit both the students and home owners. The wall would keep balls inside, not smashing home owners windows or causing students to run into the street or into unexpected cars.
- The noise barrier wall should be designed to deter youth from scaling it.

The 20' minimum setback from property line for the wall is taken from "Facts About Fences" handout, City of Shoreline, Development code 20.50 110 and 20.70.190., yard setbacks for single family residential zones (R6).

E. According to Christa Master Development Plan SEPA Comments dated April 23, 2009, There are no mitigation measures for potential wind blown trees following the removal of other trees. Our main concern is safety. A certified arborist should recommend measures to ensure that the root zones of existing trees are not destroyed and will not present a hazard. Also, that new plantings can be safe and be sustained. I am concerned that trees root systems support each other.

- The landscaping buffer should have ground cover, trees and foliage that is attractive and easy to maintain. Coniferous trees were suggested because of year round foliage (existing trees should be retained). In addition, there should be foliage directly in front (west) of the noise barrier wall. I have attached a photo of planting materials that could be placed in front of the wall. Other hedge materials could be used. Christa's rental property across from us is completely overgrown. It needs to be stipulated that they maintain it.

- Quote, 20.30.353 “4. The proposed development uses environmentally sustainable architecture and site design and *substantial tree retention*) to mitigate impacts to the surrounding neighborhoods. “

We ask that you pay special attention to the two large Madronas (north of NW 191st and the three Chesnut trees near the current gate. (On the map these are designated as cornerwoods). There are also significant trees on the west border of 18912 1st Ave NW. Measures must be taken to ensure that the root systems not be adversely affected by the practice field.

Conclusion:

Steve Szafran and I had an exchange about Christa's expansion. He came to the reasonable sounding conclusion that Christa's master development plan will not expand beyond what is Christa's current property line boundary. As counterpoint, Christa has expanded in the short time we have lived here. Christa also intends to increase their population density. This will exacerbate existing adverse conditions of traffic growth, pollution and safety hazards in this area.

This proposal will change the conditions on which we bought our home and diminish our property values. When we moved in to our home 10 years ago, we were looking across 1st Ave NW to two residential single family homes, set far back and a swath of woodland. Christa has since purchased those two properties. This is a very quiet single family neighborhood. Christa is proposing a noisy addition that does not fit into the character of this neighborhood.

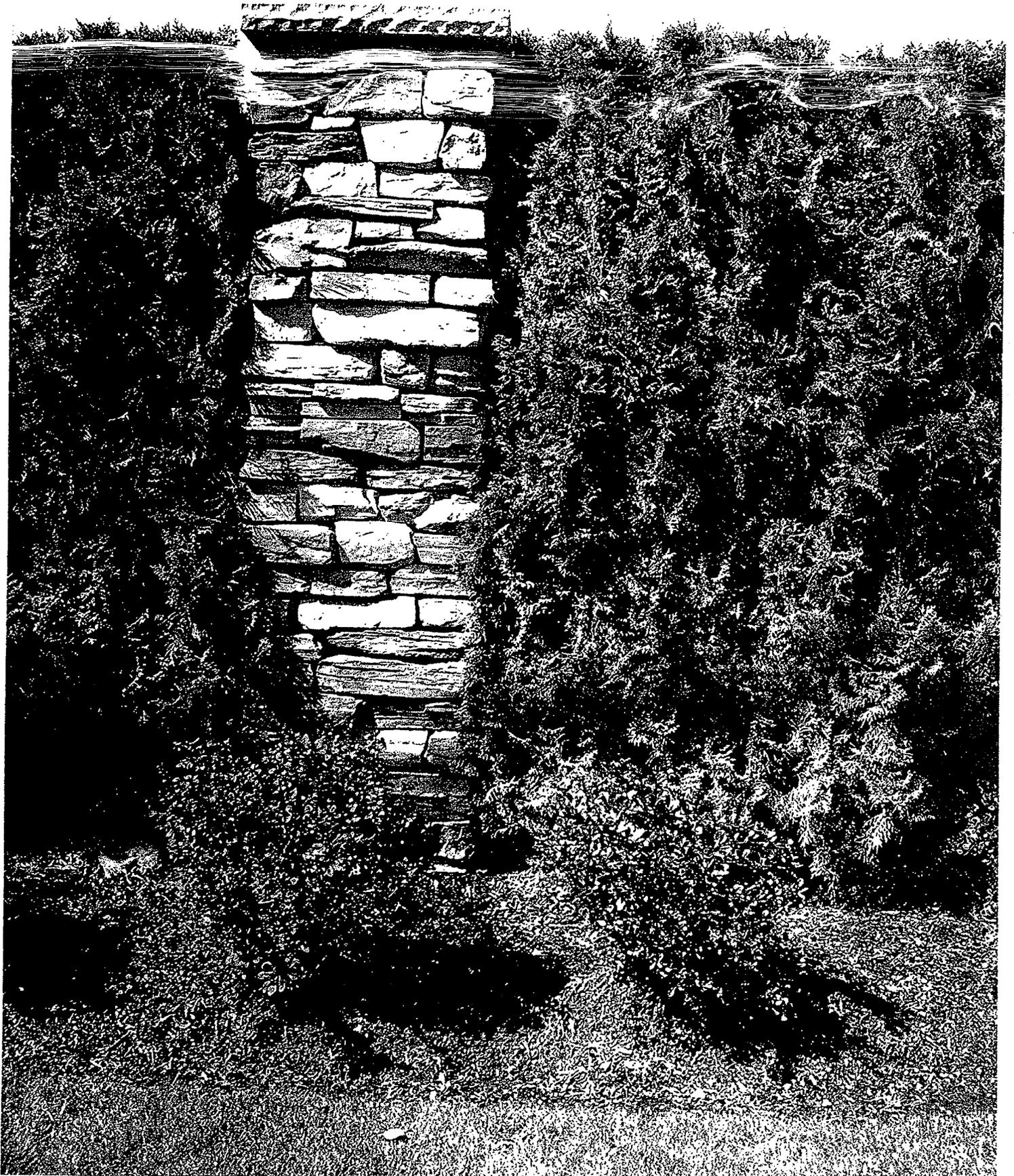
I have read citizens letters. They site how existing and future development will worsen the above conditions of traffic, safety and pollution. We are demanding that the condition of no access from 1st Ave NW be honored so that we do not fall victim to Christa's expansion. To quote citizens' letters; "The volume of noise inherent in both the sports activities and the access to those facilities and parking for students, sports participants, residents and guests of Christwood, and service vehicles is currently overwhelming." "The issue is that a residential neighborhood is presently subjected to traffic volumes, and the associated safety concerns, that it should not be expected to bear and is not designed for." "How will all this building and tearing down of green spaces affect our property values? With more traffic and less scenery, we can only see a negative impact."

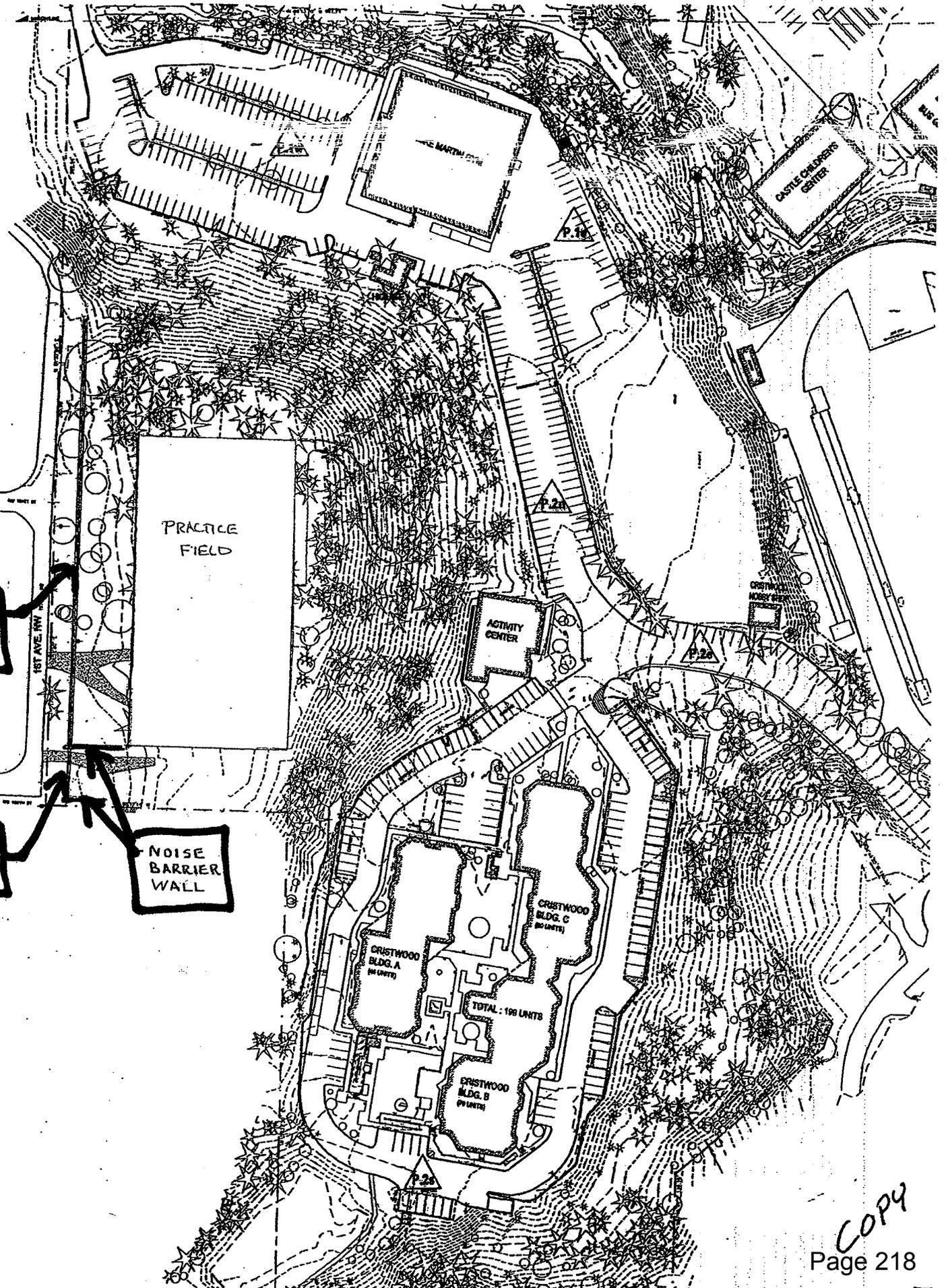
- Christa must have the funds to pay for increased capacity or infrastructure to support the master development plan. We believe Christa has not addressed a plan for funding these improvements. Christa should not be allowed to ignore environmental, zoning and neighborhood incompatibility issues. The City of Shoreline should not be approving plans that are not sustainable. The neighborhood expects the tax base to be used to provide services and infrastructure for the community, not simply to subsidize Christa's expansion.

We believe even this compromise that we have outlined will have adverse impacts on this neighborhood. The soccer field concept that has not been disclosed to the public is outrageous. It will negatively affect our property values and quality of life.

Sincerely,

Diane L'Heureux





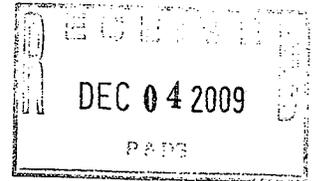
NOISE BARRIER WALL

LOCKED GATE

NOISE BARRIER WALL

L'HEUREUX 4

Diane L'Heureux
104 NW 189th Street
Shoreline WA 98177
December 4, 2009



Steve Szafran
City of Shoreline
17500 Midvale Ave. N.
Shoreline WA 98133

Dear City of Shoreline Planning Dept:
Attention: Steve Szafran, Steve Cohn and John Marek

We own property directly west of the proposed practice field presented in the Christa proposal for master development plan. We face 1st Avenue N.W. The neighbors on 1st Ave NW previously submitted a letter with list of issues. This list is included in this letter.

Response to Draft Mitigations:

- 1. Guarantee of Mitigation Implementation:** Increase proposed \$20,000 fund. This is extremely low. Crista needs real incentive to complete the mitigations.
- 2. Response to #19:** I had previous verbal confirmation from Steve that there will be "No Parking" and "No Access" signs along 1st Ave NW. Mitigation # 19 states "provide signage to limit or prohibit parking on 1st Avenue". It should be worded as prohibit. The word "limit" is too vague.
- 3. Response to #12:** The neighbors on 1st Ave NW requested a **noise barrier wall** because of increased traffic, game and practice field noise. See letter dated 8-25-2009. # 12 mitigation is too vague.
- 4.** There is no mitigation to address the size of the practice field, which is huge. Its size will increase the issues of noise and incompatibility with the neighborhood.

Response to SEPA checklist:

Under #2 "Noise": Steve Szafran has written a note to the side of "Long term noise impacts can be expected in the evenings and on weekends". The note states "Daylight hours only. No lights allowed". How will this be enforced?

Proposed mitigations are listed as "Noise from the relocated practice field will be mitigated by tree plantings between the west edge of relocated practice field and the adjacent 1st Ave NW right of way." Although Steve has written a note that there is a requirement that a plan be worked out with adjacent neighbors, there is no mention of how binding this agreement will be. Tree planting are woefully inadequate to address the noise and other issues. We have asked for a wall.

Construction Entrance should not be located on west side of Crista property. There should be no entrance from 1st Ave NW, NW 189th or NW 191st Streets. Construction entrance should be from Crista property.

The loss of habitat, many bird species, air purification from trees and water runoff retention cannot be fully understood without an Environmental Impact Statement. The wastewater structure is old and has significant problems.

Christa needs to be a self contained campus such that a person enters the campus from one or a second entrance, all traffic remains on the campus. Traffic traveling from one side of the campus to another currently travels around the campus grounds through the neighborhoods.

The SEPA process notification says there will be no administrative appeal. There must be some type of administrative appeal.

List From Previous letter:

1. **(A) No pedestrian or vehicle access to Christa practice field from 1st Ave. NW.**
2. **(B) Signage: "No access from 1st Ave NW" and "NO PARKING" signs should be placed along 1st Ave NW.**
3. **(C) Fire department emergency parking:** Consider alternate emergency parking at east or north end of field. There is already a wide paved path from Christa campus parking shown on plan proposal. If there is to be emergency parking access from 1st, access is limited to Fire department and maintenance only. Emergency parking is to have locked gate with a key.
3. **(D) Noise barrier wall**
 - a) Wall should require a building permit. Wall should be a 12' to 15' high, noise barrier wall comparable to interstate walls. Locked gate should match height and sound dampening qualities of wall.
 - b) A noise study should be prepared according to SEPA recommendation.
 - c) Setback for wall from Christa west property line is to be **minimum 20 feet.**
 - d) Noise barrier wall should span Christa property from property line south at 189th and 1st Ave NW to the north end of 1st.
4. **(E) Landscaping directly west of barrier wall:** Keep as many significant trees as possible (8" diameter @ breast height for conifers, 12" diameter for all others).
 - There should be landscaping in front of wall (west) that is maintained by Christa. (See E, "Reasons" pg 4).
5. **(F) Practice field:**
 - a) Practice field is to be at or below street grade level.
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6. **(G) No street improvements to 1st Ave. NW.** This includes sidewalks, curb and gutter.
7. **(H) Hours of use:** Limit hours of use from 9:00 am. to 3:00 pm. weekdays. No evening activity.
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Sincerely,

Diane L'Heureux
Diane L'Heureux

Diane L'Heureux
104 NW 189th Street
Shoreline WA 98177
December 4, 2009

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

Dear City of Shoreline Planning Commission:

I previously submitted a (5) page letter and signature list dated 8-25-2009, to Steve Szafran for a group of neighbors (including myself and my husband) who own property directly west of the proposed practice field presented in the Crista proposal for master development plan. We face 1st Avenue N.W.

Also attached is a rough sketch of our practice field parameters.

I have edited the letter to convey only the main points that we outlined. I have since learned that the underlying R6 zoning has changed to campus zoning.

The main focus of this letter is 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. That outline is on page 2. Related conditions, zoning questions and other concerns are included.

Outline of Conditions:

1. **(A) No pedestrian or vehicle access to Crista practice field from 1st Ave. NW.**
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Reasons/Concerns:

A, B, C, I. The following information is from a letter e-mailed to me by Steve Szafran on June 11, 2009. Steve states that Christa cannot have bleachers, lights, loudspeakers, signs or public entrance from 1st Ave NW. In the *Draft Mitigations* Steve's written note states "Daylight Hours only". I have verbal confirmation from him that there will be "No Parking" and "No Access" signs along 1st Ave NW. Mitigation # 19 states "provide signage to limit or prohibit parking on 1st Avenue". It should be worded as prohibit. The word "limit" is too vague.

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On the new SEPA checklist has Steve Szafran has written 380' x 222' for New Facility Phase 1 Practice field relocation.

- A fence on the property line or raising the grade elevation of the field would feel claustrophobic and hemmed in. It eliminates more trees and makes retained/planted trees unsafe.
- To promote compatibility with the neighborhood, we feel that the smaller end of the range, 50yds x 100yds maximum is a more than generous compromise. **The rationale for building this huge field is that the Christwood Park North Activity Center replaces Christa's former practice field. Their former practice field was considerably smaller than what we propose as a compromise.**

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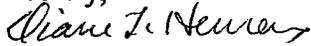
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- Christa must have the funds to pay for increased capacity or infrastructure to support the master development plan. The neighborhood expects the tax base to be used to provide services and infrastructure for the community, not simply to subsidize Christa's expansion.
- Guarantee of Mitigation Implementation: Increase proposed \$20,000 fund.

We believe even this compromise that we have outlined will have adverse impacts on this neighborhood. The soccer field concept that has not been disclosed to the public is outrageous. It will negatively affect our property values and quality of life.

Sincerely,



Diane L'Heureux

Marchini

Hi Steven,

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

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

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

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

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

Thank you,
Anna Marchini

Marx

December 4, 2009

To Whom It May Concern:

I am a 20-year resident of Shoreline, living just 5 blocks from Kings Elementary and Crista's beautiful campus. I greatly appreciate the chance to walk in the woods of Crista, along the trails maintained for cross country there. I will miss this walk when the soccer fields are built, but I fully recognize the right of Crista to develop this land.

Traffic is terrible during the 15 minutes just before school starts and the 15 minutes after class gets out; it will be worse when there are more students, but I can live with this (as long as the drivers pay attention to pedestrians). We need schools, and Kings has done a good job for many students.

My primary concern, however, is the surface water management nightmare that could develop when many evergreen trees are removed to build the new fields. Unless one is learned in hydrology or has spent hours in the woods in the rain, it is impossible to fully appreciate how much water these trees capture and how much they slow the rate of run-off during a rain storm.

I remember when my son (now aged 15) was in preschool. One of his classmate's families cut six Douglas Firs on their property, while their neighbor had five removed. That winter, then Vice President Al Gore came to tour the devastation that was Boeing Creek and Northwest 175th street, a short block downhill from where these trees were removed. I don't believe the removal of these trees alone caused the massive washout, but I do believe it contributed to it.

Similarly, when Cristwood was built, there were major storm water problems the following winter. (I am glad to see Shoreline has worked to make improvements to the catch basin on the south side of Richmond Beach Road at Dayton Avenue North.) I know replacement trees will be planted, and measures will be taken to prevent runoff during development, but I wonder if this will be enough. I am grateful that I live up-hill from this potential problem.

I am glad Shoreline allows major property owners to mater plan, and I appreciate how forthcoming and open Crista has been. I believe a full Environmental Impact Statement should be prepared and reviewed prior to allowing Crista's master plan to be approved.

Thank you for addressing my concerns. I know planning is challenging, and it is impossible to please everyone, but believe the process will be fair and will use the best available practices to reach a solution we all can live with. (I served as a Planning Commissioner for the City of Shoreline from 1998 to 2002.)

Sincerely,

Nancy Marx

505 N 200 St.

Shoreline, WA 98133

Masar

I live in the Hillwood neighborhood, 1-1/2 blocks from Crista. I was aware of Crista's planned construction projects and attended a meeting they held for the community some time ago. I recently learned two things that concern me. I didn't realize that there was going to be a large increase in the number of people going to and from Crista every day. Sidewalks, traffic lights/stop signs, traffic patterns, and encouragement of carpooling/busing/walking/biking should definitely be taken into consideration. North 195th Street is a walking route to Einstein Junior High. It needs to be safe for kids during and after construction in the area. I am also concerned about the large number of trees Crista is planning to remove, from a hillside, to put in a practice field. Preserving trees is important. With the increase in traffic and the loss of hundreds of trees, I don't agree with a Determination of Nonsignificance.

--Margaret L. Masar

Matthews

Dear Mr. Szarran,

This letter is being sent to you from the Firlands Good Neighbor League and is representative of the feelings of many of the neighbors of Crista.

Crista has a history of negotiating with their neighbors. They signed agreements with neighbors in 1980 and again in 1994. Now the same issues are being discussed again. There seems to be a fifteen year pattern in working with Crista. That is enough time that there has been a complete turnover of their staff and none of the current staff remember the work and agreements done earlier, so it all has to be done again. We believe that they should still be binding.

The 1994 document lists these issues as discussed and prioritized by the Neighborhood Task Group. (Page 2)

1. Parking
2. Speed of Traffic
3. Volume of Traffic
4. Safety Issues
5. Operations of Gate on 1st Ave. NW
6. Enforcement of rules and Laws
7. Ongoing maintenance of roadways, shoulders, grass, signs and speed bumps
8. Traffic Congestion

We're sure you recognize these as exactly the same issues that are in contention today.

In the same document (page 8) there is list of action steps many of which were taken but some of which have fallen out of use. Item 5 states that, "Crista has opened the Nursing Center fire lane for 2 way traffic." This was to take some traffic off N. 190th St. Even opening it for one way traffic would help. However it has been chained off for several years and no one can use it. Item 8 states that, "Crista has placed a security person at intersection of student parking lot and N. 190th in am and pm for traffic control." We haven't seen that in a long time.

The 1980 document was written with the idea that neighbors would not object to the building of the Cristwood complex with certain mitigations in place. On page 4, item number 6, Crista states: "In consideration of the Residents' agreement not to oppose development of the Project, Crista agrees that it shall not expand any of its activities on the southern or western portion of its present campus beyond the existing boundaries." This was taken by longtime neighbors to be a promise not to develop the borders of their

property, leaving it open as green space and a buffer from their activities. However it is now considering doing exactly that with the construction of a practice field on the west and plans for a large multistory nursing facility on the southern side.

With the amount of new construction and the removal of a mature wooded area of several acres, plus the addition of facilities which will increase staff and resident traffic we believe that an environmental impact statement is required. How can it possibly be given a determination of non-significance? Drainage, underground water flow and traffic impact to our roads and neighborhood are a certainty. King County did quite a lot to help reach these agreements. We would hope that the City of Shoreline would be even more aggressive in supporting its citizens.

For your convenience we have attached the documents cited. They were digitized using OCR software which did not like the signature pages at all, therefore they have been omitted. The 1980 document had 27 neighbors' signatures. If you would care to see these pages, we would be happy to supply a copy.

Thank you for your attention to this matter.

David Matthews
Chair
Firlands Good Neighbor League (a non-profit)

Matthews 2

Dear Sirs,

The following email is being sent to you by the Firlands Good Neighbor League and represents the feelings of many of the neighbors around Crista.

Do promises made to our neighborhood in the past have any merit at all?

The neighbors on N. 188th and N. 190th Place agreed to have King County block off N. 188th to reduce traffic on their street and Crista promised not to develop the South and West side of their property. This was done as mitigation for the development of a 200 unit senior housing project with 70 parking places, now called Cristwood Park, as laid out in section 6 of the 1980 agreement between King County, the neighbors and Crista.

Since then Crista has redeveloped their football field adding large bright lights which blind drivers heading west on N 190th St, and increased the use of this part of their campus. This drastically increases traffic on N. 190th and N. 190th Place. There is intermittent heavy traffic on these streets that was not taken into account during the last traffic study (which was done by the City during a period when school was not in session).

Their master plan will now erase all the work done to establish protection on the West and South sides of the campus, all at a net loss of the quality of life for neighbors, and possibly of their property values.

In 1993 another agreement was reached after many long meetings and discussions with the neighbors, King County and Crista including promises to open the fire lane by the Nursing Facilities to two way traffic for employees to access their parking lot and reduce some traffic on N. 190th Street. That road is now chained off and no one uses it. There are three shifts of employees a day that could easily make use of it.

That same 1993 agreement also stated that their facilities, gymnasiums, fields, and particularly the new gym they wanted to build on the corner of N. 195th and Greenwood Ave. N. would only be used for school events and intramural sports. That gym was completed on schedule and is now rented out every single Sunday morning and again in the evening, to Mars Hill Church. Sunday mornings should be a quiet day, but this brings bustling traffic to the neighborhood. All of their fields and gyms are used for multiple purposes such as fund raisers, camps, seminars, and various meetings that go way beyond intramural activities.

Also in 1993 Crista promised to establish regular meetings with neighbors to continue work toward resolving their concerns with traffic and other issues. No such meetings have been held unless they were required by the City to obtain a permit for yet more growth.

They also said they would examine the idea of providing more access to both the upper and lower campus through their own property. While they are planning to rebuild almost everything on the upper campus, it would seem like a good time for them to install such an access road. If they can't find a way to access their facilities from their own property relieving neighborhood streets from increases in traffic, we feel they should not be allowed to expand.

These are serious issues being brought to the City of Shoreline planning department by Shoreline citizens and we deserve some consideration and better mitigation than has been proposed. We strongly believe it is imperative that Crista be required to complete an Environmental Impact Statement. A finding of non-significance would be frankly ludicrous. Are we to consider promises made by our neighbor Crista to be worthless? Is the city going to enforce these agreements? Many of the neighbors who signed these agreements have moved away, but many are still here. Certainly Crista is still here and they should honor their agreements.

Please give these matters your full attention.

Sincerely yours,

David Matthews

Chair

Firlands Good Neighbor League (a non-profit)

Matthews 3

Steve,

Thanks for the work you are doing on this project and for allowing our community to comment on these plans. Please continue to consider me a party of record and ensure these comments are passed on to the City Council and the Planning Commission:

Trees & Ecology

The proposed mitigations state that significant tree retention will be 70%, tree replacement will be 1:1, and that no trees other than hazardous trees will be cut within critical areas. Further they propose moving the practice field 50' further south than in the plans to maintain a little more of the existing forest on the West side of the campus. This is a good beginning, but falls short of fully addressing the loss of habitat, air purification from the trees, rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forest.

They also have proposed retaining the spectacular second growth fir trees west of Fremont at 190th St within 60 feet of the right of way line.

We propose increasing the required mitigations to significant tree retention of 90%, and moving the practice field 75 yards to the south in order to preserve the majority of that forest. We would further propose that the retention of trees west of Fremont be increased to a depth that preserves the entire existing stand of forest. Further, that the current forests be carefully preserved and enhanced with diverse native trees and understory, as a model ecological area for increasing habitat, instruction of their students, and the enjoyment of their senior residents and the neighbors.

Unless these proposals are agreed to in full, we feel that a full Environmental Impact Statement must be required to assess all of the significant impacts these issues involve.

Traffic

While the draft mitigations have begun to address these issues there are still significant traffic impacts that have not been adequately addressed. To neighbors on the small residential street of 190th, the significant growth in the number of independent senior housing units accessed exclusively over our small residential street creates a huge quality of life and safety impact. There are similar issues created by staff and student parking and cross campus traffic.

We propose they limit the number of new independent senior housing units accessed via residential streets to less than 50 and create new access over their own property. We would also propose they limit the number of new students to no more than a total

of 1500 in order to limit the traffic impacts and establish parking restrictions that do not allow parking outside of the campus.

Unless these proposals are agreed to in full, we feel that a full Environmental Impact Statement must be required to assess all of the significant impacts these issues involve.

Toxic Waste and Construction

while there are some mitigations proposed for the handling of construction traffic and other impacts there seem to be none that specifically address the possibility of toxic dust (such as lead) resulting from the demolition of old buildings, or the ongoing issues raised by 15 or more years of construction projects.

In a Seattle area development recently, a building of similar age and construction was found to present a significant risk of lead dust contamination to anyone within 150 yards of the building if it was demolished. In an appeal to King County Superior Court it was found that the only way to mitigate the risk effectively would be to entirely encase the building, and the project was shut down. Since the building proposed for demolition in the Crista plan may well involve the same risks, it would be irresponsible not to carefully study and assess these risks before allowing this project to be permitted

Any buildings slated for demolition should be studied by an expert in toxic chemicals and demolition risks. All impacts of all proposed construction projects such as equipment, crews, traffic and dust, mud, etc. must be analyzed and these impacts addressed. Any and all findings of these experts must be published, public comment taken and addressed, and mitigations be agreed upon by the City and any affected neighbors, school children's parents, and resident seniors before permitting is allowed.

This impact is extremely significant and absolutely requires a full Environmental Impact Statement.

Guarantee of Mitigation Implementation

The mitigations propose a \$20,000 fund as guarantee of the implementation of all the required mitigations which is an extremely low number for even the draft proposed mitigations, not to mention all those I feel are necessary. This amount must be increased to a number that is both a real incentive to Crista to complete the mitigations and/or will actually provide the City with enough funds to complete those mitigations itself should Crista default on its obligations.

Impermeable Surfaces

There is no mention in the mitigations of the impacts of increased impermeable surfaces in the form of new parking lots and buildings. As part of the State's Growth Management Act compliance and the State sponsored Puget Sound Alliance most all of the surrounding jurisdictions have put in place "low impact development" rules that include minimizing new impermeable surfaces.

The overall impermeable surface areas in the Crista Master Plan should be required to decrease the current levels of impermeable surfaces and increase the ability of Crista property to contain and control all of its own surface water. Ideally, with known new technologies, Crista should and could become a model of sustainability.

To not address this issue creates a significant impact on storm water runoff issues that will affect the entire City, downstream areas, and ultimately Puget Sound. A full Environmental Impact Statement is required to assess and address this issue.

All of the above mentioned items are of serious concern to the neighbors of Crista, the citizens of Shoreline, and the region as a whole. We trust you as our public servants to do the right thing and insist on a full environmental impact statement before moving forward with permitting for this project.

Thank you for your consideration,

David Matthews

McGlynn

Dear Steve,

This email is in regards to the large building expansions Crista has planned over the next 20 years.

I live on the corner of N. 188th and Fremont Avenue North. Most of the Crista traffic (schools, senior living facilities, sporting events) pass by my house pretty much all day everyday by way of Fremont. As a two lane road with a speed limit of 30mph, I simply cannot imagine how Fremont would be able to handle a huge increase of traffic that these various expansions will incur. This doesn't even include the ambulance and fire traffic that occurs on a regular basis to aid residents in the already existing assisted and nursing facilities at Crista. At least once a year there is a traffic accident on the corner of N. 188th and Fremont as it is. The City of Shoreline has repeatedly denied residents requests to put in a crosswalk there because it is not considered safe to do so because of all the existing traffic. If the City is hesitant already about the safety of this intersection, pray tell how can it approve a proposal to add even more traffic along this route? (I'm not even including all the people who bypass Aurora by taking Fremont on their way to and from work everyday.)

The truth is that Crista and the City of Shoreline need to figure out a way to add an entrance to the Cristwood (independent senior living facilities), the gym and the proposed additions that exist/will exist down the hill from Fremont, N. 188th, N. 190th and N. 195th, off of Richmond Beach Road. Creating some sort of entrance or arterial off of Richmond Beach Road is the only way to do this successfully and fairly, without "sacrificing" the neighborhoods on the aforementioned streets. The Hillwood Neighborhood nor the City of Shoreline should not exist simply to keep Crista going. Since Crista does not pay property taxes, it is quite a one-sided relationship that Crista enjoys under the umbrella of religion. It is not fair to make its neighbors further lose their "quality of life" for something we did not plan on when we all purchased our homes. I'm tired of Crista calling all the shots in Shoreline.

Putting in an entrance off Richmond Beach Road might just slow traffic down there, yes. But is this a bad thing, when people go flying down that street as it is, when there are already other neighborhood streets off of Richmond Beach Road on that block?

Thank you for your consideration.

Suzanne McGlynn
540 North 188th Street

Michaelis

Steve,

Thanks for writing and checking in on us. The meeting went very well. Kyle Roquet was able to answer a lot of the neighbor's comments. There are valid concerns on the neighbors, some minor, some major. The following is a list of initial concerns that the neighborhood will be expressing to the city council, planning commission, and city staff at the appropriate meetings:

Safe pedestrian circulation, within the project as well as the bordering right of ways.

Tree Preservation and replacement when retention is not unavoidable

Critical Ares compliance (stream/steep slopes) with strong advocacy of day lighting the piped streams

Reduction in commercial component, so there is no competition with established businesses in the neighborhood and the loss of tax revenue.

Emergency access and parking stall location for the practice field.

Levels of Service of Emergency Aid for the entire site with increase in elderly population (revenue discussion hopefully with Mark Mayuga or Shoreline Fire District regarding tax exempt status of the non profit CRISTA)

Design of buildings and there relation (bulk and mass) to the surrounding single family dwellings.

Traffic counts (LOS and capacity on city streets.

Noise and Lighting of the practice facilities and increase in student population

Once the amended application is submitted, the neighborhood association will be following the SEPA and Master Plan process and will comment accordingly. I don't know if you planned on attending the January 29th meeting, but it might be nice to have a city representative there to explain the approval process.

Hope that helps in initially letting you know the concerns of the neighborhood.

Lee

Morrison

TO: Shoreline Planning Commission
FR: Charles and Bobbi Morrison
19030 Fremont Avenue North
Shoreline, WA 98133
(206) 546-8407
RE: CRISTA DEVELOPMENT PLAN

[I request that the following statement be entered as part of the public record in response to the Crista Development Plan.]

June 24, 2008

The development plan offered by the Crista community is packed with dangers both physical, social, and civic that, if allowed to be implemented will, in effect go a long ways toward destroying the family-oriented community that now exists.

We have lived across the street from Crista for nearly 25 years and have experienced first hand the abuses that have already begun and that will be augmented dramatically if the planned development is allowed to occur. I fear for the safety of my family and neighbors, the destruction of the neighborhood, and the development of an island of insular and unresponsive community that taxes the community without supporting the community by paying taxes.

SAFETY

Twenty years ago, the school and various living facilities at Crista created a busy Fremont street, particularly at certain times of the day, such as the beginning and ending of school. What was busy has now clearly become a danger zone both for the general traffic, but, more particularly for the residents trying to get in

and our of their driveways. Cars are frequently backed up both north and south five to ten cars deep, as parents come to pick up their children. I have witnessed at least a dozen near accidents because of this pile up and have personally nearly been run over by parents leaving Crista and turning south onto Fremont. This pile up happens daily throughout the school year. To imagine several hundred additional high school and seniors commuters is nothing short of a traffic disaster.

What makes this all the more dangerous is Crista's inability to create a minimum of safety for the current population. Let me give you first hand examples. For at least 15 years, part of my exercise program included running down the road past the football field and track. What struck me again and again was that the senior community driving up that hill failed to stop at the stop sign near the top of the hill. Not only did they not stop, they did not even slow down most of the time. On two different occasions, it was only my shouting at children on bikes crossing the street near that sign that prevented terrible child injuries.

Two years ago, I decided to do a brief study to see if my fears were correct. I sat across the road and kept a count of the number of cars and how they responded to the stop sign. My worst fears were confirmed. Out of 23 seniors, 22 made no attempt whatever to stop at the sign, 21 did not even slow down.

My second example is more personal. Last year, I was struck down by a car driven by someone in the Crista community while riding my bike in the bike lane on the west side of Fremont at the intersection of 190th and Fremont. It was a hit and run. I sustained a broken arm and, while laying at the side of the road, the gray-haired woman looked at me and then sped off going north on Fremont. I reported this to Crista and they did nothing

about it. They made no formal inquiries, put up no signs...in essence, did nothing.

Finally, the driving of the teenagers when they get out of school is often very reckless. They speed out of parking places, they yell at each other, not noticing where they're going, and create a kind of homely drag race on Fremont. Combine this with the parents piled up six deep, and you can perhaps get an image of what it is like. Now, added say 300 - 500 more high school drivers to this scene, and you can get some idea of why this development program will, without doubt, lead to injury and perhaps death. If Crista cannot control the traffic, cannot even get its seniors to stop at stop signs when it endangers neighborhood youth, and fails to take responsibility for accidents when they do occur on their property, how can we imagine that they will do better when the population dramatically escalates?

INSULAR COMMUNITY

What Crista has created is an insular community that grows ever more hostile to the community without contributing back to that community for which it owes its existence.

Parallels can be drawn between Crista and the kinds of gated communities we see throughout the U.S. The dangers of those gated communities come from setting themselves off from the general population based, often, on certain economic brackets. This is true of Crista as well. In other words, they are proposing creating an extraordinarily large community of citizens, schools, and events which do not benefit the community but put weight on the community resources to support it. The question we must ask ourselves is this: What sort of community do we want in this area? Do we want a community dominated by an insular,

overgrown community with huge buildings, towering radio towers, and hundreds upon hundreds of students pouring in and out, or do we want a real neighborhood where people can move freely without feeling they are dwarfed and taken advantage of by this Crista monolith? Every architectural school in the country tells their students that the quality of the spaces you create around you effects the quality of your life. Crista is proposing changes which will without question change this community into a kind of subdivision of Crista, for it will dominate the landscape.

My first experience with the ways that Crista interfered with my life, even in my home, came when I first moved in. When I spoke on the phone, I could hear wildly raucous preaching going on. That was twenty years ago. Last Sunday, using the phone in my bedroom, the same thing occurred. This is a major intrusion on my rights to privacy that has only been made worse by larger towers, and will, no doubt, increase with this new development.

TREES

Personally, I find the literal devastation of trees planned as a part of the Crista plan to be particularly outrageous and an insult to the community—and dangerous.

Three years ago, I hired an arborist to come to my home to check on the health of the several trees on my property, particularly the very large fir tree in my front yard. During our conversations about the safety of that tree, the arborist pointed to the Crista trees along Fremont across the street and said that those trees acted as a windbreak for the entire area east of Crista. Without them, he said, the danger to our trees would be significantly increased. These are the very trees that Crista plans to destroy. Besides the safety factor, those trees represent a significant scenic part of Fremont Avenue between 205th and 185th. At a

time when Seattle is planting a million trees to preserve its greenery in response to a global crisis, Crista proposes to cut down scores of trees of a wonderful age and beauty. What is almost laughable is their proposal to create a practice field on top of the hill on the south side of the property. A practice field???!!!@@@??? They have a huge and very expensive football/soccer field newly built. To literally cut off the top of a hill and destroy scores of trees is nothing short of ridiculous, wasteful, and an insult to the community at a time when we should be doing everything we can to preserve our precious green wealth.

Another ecological strain will be the significant run-off after rains. As you probably know, the drainage around 190th and Fremont during a heavy rain is already strained. Adding even more run-off will potentially create a small lake at that intersection.

My next point I must admit is second-hand information (in contrast to my previous statements). I have been given to understand that Crista does not pay property taxes on this gigantic piece of prime property. If this is true, it means that Crista will be allowed to put enormous pressure on the Shoreline community, causing very large investments to accommodate their insular needs, and they will not have to invest back in the community.

In conclusion, if you accept Crista's plans, it will be rather like allowing a mini-mall to be built on Fremont. And that is no exaggeration. Imagine Fremont without those trees, with hugely expanded building, and with the top of a beautiful tree-filled hill destroyed. This plan represents clear danger to the local residents in the area of traffic, wind storms, and run off; it represents a huge expansion of an insular community which

benefits a very thin economic layer while costing tax-payers to support it. Any planned expansion of this order must take into consideration the needs of the entire civic community. Clearly, Crista did not do that, as it only creates destruction of natural beauty, increases the risk to life and limb of local residents, and potentially increases taxes (or taxes the city's resources) to support its waste.

Thank you for taking this statement into consideration as you consider this proposed plan by Crista.

Charles and Bobbi Morrison

A handwritten signature in black ink that reads "Charles & Bobbi Morrison". The signature is written in a cursive, flowing style.

Nordman

April 22, 2009

RE: Crista Ministries Master Development Plan Application
Application Number: 201713

ATTN: Steven Szafran

To Whom It May Concern:

We have been neighbors of Crista for almost six years now. We purchased our house in Shoreline because the neighborhood is beautiful, and it is a safe place to raise our four children. We have had a very good relationship with Crista so far; however, after hearing about the proposed master development plan, our family is now sickened by the thought of tearing out trees, building over open spaces, the increased noise and increased traffic.

We became even more concerned because, after talking to some of the neighbors who have been in the neighborhood for many years, we have learned that Crista has a reputation of doing what they want without much regard for what the surrounding community thinks. It seems to be a common complaint that Crista says it wants to be a friendly neighbor and listen to what neighbors have to say and answer our questions, but that it is just lip service. That when it comes right down to it, Crista does what is financially profitable to them regardless of the trouble it causes the surrounding neighbors. We don't want to call them the neighborhood bully, but if this master plan goes through, that's what they will be. We hope you will listen to our current struggles and our deep concerns about the future of our neighborhood.

First off, Crista has gone to excess for what our community can handle. 190th Street has been closed off on the other end, and the only way to get down the hill to the senior living facilities, Mike Martin Gym and Woolsey Stadium is on 190th Street past our house.

Kings high schoolers also travel this street to park down the hill making the congestion at 3:00 or after sporting events on 190th Street near unbearable. Getting in and out of our driveway is quite frustrating at times, and it seems to get worse each year. Part of the problem is that 190th in our direction is the only inlet/outlet to some of the Crista facilities. The other problem is that people want to make left turns at the corner of 190th and Fremont even when there is a line of cars behind them. There are no signs prohibiting this, so they have the right to be so inconsiderate. Instead of tearing down trees and ripping out grass to put in buildings and another sports field, thus adding to the congestion and current traffic problem, we would like to see Crista solve the current traffic issues before adding to the existing problem.

Besides the traffic, how will all this building and tearing down of green spaces affect our property values? With more traffic and less scenery, we can only see a negative impact.

The space and beauty of the Crista campus is our neighborhood scenery. It is a beautiful place. We would hate to see more and more of it turned to concrete. This concern is worsened by the fact that Crista has bought up so many of the houses around their

property so they won't have to answer to so many neighbors' complaints. With so few of us homeowners adjacent to their property anymore, we're afraid our voices won't be heard. We're also afraid that's the way Crista has been planning it.

I'm sure Crista has to have an environmental impact report done. Has that already been done, and will that be made available to us? We would like to know what the environmental impact of this monstrous project is going to be. How is this going to increase our carbon footprint? We can't sit idly by and not say or do anything about this.

Sincerely,

Wes and Shelby Nordman and family
505 N 190th St, Shoreline, WA 98133
206-546-5911

Nordman 2

Mr. Marek and Mr. Szafran

I want to let you know that I agree with the Firlands Good Neighbor Principles, and I would like Crista and the City of Shoreline to respect our requests. I have copied these below; however, I am sure (I hope) you are already familiar with these.

I also understand that the traffic study will not be re-done because of financial reasons. Is this correct? The first one was incomplete, because Kings was not in session when the first study was done. There were no 3 pm traffic jams and sporting events during that week. You do not have an accurate picture of what the traffic is like all the rest of the year when Kings is in session. Please let me know the status of this.

I am also getting word that Crista will be widening 190th street instead of re-routing their traffic. I am opposed to this, and would like the City Council to help us neighbors in this matter. They have access to Richmond Beach Road through their property. That is a main road, and should be considered as an outlet.

Once again, Crista is a big corporation, and we neighbors feel helpless to their deep pockets. We can only plead with you for your support and vote against those do not support us. How can you support a big business tearing down a grove of trees and making all the neighbors around them choke down more and more traffic and suffer because of Crista's greed to build more and more?

I look forward to your reply,
Shelby Nordman
505 N. 190th Street
Shoreline, WA 98133

Good Neighbor Principles**Introduction**

The following set of principles has been developed as guidance for policy decisions by the City of Shoreline on the Crista Ministries Master Plan that is currently being reviewed.

The neighborhoods surrounding the Crista Ministries campus are established single family communities. The residents of those communities have come together to establish these principles which we agree will mitigate the impacts of the Crista master plan. We strongly urge the City of Shoreline to adopt these principles as policy regulations, to which Crista ministries must comply for the approval of the master plan.

While we respect the work and mission of Crista Ministries and enjoy their openness and their beautiful campus, there remains a long, sad history of broken promises and poor relations between them and their community. By these principles we seek to set a tone of respectful communication with Crista and with the City of Shoreline regarding the expected behavior of Crista as it proceeds in its strategic planning for the future. We believe this will facilitate Crista's desire to be a good neighbor and make its campus a "jewel of the community" of which we can all be proud.

Principles

1. All ingress and egress to Crista Ministry facilities on its campus must be accessed over its own property and from an arterial (N. 195th St and/or Fremont Ave N, and/or Richmond Beach Road). No access is allowed over residential streets.
2. Mitigation of traffic and safety issues on arterials used for access must be addressed, taking into the consideration the impacts on neighbors, with frontage improvements on Crista property and at Crista expense (sidewalks, turn lanes, parking strips, traffic control lights, crosswalks, etc.)
3. All new parking will be accommodated by the construction of parking structures above or below ground – no new space to be paved and no new impervious surfaces created. Added parking spaces will be minimized with alternative methods encouraged and utilized for access such as shuttles, carpooling, etc.
4. A buffer zone of trees and natural vegetation 150 feet wide shall be established for any new construction along all borders adjoining residential uses and there should be an overall increase in natural habitat created as part of the Master Plan.
5. No new buildings shall be built within the master plan area that exceeds 55 feet in height.

Conclusion

After considerable research and consideration of the myriad complaints and concerns by the neighbors surrounding Crista, we are convinced that only by strict adherence to the principles stated here can Crista's Master Plan be acceptable and prove Crista's good intentions.

As a trusted steward and advocate for its citizens, the City of Shoreline is urged to establish these principles as regulatory policy for the Crista Master Plan.

Nordman 3

Steven,

My name is Shelby Nordman, and I am a neighbor of Crista Ministries. I am sending this letter to let you know my opinion on the Crista Master Development Plan and the mitigations they are offering. Thank you so much for this opportunity to voice my opinion.

First off, I want to say that Crista Ministries is a wonderful organization that does many wonderful things. So I am afraid that speaking against something Crista is doing at the City of Shoreline may not be such a popular thing. However, after getting out and meeting many of my neighbors both old and new, as a result of this Master Plan, I have learned that Crista has not been popular with its neighbors because of its broken promises to the community. This is not just coming from one or two grumpy neighbors. It is a common thread among many neighbors. My big concern with this, is that I can see the evidence of these broken promises on their campus.

There was a 1980 agreement with the neighbors limiting Crista's expansion on, I believe, three different sides of their property. They have already broken two of those promises (the buildings are there to prove that) as well as the fact that this Master Plan is set to break at least two more of those promises. I don't know if it was in writing or verbally that Crista promised to replant the old, diseased poplar trees that lined Kings Drive, but obviously, that never happened. For reasons such as these, I have a hard time believing that Crista will follow through with the mitigations they are proposing. Who is going to see to it that they do? I certainly don't want the job, but am worried that it will fall to us neighbors to try to see these new promises come true.

My biggest headache right now is the traffic. I think widening my street will only lower my property values. It will not decrease the traffic. I do not like this mitigation.

Widening the streets and adding more and more traffic only increases the impervious surfaces, both of which create more pollution. I think Crista is trying to cram too much onto this piece of property for which the communities can tolerate. They cannot control the amount of traffic they have as it is. The two agreements they did keep were to keep the roads closed from the Mike Martin Gym parking lot onto 1st Ave and as 190th comes up the hill from the gym, where 190th branches off to 188th. Now if Crista is allowed to break other agreements, then why those streets can't be opened up to traffic flow. I think it is only fair to share the traffic load with 1st Street and 188th instead bottleneaking all the traffic down 190th. The residents on those streets didn't like the traffic anymore than we do. When they complained, they just shoved their problem onto us. Now the residents on these streets are literally coming over to 190th and telling us we were stupid to have moved here and we stand no chance fighting a giant like Crista. Ya, that feels good and neighborly.

190th Street is the only public inlet and outlet to all the old and proposed new construction, with no plans to relieve this problem other than widening my street thus

lowering my already decreasing property value, I was particularly interested in the City's projections for traffic. I noticed that without the project, the traffic will be an approximately 50 second wait time per car. However, if this project is allowed to go through, traffic on my street will increase to an approximately 150 second wait time per car by the year 2014. That means a much larger increase in traffic as compared to the other streets in the area, other than maybe 195th which is in for a similar widening because of a similar traffic headache. I can't believe your fix for this problem is to widen my street. I am shocked by the tripling of traffic headache in just five years! One neighbor I talked to said she wants to leave the neighborhood because of the ever increasing traffic. Is that what you want, people moving out of Shoreline?

Another issue that came up was that Crista is thinking of doing away with their busses. I know this has nothing to do with the Master Plan, but it has a lot to do with the traffic situation, so I have to mention it. If they do that, since many Kings students live out of the area that means even more SUV's coming into our neighborhood, esp. if they don't keep to the enrollment cap. This only proves that they aren't thinking about the environment and their neighbors.

I asked someone from the City (sorry I can't remember his name) about the extra emergency services that will be needed as a result of 100+ new retirement units going in and us taxpayers having to pay for it. I was assured that that was not the case. However, just this week, I read a document from the City that stated that the extra emergency services that will be needed after this project goes through would be passed on to the taxpayers. I am furious about this! No only was I lied to by a City employee, but I get to help pay for all the extra emergency traffic with their sirens coming down my street.

I understand that there are one and possibly three very old buildings that will be coming down that contain lead. I know that it doesn't matter what kind of safety precautions they take, they will not be able to keep lead from escaping into the surrounding area and leaching into the ground water. I think this is a health and safety issue that needs to be addressed with not just the neighbors as well as all the Crista residents and their families that will be affected.

This brings me to storm water runoff. The state and fed. govt. has put \$\$\$ into the restoration of Puget Sound trying to clean up storm water runoff and things that contribute to climate change. How can the City of Shoreline approve a project that runs counter to everything Puget Sound Partnership is working for? This project goes directly against what Governor Gregoire is trying to promote. How, especially when our govt. has piped millions of dollars into PSP, can you approve the current Master Plan? This is not to mention the fact that it flies in the face of the Federal Clean Water Act.

<http://www.governor.wa.gov/boards/profiles/251.asp>

<http://www.psp.wa.gov/stormwater.php>

It only takes a 2 to 3% increase in impervious surface area to have a huge impact on storm water runoff. The impervious surface area on this project is planned to increase by 5.4 acres!

<http://www.e-sustainable.org/built-environment/impervious-surface-changes>

<http://ohioline.osu.edu/aex-fact/0444.html>

More impervious surfaces and more traffic mean more pollution going into Puget Sound. Do you really want to allow this when so much is going towards trying to clean things up?

The plan is to cut down 430 old established trees. The mitigation is to replant 430 saplings, but that doesn't take into account the soil. By removing these trees, the soil will not be able to absorb as much rain causing flooding and slides. Not only this, but the newly disrupted soil pollutes the storm water runoff instead of filtering it. This polluted water goes into the storm drains and directly into Puget Sound. It also will affect any salmon that may be downstream. Once this damage has been done, it is impossible to return it back to its original state. The once healthy stream running through Crista has already been converted to a pipe. Although there are no salmon in this pipe that was once a stream, this project may affect salmon downstream just because of the new soil problems.

How disturbed soil affects salmon downstream:

<http://water.washington.edu/Research/Reports/soilsforsalmon.pdf>

Mitigations offered by Crista is to put in retention ponds (approved methods by the City of Shoreline) and to keep a 10' buffer from the pipe, but these are not proper solutions as stated in the following UW study:

http://faculty.washington.edu/dbooth/Booth_Hartley_Jackson_JAWRA.pdf

(Please note especially Pg. 836, which is actually the second page on this document.)

Center for Watershed Protection also has a number of articles that show the relationship between impervious surface cover and water quality.

There are as steep as 40% slopes on this proposed site increasing the chances of mudslides when trees and vegetation are removed. This may or may not be a danger to houses in the area, but it is a danger for the Crista's new development. That would be horrific if any Kings students were on that practice field or people in one of their buildings and there was a mudslide. I'm just saying it happens within a year or two of large and even not-so-large developments that involve slopes.

If Crista's Master Development Plan is allowed to go through as planned, a precedent will be set and other construction projects such as Point Wells, etc. which have similar planning flaws will be harder to lower the impact of. When we are asking for sustainable building projects, I don't know how you can approve this one being so unsustainable.

The neighbors are in collective agreement that the City of Shoreline should require Crista to abide by their former agreements, decrease their current traffic problem instead of adding to them and widening our streets to accommodate the extra traffic. I'm sorry to tell you, but you have some stomping angry residents of the City of Shoreline, not just the immediate neighbors, who are willing to do what it takes to make sure Shoreline improves for the better and not overbuilt for the worse.

Shelby Nordman

206-546-5911

Norman

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Wildlife Toxicology and Environmental Assessment

December 4, 2009.

To: Steve Szafran, Lead Planner, City of Shoreline
(emailed to sszafran@shorelinewa.gov)
cc: Steve Cohn, Assist Planner (emailed to scohn@shorelinewa.gov)

From: Donald Norman

RE: Submission of Comments on the Christa EIS

I am pleased to have the opportunity to present some information that could be useful in evaluating the impact of large scale tree removal proposed in the Christa project. Trees create value and also provide ecological services to the City of Shoreline that cannot be easily replaced. It is, unfortunately, not easy to legislate their protection, and only recently has information been gathered that provides some methods to assist in relating the loss of conifer cover to wildlife. There is even less information about the increased cost of storm-water detention due to increased impervious surface by conifer removal. The recent increase of heavy rainfall pattern also threatens to re-write the capacity for detention systems and it is not my area of expertise to evaluate the detention mitigation, but that issue appears to be critically important.

The city of Shoreline has taken steps to start evaluating their infrastructure from a sustainability perspective and the easiest way to reduce storm-water costs is to plant more conifers and prevent the cutting of existing trees. It is also not clear whether there should be increased responsibility for large landowners who remove their detention, in this case by the removal of a large number of trees. The construction of detention by the city to prevent loss of private property places an undue burden on the local population who, in the case of Christa, may not gain any value from its expansion. Not being a lawyer, I do not know whether there are possible legal challenges here. I do know that the Seattle School District was challenged from cutting down trees at Ingraham High School and the purpose of an EIS is to prevent such litigation. Addressing issues presented in my short evaluation should occur prior to completing the decision for the project.

If there is any more I can help with, please contact me.

Sincerely, Donald Norman

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Wildlife Toxicology and Environmental Assessment

Assessment of the Impact of Conifer Removal at the Proposed Christa Project in Shoreline, WA: Wildlife and Storm-water Impacts.

Donald Norman, December 2009

Summary

The Christa property is one of the largest remaining private blocks of heavily forested property in Shoreline. The proposed removal of a major portion of its forest cover will have a significant impact on wildlife and storm-water in Shoreline. Using a new methodology to evaluate the value of the forested area to wildlife, a Forest Assessment Model (FAM) was used to determine if a more detailed assessment should be required.

In the cursory review of this action, it is opinion of NWC that there will be significant impact from the removal to wildlife. While the site does not warrant immediate protection by a high score in the FAM, it does present information that could increase the FAM score if the entire Christa Site as a whole was evaluated.

The woods proposed for clearing contain an excellent understory of salal, a good mix of native trees such as madrone and dogwood (*Cornus nuttallii*) that are important sources of food for wildlife species like Pileated Woodpecker and Band-tailed Pigeon, the two PHS species that could be impacted by the forest removal.

In addition to the loss of habitat, there will be a significant increase in runoff from the loss of retention of precipitation by the coniferous forest during extreme rainfall events. There are many low areas in the Christa area that could be impacted by a major event, which could exceed the 5" rainfall event in less than 24 hours, as occurred in Seattle on December 3, 2007. A person drowned during that event in her basement. Is the city ready to accept that liability? It is not clear who will bear the burden of cost of construction of a water detention system capable of managing this increase in storm-water.

Wildlife Recommendations and Mitigations for Wildlife

The site has large madrone, native dogwood, and an excellent salal cover. Two PHS species, Pileated Woodpecker and Band-tailed Pigeon, likely occur on the site. In addition, the site is large enough and has enough isolation to offer nesting of Cooper's Hawk, Barred Owl, and possibly Great-horned Owl. Limited visibility of the site from indicates that good quality undisturbed forest habitat with sufficient nesting areas also occurs there.

Protection of conifers in contiguous areas of an acre or more. If trees need to be taken down for safety reasons, snags should be retained and increased diversity of conifers planted.

Planting of conifers to improve air quality, winter rain retention, temperature mediation, and urban forest timber production. Use of a diverse mix of native conifers should include western red cedar and Sitka spruce in areas with adequate soil moisture, and species such as western white pine and shore pine in sandy sites. Fast growing Douglas fir can be planted for creation of snags in 20-30 years.

Retention of snags in more isolated areas should be at the maximum safe height. Plantings of native shrubs, especially evergreen vegetation, can allow retention of snags in more visible areas. Replacement of trees within the snag material can provide an interesting demonstration of succession. No survey of the site of snags was made to determine if pileated excavations were documented.

Improvement of habitat quality in retained areas can include removal of noxious and invasive weeds, and their replacement with native species. If areas need fencing, the use of thorny plants such as gooseberry (*Ribes divaricatum*), hawthorn (*Crataegus douglasii* or *C. suksdorfii*), tall Oregon grape (*Mahonia aquifolium*), and native crabapple (*Malus fusca*), can also provide wildlife value and various levels of shade tolerance as understory mixed forest native species.

Exotic species are removed from the site, especially holly, English ivy, knotweed, laurel, and other species on the King County Noxious Weed List.

Important successional species in northwest forests such as western hemlock should be planted and surveys performed to determine which species typical in Puget Sound Lowland forests are lacking such as Dogwood (*Cornus nutallii*), Salal (*Gaultheria shallon*), Orange honeysuckle (*Lonicera ciliosa*), Cascara (*Rhamnus purshiana*), filbert (*Corylus cornuta*), and Evergreen huckleberry (*Vaccinium ovatum*). Examination of such an enhancement should be made in a landscape level for local wildlife needs.

Background on the Functional Assessment Model

The lack of a standard methodology to rank and assess upland habitat value, unlike wetlands and streams, makes it difficult to determine if a piece of property is worth saving for its wildlife value. NWC has performed a FAM evaluation of the Boy Scout Woods in Bothell in response to the proposed CAM West development (Norman 2009).

In that report, a new assessment tool was used to evaluate the habitat value of the site, developed by the Watershed Company for the City of Bellevue (Watershed 2009). That assessment was based not only on a visual inspection of the forest, but the presence of a suite of birds characteristic of an undisturbed large patch of coniferous forest. The FAM model indicates that a score of over 45, indicative of high value exurban areas. In this smaller scale assessment of just over an acre for Christa, the valuation will be lower, but a score between 11 to 25 are typical for smaller acreages (Watershed 2009).

Discussion of Information Lacking for a Complete FAM Evaluation.

Since initial estimates of the FAM scoring could range from 22-30, the site may have the opportunity to actually have wildlife habitat, despite its small size. The lack of connectivity to other habitats, lack of nearby critical areas, isolation, and likely presence of invasive species may prevent the site from being a top habitat contender, but the score does indicate that the site has value. A site visit to the proposal site to collect more information would be useful, especially data from the tree sizes from the EIS. NWC would be glad to help assist in evaluating a more precise FAM.

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Discussion of Development and Critical Areas Ordinance Issues.

Aside from PHS species in the CAO, there are few wildlife triggers in development plans under GMA. This is unfortunate as there are still many natural areas within the Urban Growth Boundary (UGB) that could be developed while retaining value for many common wildlife species. The purpose of this review is to demonstrate that this site meets the qualifications of a larger more contiguous forest, and should thus be protected under more general forest protection measures in the King County Comp Plan. The basis for this request to re-evaluate the CAO is using the Best Available Science that has been generated through research at the University of Washington Urban Ecology Laboratory at the School of Forest Resources. The current assessment of small patches is that once they are reduced to a certain size, they lose their contiguous forest value and do not support PHS and other critical species. While the issue of protection of PHS species within the UGB has been challenged and has lost in appeal to the Growth Management Hearing Boards (City of Woodway), it has not been challenged based upon these wildlife values of the forest as a functional forest and not a fragment. The goal of the protection of such larger fragments within the urban and urbanizing areas, which are not necessarily the larger pieces (Donnelly and Marzluff 2004), but those fragments that contain the diversity and other ecological attributes, is to retain the full suite of species. It should certainly be the goal of GMA to preserve such critical habitats wherever they occur. The question at hand with the Boy Scout Woods is does this smaller but diverse forest meet the requirements of a large forest under the species presence listed in Donnelly and Marzluff (2004).

According to the research that was performed in the Seattle area, as part of a PhD dissertation, species disappearance was noted in certain fragments smaller than 100 acres. These fragments were typically conifer forests, but some had mixed deciduous conifer conditions. These species included Townsend's Warbler, Western Tanager, Varied

Thrush, Hammond's Flycatcher, Hairy Woodpecker, Hutton's Vireo, and Brown Creeper (Figure 4, Donnelly and Marzluff 2004). It is unknown if these species occur on the Christa site as adequate surveys have not been performed.

The loss of such forests that serve as buffers also perform other ecological services that have economic value. Forest buffers provide privacy and their loss could reduce the value of property adjoining such areas. The loss of conifer forests also results in the increase of water runoff and the prevention of water retention in the foliage. Some newer projects like the Sea St Project at Seattle Public Utilities have determined that with proper establishment of swale and other natural infiltration systems, excessive storm water runoff can be eliminated. The retention of the conifers on this site can also be used to reduce the need for larger detention ponds.

Site Description

The vegetation on the site is typical of second growth conifer forest, with some fairly large western red cedar and western hemlock. The latter are indicative of the retention of portions of the forest when it was originally logged. Because of trespass issues, the entire site was not surveyed, but appears to be relatively free of invasive species for a typical forest in an urban area. Many natural areas within the urban growth boundary are dominated by very invasive species, and there is now good evidence that the loss of native shrub and groundcover, and the presence of exotic species are both significantly correlated with lower bird diversity and abundance (Henning 2007).

Discussion

While the acreage of the forest at Christa is smaller than the size indicated in Donnelly and Marzluff (2004) that would be considered to be a large urbanized patch, the size of the trees, the presence of a small creek that is possibly available for day-lighting, the lack of non-native under story and shrub layer vegetation, and the diversity of trees all indicate that this site may represent a significant forest for the city of Shoreline.

Changes in birds in forest fragments in the Puget Sound Lowlands are a current topic of research at the UW School of Forest Resources (Donnelly and Marzluff 2004), as well as in studies in Portland, OR (Henning 2007). These studies have provided recent data on the importance of conifers, native and non-native shrub cover, and adjacent area nest predators (like squirrels, rats, and crows). The UW paper has also estimated the effective size of fragments that are necessary to preserve the majority of bird species. The Bothell fragment of forest offers a mixed conifer-deciduous forest that despite its small size holds a majority of the species that typically disappear from Puget Sound Lowland patches as they drop below 100 acres. The reasons for this retention is likely due to the low level of exotic species in the forest, the presence of wetlands in the forest, and the close proximity of other areas with forest and riparian habitats to the north, east, and south. It also must be noted that the bird diversity viewed was likely not the complete set of species using the location, as many sites were not visible from the edge of the forest. Additional

species occurrence was documented by recording calls and songs at the edge of the forest with verification of the species identity upon listening to the tapes.

Qualifications

Donald Norman of Norman Wildlife Consulting has been studying habitat issues in Puget Sound for over 15 years. In addition to addressing GMA CAO issues through his knowledge of Great Blue Herons, he has experience with terrestrial wildlife and native plant occurrence and distribution in the Puget Sound Lowlands. Donald received his MS from Huxley College at Western Washington University where he worked on the impacts of toxic compounds on great blue herons. He also received an additional Master's Degree from the University of Pennsylvania on the study of fruit consumption by birds. Donald has worked on the impacts of oil and chemicals upon wildlife for over 20 years.

Donald has also been monitoring land bird populations for the past 12 years, primarily in the Fort Lewis area of Pierce County, but recently in King County for King County DNR on Vashon Island, where he is assessing shoreline forests, specifically madrone forests (Hudson and Norman 2007). As a Master Bander, Donald manages several MAPS stations (Monitoring Avian Productivity and Survivorship (see www.birdpop.org at the Institute for Bird Populations), tracking the status of well over 5000 birds. Donald is also a participant in the Breeding Bird Survey and has set up BBS routes (see www.pwrc.usgs.gov/bbs). He is currently on Seattle Audubon's Science and Conservation Committees, where he has been involved in the shade coffee campaign and urban habitat issues. Donald is working to implement the North American Bird Conservation Plan (see www.nabci-us.org) in the Puget Sound Bird Conservation Region with a new group, the Puget Sound Bird Observatory. Donald has prepared numerous reports on the status of priority species and species of concern for sites in the Puget Sound Lowlands, making him an expert on the distribution and abundance of birds at sites in western Washington. As an expert on the life history and population status of many of these species, he can make recommendations about the survival of species after specific development scenarios.

Donald is now working on the inventory of native plants associated with good wildlife populations and is making recommendations to amend additional native species that are missing from many of the fragments due to the historical clearing of most forest in the Lowlands in the past century.

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**An Annotated List of Bird Use of Conifer Forests in Shoreline, WA
Norman Wildlife Consulting, December 2009.**

A Key to the Annotated List

The list below is to provide occurrence information, status and comments on birds in conifer forests in Shoreline. Local information collected by and provided to NWC is a list of species that have occurred in the several surveys of birds in the area, including Woodway, Shoreline CC, the South Woods near Hamlin Park, and Paramount Park. Species that have been evaluated by NWC that occur in conifer forest are indicated in **Bold**. Additional species probably occur are designated in **Bold Italics**; those without bold may occur in conifer forests but have not been confirmed in King County or Shoreline. Species likely breeding are noted with an “*”. Species that are reported in similar habitats are listed without any italics or bold and given an explanation of why they would not typically occur in coniferous forests. This list is not intended to be inclusive or specific to the Christa site, which may have additional habitats that increase bird diversity.

Bald Eagle (BAEA) *Haliaeetus leucocephalus*

This species is listed as breeding in several areas in King County (BBA Smith et al., 1997) and is still increasing in Washington. This species could nest in conifers near water areas.

Sharp-Shinned Hawk (SSHA) *Accipiter striatus*

This species occurs as a migrant and winter resident. Its presence in the summer is possible, as there have been breeding records in mixed deciduous conifer forest on nearby Bainbridge Island. (BBA Smith et al., 1997). Since this species' diet is strictly passerine birds, the presence of many birds in the woodland edge and with probable bird feeders at nearby houses, makes conifer forests a particularly favored for occurrence. Has been seen at Grace Cole Park in Lake Forest Park in the summer.

Cooper's Hawk * (COHA) *Accipiter cooperii*

Similar to the Sharp-shinned Hawk, but this species is more likely to be a breeding species, as it breeds in lowland sites in Puget Sound (BBA Smith et al., 1997). The isolation of the site also increases its appeal as a breeding site. Observed nesting in conifer forests.

Red-Tailed Hawk (RTHA) *Buteo jamacaiensis*

The isolated woods make an idea location for nesting of this resident of open space but it requires more open space for breeding, which occurs in conifer forests aand along I-405. Red-tails have been seen during migration and may perch in some of the tall trees. Observed flying over Boy Scout Woods.

Merlin (MERL) *Falco columbarius*

This species is a wintering species in King, as well as a migrant, and often associates with wetlands, where it hunts for small waterfowl and shorebirds. Merlins do breed in the mountains of King County (BBA Smith et al., 1997), but it is unlikely that this species uses such small isolated forest patches for breeding. Merlins are not as likely to be observed foraging in conifer forests as would the sharp-shinned or Cooper's Hawk. They are regularly observed each winter in Richmond Beach (DMN, personal obs.)

Peregrine Falcon (PEFA) *Falco peregrinus*

Similar to Merlin but much rarer, and likely observed as a rare occurrence in Boy Scout Woods. It has only been observed 3 times at Richmond Beach in over 1000 days of observations, compared to 35 times for the Merlin.

California Quail (*nearby) CAQU *Callipepla californica*

This resident species occurs in brushy open areas and may use conifer forests as cover from cats and dogs in surrounding open areas.

Band-Tailed Pigeon * (BTPI) *Columba fasciata*

This species occurs in mixed forest sites in western Washington, especially associated with edges, and it is also fond of madrone and native dogwood in the fall when the fruit are present. This is a WA state PHS species, and impacts to this species require management plans in many critical area ordinances (CAOs).

Western Screech-Owl (SCOW) *Otus kennicottii*

Screech owls in western Washington are associated with wooded areas especially near streams or wetlands. Conifer forests could provide habitat for this species due to the wet areas. This species will utilize nesting boxes.

Great Horned Owl *? (GHOW) *Bubo virginianus*

This species requires forest for nesting, but hunts in many urbanized areas, especially those with open areas. Large trees are acceptable for nesting as long as the site is not disturbed. Nesting begins late in winter. The dense forest in the retained area on the proposed development site would be good nesting habitat on the top of a snag in a dense area, as it is close to the open area at conifer forests where there are likely lots of rats, and perhaps feral rabbits.

Northern Pygmy-Owl (NOPO) *Glaucidium californicum*

This is a species of coniferous forest, but also occurs on forest edges to hunt. Though there are no breeding records for this species in urban lowland Puget Sound, it has been observed breeding at Fort Lewis in the summer (Donald Norman, personal observations).

Northern Saw-Whet Owl (NSWO) *Aegolius acadicus*

This species is common to uncommon in the mixed coniferous forests of the Puget Sound lowlands during winter and early spring, (Hunn, 1982). Though this species

has not been observed in Shoreline, the coniferous forest is appropriate for this species. It has been observed in urban areas during fall migration.

Barred Owl (BAOW)

Strix varia

This species has invaded the Pacific Northwest in the past 40 years, as a result of habitat openings in the forested areas. It has become a regular breeder in the Puget Sound Lowlands. It has been seen at Grace Cole Park in Lake Forest Park with newly fledged young.

Vaux's Swift (VASW)

Chaetura vauxi

The status of breeding swifts in the Urban King County area has not been confirmed. This is a Washington State species of concern (PHS); it requires large snags as nesting trees that often occur in forested wetlands (BBA Smith et al., 1997). It is likely to be seen overhead in the early fall, or on some summer days when it is stormy in the mountains, requiring foraging in the Lowlands.

Rufous Hummingbird *? (RUHU) *Selasphorus rufus*

This species is an abundant migrant and common summer breeder, using Indian Plum (*Oemleria cerasiformis*), honeysuckle (*Lonicera ciliosa*), thimbleberry (*Rubus parviflorus*) snowberry (*Symphiocarpos alba*) and twinberry (*L. involucrata*) flowers for nectar. This species has been declining in numbers on the Washington State BBS routes. The presence of various nectar sources in some conifer forests ensures that this species is present during the spring and summer, and if all of the plant species necessary are present, it may remain and breeding would be an indicator of success of restoration.

Anna's Hummingbird *? (ANHU) *Calypte anna*

This species arrived from Oregon in the 1950's and has become a common breeder in the coastal areas of Puget Sound.

Belted Kingfisher (BEKI)

Megasceryle alcyon

Kingfishers are typically more common in winter than in summer in the Pacific Northwest, as this species requires a sandy bank for nesting by digging a tunnel. It is unknown but doubtful there is habitat at Boy Scout Woods, making the occurrence of this species a migrant or wintering bird.

Red-Breasted Sapsucker *? (RBSA)

Sphyrapicus ruber

This resident species has bred in Lowland King County (BBA Smith et al., 1997) and is associated with riparian and wetland areas, though it is not a common species. It is a quiet species, so it is often not detected and often only seen in Shoreline in the winter, but has bred in Lake Forest Park.

Downy Woodpecker * (DOWO) *Picoides pubescens*

This resident breeding species (BBA Smith et al., 1997) is the most likely woodpecker species encountered in a forested urban area. It does not occur as frequently on the BBA as a confirmed breeder as the flicker from the 16 - 9 square mile BBA blocks

from Edmonds to South Seattle, but is much more common than the Hairy Woodpecker (DMN Unpublished compilation of BBA).

Hairy Woodpecker *? (HAWO) *Picoides villosus*

This resident breeding species (BBA Smith et al., 1997) is more associated with coniferous forest than the Downy Woodpecker, but it will also use wetlands, as they often have many snags which are important for sources of food and nesting sites. This species is also an indicator of good habitat.

Northern Flicker * (NOFL) *Colaptes auratus*

This resident breeding species is more common in migration and winter than in summer with the addition of migrants and wintering individuals. The presence of many snags in the Park make this species likely to breed, as the dense forest deters Starlings, which can evict Flickers from a nest.

Pileated Woodpecker * (PIWO) *Dryocopus pileatus*

The status of this resident species is quite rare because of the large snags it requires. It is not clear whether there are snags being utilized at Christa, but any area with such a large number of trees benefits this species as it provides an isolated location with snags large enough for nesting. This is another WDFW PHS species, and any projects destroying large trees should address whether this species occurs in the project areas, as outlined in many CAOs.

Olive-Sided Flycatcher *? (OSFL) *Contopus borealis*

This Neotropical migrant summer breeder in western Washington is associated with upper canopy openings in coniferous forests. Its call can be heard from a great distance but observations are few. There are no known nesting records for the Puget Sound Lowlands of King County (BBA Smith et al., 1997).

Western Wood-Pewee (WWPE) *Contopus sordidulus*

This Neotropical migrant summer breeder in western Washington is associated with open coniferous and deciduous habitats. It is listed as core habitat in coastal King County (BBA Smith et al., 1997), but it has not been observed in the Park. Migrants have been observed in Richmond Beach as late as June (D. Norman, Pers Obs.)

Pacific-Slope Flycatcher *? (PSFL) *Empidonax difficilis*

This Neotropical migrant summer breeder in western Washington is associated with open coniferous forests with deciduous understory, and is an abundant breeder in many areas (BBA Smith et al., 1997). It has been seen in Shoreview Park and also in Richmond Beach during migration in Shoreline. Whether it stays to breed is not known.

Willow Flycatcher (WIFL) *Empidonax trailii*

This Neotropical migrant is a common summer breeder in western Washington and is associated with the edges of many riparian areas and also occurs in many clear cuts. This species has bred in King County (BBA Smith et al., 1997), and though it

might not breed at Boy Scout Woods, because of the lack of open brushy habitat, it is also an abundant species in migration and would occur then.

Dusky/Hammond's Flycatcher (UNFL) *Empidonax* sp.

It is very difficult to distinguish these two species apart in migration, which is when they would be expected to be observed. The Dusky Flycatcher has been observed into June at Fort Lewis (Donald Norman personal observations), but they do not apparently remain to breed.

Violet-Green Swallow (VGSW) *Tachycineta thalassina*

This species commonly breeds in urban areas in buildings, so although it is unlikely to be breeding at the site, it could be seen feeding over the forest and along the edges near houses. This species readily accepts boxes.

Tree Swallow (TRES) *Tachycineta bicolor*

This species was recorded as occurring in Boy Scout Woods, but it is more likely to be the Violet-green Swallow. This species could occur at Boy Scout Woods if there were nesting boxes and also in migration, but prefers more open areas than the park.

Barn Swallow (BARS) *Hirundo rustica*

This species commonly nests in urban buildings especially where there is open area for insects, so although it is unlikely to be breeding at the site, it was observed feeding over the forest and along the edges near houses.

Steller's Jay ?* (STJA) *Cyanocitta stelleri*

This is a common resident of coniferous forest that has adapted well to suburban areas, and is regularly observed in the Park but is quiet during the breeding season and seldom observed. It is very fond of hazelnuts.

American Crow ?* (AMCR) *Corvus brachyrhynchos*

There remains some nomenclature indicating there are two crows species, with the coastal Northwestern Crow, common in flocks along the coast, breeding colonially, and feeding along the tideline, being the "species" occurring along the Olympic Coast, with most other crows in the area being the typical upland habitat species, that has adapted to NW urban living.

Common Raven (CORA) *Corvus corax*

Has been observed at Hamlin Park in Shoreline and nearby wetlands since 2003, may have bred at Edwards State Park in Kirkland. Likely occurs in the area.

Black-Capped Chickadee (BCCH) *Parus atricapillus*

This is a common resident that uses wetlands extensively, but not exclusively. It is also a species that uses wetlands in small flocks in the winter, and especially in colder periods may be protected from freezing weather there. It is a cavity nester and readily accepts boxes.

Chestnut-Backed Chickadee *? (CBCH) *Parus rufescens*

This resident species prefers more coniferous habitat for foraging, but often nests in open habitats. This species needs used cavities for nesting, as it cannot excavate its own and readily accepts boxes. This species is also very associated with western hemlock. It is a common breeder in King County (BBA Smith et al., 1997).

Bushtit ?* (BUSH) *Psaltriparus minimus*

This common resident species of the Puget Sound Lowlands is typically associated with human dominated landscapes.

Red-Breasted Nuthatch * (RBNU) *Sitta canadensis*

This common resident species is encountered in almost all wooded habitats. This species needs snags for nesting, as it does not use nest boxes, photographed on site.

Brown Creeper * (BRCR) *Certhia americana*

This common resident species of coniferous forest in western Washington (BBA Smith et al., 1997). Preservation of local trees is essential for its protection. Protection of large conifers is essential for its breeding.

Bewick's Wren * (BEWR) *Thryomanes bewickii*

This common resident species of western Washington is associated more with brushy areas than wetlands (BBA Smith et al., 1997) but will use wetlands for foraging, especially during colder weather.

Winter Wren *? (WIWR) *Troglodytes troglodytes*

This is a common resident species of well vegetated coniferous forest floor in western Washington. In migration and winter it utilizes a variety of shrubby habitats, and is likely to be present in wetland vegetation, especially during freezing weather. Individuals were heard singing on both visits to the site in May, most this species' migration, indicating probable nesting. There are few records for breeding in the Seattle area (BBA Smith et al., 1997).

Varied Thrush (VATH) *Zoothera naevia*

This common resident species of coniferous forest breeds in King County (BBA Smith et al., 1997), but is rarely observed in the Puget Lowlands in summer. In the fall and winter it occurs in deciduous habitats, including forested wetlands, and the wetlands play an important role for winter cover and forage during rare winter storms, when hundreds of varied thrushes can be observed foraging on litter under wetland deciduous trees. This species is also associated with the fall madrone berry crop.

Swainson's Thrush (SWTH) *Catharus ustulatus*

This is an abundant summer breeding thrush in the Puget Lowlands in forested habitat (BBA Smith et al., 1997), along with the American Robin. This species disappears in the winter. It has been recorded in Shoreline woods in summer but more in deciduous forest with a well developed understory.

Hermit Thrush (HETH)*Catharus guttatus*

This species is a common migrant and rare but regular wintering thrush in the Puget Sound Lowlands, where it uses the litter area under wetland deciduous trees for foraging and cover, and uses coastal wetland areas during cold periods. Over the winters of 1998-2002, thrushes have been banded at Shoreview Park between November and March (DMN Unpublished banding results). This is also an abundant migrant.

American Robin * (AMRO)*Turdus migratorius*

An abundant adaptable open space and woodland breeding summer resident in Puget Sound, with differing subspecies appearing in migration and in winter (Hunn, 1982). This is one of the most abundant species in all forested habitats, and one of the most common species in Boy Scout Woods.

Ruby-Crowned Kinglet (RCKI) *Regulus calendula*

This is an abundant migrant and wintering species in the Puget Lowlands, occurring in a wide variety of habitats, including forested wetlands, and undoubtedly one of the most likely encountered species in understory coniferous forest in the winter. It arrives in October and is gone by mid-April.

Golden-Crowned Kinglet *? (GCKI) *Regulus satrapa*

This abundant coniferous forest resident is an abundant breeder in King County (BBA Smith et al., 1997), and is commonly heard on all coniferous forests. During the winter, especially in cold weather, it is known to forage in non-coniferous habitats, including wetlands, and forage close to the ground. The close proximity of conifer forest to wetland provides an important benefit of this species. It is a breeder in large cedar dominated conifer forests.

Cedar Waxwing *? (CEDW) *Bombycilla cedrorum*

This is a common breeding species in the Puget Sound lowlands, rare in winter (Hunn, 1982; BBA Smith et al., 1997). Birds are common in wetland habitats, but avoid more closed forested habitats. This species feeds heavily on fruit.

Bohemian Waxwing (BOWA)*Bombycilla garrulus*

This is a winter vagrant from north and has been seen only once in Richmond Beach (DMN Pers Obs.). It occurs in King County from November to March (Hunn 1982).

European Starling (H) (*Residential) (EUST) *Sturnus vulgaris*

This species was introduced into eastern North American in the late 1800's, and the first starlings occurred in Washington in 1945, and by 1956 winter roosts in the thousands were seen in Seattle (Hunn, 1982). It breeds generally in human associated habitats, though it will occupy appropriate sized nesting holes. It is actually not a species that uses wetlands much, but might visit habitats in the Park in late summer and fall foraging for fruit.

Hutton's Vireo *? (HUVI)*Vireo huttoni*

This is a resident species in western Washington, associated with mixed coniferous-deciduous forest and is an uncommon breeder in King County (BBA Smith et al., 1997). It is often not recorded during the June BBS surveys because it sings more in early spring and nests as early as March. It is quite retiring in habit when not singing and is therefore not observed, and is often mistaken for the abundant ruby-crowned kinglet. It has been observed in DMN's Richmond Beach yard only several times despite likely breeding in Woodway only 6 blocks away (DMN Pers Obs.).

Western Warbling-Vireo (WAVI) *Vireo g. swainsonii*

This Neotropical migrant is an uncommon summer breeding vireo in western Washington, where it nests in deciduous woodlands (BBA Smith et al., 1997), especially cottonwoods.

[Cassin's Vireo] (CAVI) Previously Solitary Vireo *Vireo cassinii*

This is also a Neotropical migrant that breeds in deciduous forest, but it is more abundant in the oak-pine forests in eastern Washington and is less common than the warbling vireo in western Washington. It has not been recorded once in DMN's Richmond Beach yard (DMN Pers Obs.) and was only recorded once on the Vashon Island surveys.

Orange-crowned Warbler (OCWA)*Vermivora celata*

This Neotropical Migrant is a common breeding warbler in brushy habitat, breeds in King County (BBA Smith et al., 1997), and is an abundant migrant. It has a well established decline in western BBS counts, making it an important species to protect. Wetland habitat is important for this species.

Yellow Warbler (YWAR) *Dendroica petechia*

This Neotropical Migrant is a very common bird in willows and wetland vegetation in western Washington, and has shown declines in the BBS. It is not a common breeding species in King County (BBA Smith et al., 1997), but it is expected to breed at the Park because of the open deciduous habitat, and is likely to be observed.

Yellow-rumped Warbler (H) (YRWA) *Dendroica coronata*

This species is an abundant migrant in the Puget Sound Lowlands (BBA Smith et al., 1997), and uses wetlands as well as forested areas for foraging. It is also a rare winter visitor.

Black-Throated Gray Warbler (BTYW) *Dendroica nigrescens*

This Neotropical Migrant is listed as a breeding species in King County (BBA Smith et al., 1997), where it uses both riparian as well as coniferous forest. It has never been recorded in DMN's Richmond Beach yard (DMN Pers Obs.).

Townsend's Warbler (TOWA)*Dendroica townsendii*

This species is a common migrant and uncommon wintering species in the Puget Sound Lowland, and a very rare breeder. It is observed on the edges of conifer forests.

Macgillivray's Warbler (MGWA) *Oporornis tolmiei*

This summer breeding Neotropical Migrant breeds in eastern King County, but the Puget Sound Lowlands are not listed as core habitat and the Park is west of the edge (BBA Smith et al., 1997). It is typically seen in migration.

Common Yellowthroat (COYE) *Geothlypis trichas*

This common Neotropical Migrant is an unlikely breeder at the Boy Scout Woods. Though it is surprisingly adaptable to a variety of habitats, forested wetlands are not among the preferred sites without some open areas. It may be present at Boy Scout Woods along the many ponds (water hazards). This species has only been recorded twice in Donald Norman's Richmond Beach yard (DMN Pers Obs.).

Wilson's Warbler *? (WIWA) *Wilsonia pusilla*

This is one of the most commonly encountered warbler in migration, as it is a vocal singer. It is also listed as a declining species in the BBS in WA. It is a confirmed breeder in King County (BBA Smith et al., 1997), using conifer forests.

Bullock's Oriole (BUOR) *Icterus bullockii*

This species has become rare in King County where it occurs in deciduous habitats, especially cottonwoods wetlands foraging high in the trees. There are breeding records in the 1980's from Richmond Beach, but none for the 1990's and recent years (DMN, personal Obs).

Red-winged Blackbird (RWBL) *Agelaius phoeniceus*

One would not expect this species occur in conifer forests, but red-wings often appear in early spring visitor at the site, singing in forested areas during migration.

Brown-Headed Cowbird (BHCO) *Molothrus ater*

This species is abundant in the Puget Lowlands in the summer especially in farmed and open areas, where it forages. It is an important species because it parasitizes many nests of Neotropical Migrants, but the rates of parasitism are not known for many Washington state species of concern. It has adapted to suburban yards to parasitize White-crowned Sparrows and towhees.

Western Tanager (WETA) *Piranga ludoviciana*

This Neotropical Migrant species is associated with coniferous forest in the Puget Sound Lowlands, and is a common breeder in such habitats in King County (BBA Smith et al., 1997). It is not known to breed in Shoreline's conifer forests.

House Sparrow (*Residential nearby) (HOSP) *Passer domesticus*

This abundant semi-domesticated species nests near all human activities, and would be expected to be seen on roads and yards adjacent to the site, but not in the forest interior.

Pine Siskin *? (PISI) *Carduelis pinus*

This abundant resident species, occurring more at higher elevations, is a breeder in King County but its status in the Puget Sound Lowlands is not well known (BBA Smith et al., 1997). In migration and winter, it occurs in flocks in all forested areas, especially in riparian deciduous forests, and is common, especially in migration. Birds have been confirmed breeding in Richmond Beach.

American Goldfinch (*Residential) (AMGO) *Carduelis tristis*

This resident of the Puget Sound lowlands becomes abundant in May when additional migrants arrive. It breeds in open fields often later in the year and is a common breeder in King County (BBA Smith et al., 1997). In migration and the winter, it occurs in many forested areas, seeking seeds and catkins of deciduous species, often in the accompaniment with Pine Siskins..

Purple Finch (PUFI) *Carpodacus purpureus*

This is the resident finch of coniferous forest, and is rare outside of the forests where House Finches dominate the open suburban yards. Its status in Shoreline is unclear.. Its presence would indicate good quality coniferous forest.

House Finch (*Residential nearby) (HOFI) *Carpodacus mexicanus*

This species has expanded its range into the Pacific Northwest, and now occurs in all areas associated with human activity. It is breeding in close proximity to houses.

Red Crossbill (RECR)

Loxia curvirostra

This common resident of the coniferous forest wanders widely in the Puget Sound lowlands and is generally recorded flying overhead. It is likely to be seen in Douglas Firs on the site. It has been documented as a breeder in nearby Shoreview Park.

Evening Grosbeak (EVGR) *Hesperiphona vespertina*

Though this species breeds in King County (BBA, Smith et al 1997), it is mostly observed flying overhead, or seen feeding on seeds and catkins of deciduous trees, some of which occur in conifer forests.

SONG SPARROW * (SOSP)

Melospiza melodia

This is a common resident of brushy habitat and is a common breeder in King County (BBA, Smith et al 1997). In the Park it uses wetter areas for breeding and additional birds may arrive as early as August from other areas (as confirmed by banding records in Richmond Beach in August 2002) and spread out into other habitats during the wintering season. Observed at Christa.

Lincoln's Sparrow (LISP)

Melospiza lincolnii

This species may breed in the mountains of King County (Hunn 1982, and is a common migrant and rare winter resident in the Puget Sound Lowlands, where it prefers open grassy wet areas so it is unlikely that it would occur in conifer forests. It does occur in more forested areas during migration, as evidenced by several banding records in Richmond Beach and Bainbridge Island (DMN, personal records).

Fox Sparrow (FOSP)*Passerella iliaca*

This species may breed in the mountains of King County (Hunn 1982). It is a common winter resident, most abundant in salal in the winter, but it also occurs in brushy areas and wetlands, and is especially common in cold events. It is also associated with madrone forests, especially where there is salal in the understory.

White-Crowned Sparrow (WCSP) *Zonotrichia leucophrys*

There are several White-crown subspecies in western Washington, one present only in the summer as an abundant breeder in variety of field and shrubby habitats, but several other subspecies are common migrants and uncommon winter residents, and just at the Golden-crowned Sparrow, may occur on more of the upland sites, except in cold periods, when it may use wetland areas for water and cover

Golden-Crowned Sparrow (GCSP) Zonotrichia atricapilla

This is an abundant migrant and common winter resident in western Washington, and it is more of an upland brushy habitat species than a forested wetland species. This species may occur on more of the upland sites, except in cold periods, when it may use wetland areas for water and cover rather than conifer forests.

Dark-Eyed (Oregon) Junco *? (DEJU) Junco hyemalis

This is a resident common species of coniferous forest edge and an abundant winter resident in western Washington, using a variety of edge habitats, and foraging in wetlands especially in cold weather, and using wetlands for cover. In many areas in the Puget Sound Lowlands it disappears in the summer, but the presence of the bird in the summer indicates that good nesting habitat exist in the upland mixed forest. It breeds in the Highlands and Grace Cole Park, which has a much larger open coniferous forest, so it is not clear if it remains to breed at the Christa.

Spotted Towhee (SPTO)*Pipilo maculatus*

This is a resident common species of brushy habitat especially associated with wetlands (BBA Smith et al., 1997). It may also tend to flock in wetland areas in the winter, as banding studies have shown larger numbers of towhees in a small wetland at McChord AFB in the winter than occur in the area in summer. Towhees are more associated with deciduous and open habitats than conifer forests.

Black-Headed Grosbeak (BHGR) Pheucticus melanocephalus

This Neotropical Migrant breeding species is confirmed as a breeder in King County (BBA Smith et al., 1997) though it is not nearly as common as in eastern Washington. It occurs in forested wetland and deciduous areas, but does not breed in conifer forests. It uses the site during migration and appears to be more common in the fall, when birds start passing thru the area in early August (DMN Pers Obs, Richmond Beach.

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Wildlife Toxicology and Environmental Assessment

December 4, 2009.

To: Steve Szafran, Lead Planner, City of Shoreline
(emailed to sszafran@shorelinewa.gov)
cc: Steve Cohn, Assist Planner (emailed to scohn@shorelinewa.gov)
From: Donald Norman

RE: Submission of Comments on the Christa EIS

I am pleased to have the opportunity to present some information that could be useful in evaluating the impact of large scale tree removal proposed in the Christa project. Trees create value and also provide ecological services to the City of Shoreline that cannot be easily replaced. It is, unfortunately, not easy to legislate their protection, and only recently has information been gathered that provides some methods to assist in relating the loss of conifer cover to wildlife. There is even less information about the increased cost of storm-water detention due to increased impervious surface by conifer removal. The recent increase of heavy rainfall pattern also threatens to re-write the capacity for detention systems and it is not my area of expertise to evaluate the detention mitigation, but that issue appears to be critically important.

The city of Shoreline has taken steps to start evaluating their infrastructure from a sustainability perspective and the easiest way to reduce storm-water costs is to plant more conifers and prevent the cutting of existing trees. It is also not clear whether there should be increased responsibility for large landowners who remove their detention, in this case by the removal of a large number of trees. The construction of detention by the city to prevent loss of private property places an undue burden on the local population who, in the case of Christa, may not gain any value from its expansion. Not being a lawyer, I do not know whether there are possible legal challenges here. I do know that the Seattle School District was challenged from cutting down trees at Ingraham High School and the purpose of an EIS is to prevent such litigation. Addressing issues presented in my short evaluation should occur prior to completing the decision for the project.

If there is any more I can help with, please contact me.

Sincerely, Donald Norman

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Wildlife Toxicology and Environmental Assessment

Assessment of the Impact of Conifer Removal at the Proposed Christa Project in Shoreline, WA: Wildlife and Storm-water Impacts.

Donald Norman, December 2009

Summary

The Christa property is one of the largest remaining private blocks of heavily forested property in Shoreline. The proposed removal of a major portion of its forest cover will have a significant impact on wildlife and storm-water in Shoreline. Using a new methodology to evaluate the value of the forested area to wildlife, a Forest Assessment Model (FAM) was used to determine if a more detailed assessment should be required.

In the cursory review of this action, it is opinion of NWC that there will be significant impact from the removal to wildlife. While the site does not warrant immediate protection by a high score in the FAM, it does present information that could increase the FAM score if the entire Christa Site as a whole was evaluated.

The woods proposed for clearing contain an excellent understory of salal, a good mix of native trees such as madrone and dogwood (*Cornus nuttallii*) that are important sources of food for wildlife species like Pileated Woodpecker and Band-tailed Pigeon, the two PHS species that could be impacted by the forest removal.

In addition to the loss of habitat, there will be a significant increase in runoff from the loss of retention of precipitation by the coniferous forest during extreme rainfall events. There are many low areas in the Christa area that could be impacted by a major event, which could exceed the 5" rainfall event in less than 24 hours, as occurred in Seattle on December 3, 2007. A person drowned during that event in her basement. Is the city ready to accept that liability? It is not clear who will bear the burden of cost of construction of a water detention system capable of managing this increase in storm-water.

Wildlife Recommendations and Mitigations for Wildlife

The site has large madrone, native dogwood, and an excellent salal cover. Two PHS species, Pileated Woodpecker and Band-tailed Pigeon, likely occur on the site . In

addition, the site is large enough and has enough isolation to offer nesting of Cooper's Hawk, Barred Owl, and possibly Great-horned Owl. Limited visibility of the site from indicates that good quality undisturbed forest habitat with sufficient nesting areas also occurs there.

Protection of conifers in contiguous areas of an acre or more. If trees need to be taken down for safety reasons, snags should be retained and increased diversity of conifers planted.

Planting of conifers to improve air quality, winter rain retention, temperature mediation, and urban forest timber production. Use of a diverse mix of native conifers should include western red cedar and Sitka spruce in areas with adequate soil moisture, and species such as western white pine and shore pine in sandy sites. Fast growing Douglas fir can be planted for creation of snags in 20-30 years.

Retention of snags in more isolated areas should be at the maximum safe height. Plantings of native shrubs, especially evergreen vegetation, can allow retention of snags in more visible areas. Replacement of trees within the snag material can provide an interesting demonstration of succession. No survey of the site of snags was made to determine if pileated excavations were documented.

Improvement of habitat quality in retained areas can include removal of noxious and invasive weeds, and their replacement with native species. If areas need fencing, the use of thorny plants such as gooseberry (*Ribes divaricatum*), hawthorn (*Crataegus douglasii* or *C. suksdorfii*), tall Oregon grape (*Mahonia aquifolium*), and native crabapple (*Malus fusca*), can also provide wildlife value and various levels of shade tolerance as understory mixed forest native species.

Exotic species are removed from the site, especially holly, English ivy, knotweed, laurel, and other species on the King County Noxious Weed List.

Important successional species in northwest forests such as western hemlock should be planted and surveys performed to determine which species typical in Puget Sound Lowland forests are lacking such as Dogwood (*Cornus nutallii*), Salal (*Gaultheria shallon*), Orange honeysuckle (*Lonicera ciliosa*), Cascara (*Rhamnus purshiana*), filbert (*Corylus cornuta*), and Evergreen huckleberry (*Vaccinium ovatum*). Examination of such an enhancement should be made in a landscape level for local wildlife needs.

Background on the Functional Assessment Model

The lack of a standard methodology to rank and assess upland habitat value, unlike wetlands and streams, makes it difficult to determine if a piece of property is worth saving for its wildlife value. NWC has performed a FAM evaluation of the Boy Scout Woods in Bothell in response to the proposed CAM West development (Norman 2009). In that report, a new assessment tool was used to evaluate the habitat value of the site, developed by the Watershed Company for the City of Bellevue (Watershed 2009). That

assessment was based not only on a visual inspection of the forest, but the presence of a suite of birds characteristic of an undisturbed large patch of coniferous forest. The FAM model indicates that a score of over 45, indicative of high value exurban areas. In this smaller scale assessment of just over an acre for Christa, the valuation will be lower, but a score between 11 to 25 are typical for smaller acreages (Watershed 2009).

Discussion of Information Lacking for a Complete FAM Evaluation.

Since initial estimates of the FAM scoring could range from 22-30, the site may have the opportunity to actually have wildlife habitat, despite its small size. The lack of connectivity to other habitats, lack of nearby critical areas, isolation, and likely presence of invasive species may prevent the site from being a top habitat contender, but the score does indicate that the site has value. A site visit to the proposal site to collect more information would be useful, especially data from the tree sizes from the EIS. NWC would be glad to help assist in evaluating a more precise FAM.

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Discussion of Development and Critical Areas Ordinance Issues.

Aside from PHS species in the CAO, there are few wildlife triggers in development plans under GMA. This is unfortunate as there are still many natural areas within the Urban Growth Boundary (UGB) that could be developed while retaining value for many common wildlife species. The purpose of this review is to demonstrate that this site meets the qualifications of a larger more contiguous forest, and should thus be protected under more general forest protection measures in the King County Comp Plan. The basis for this request to re-evaluate the CAO is using the Best Available Science that has been generated through research at the University of Washington Urban Ecology Laboratory at the School of Forest Resources. The current assessment of small patches is that once they are reduced to a certain size, they lose their contiguous forest value and do not support PHS and other critical species. While the issue of protection of PHS species within the UGB has been challenged and has lost in appeal to the Growth Management Hearing Boards (City of Woodway), it has not been challenged based upon these wildlife values of the forest as a functional forest and not a fragment. The goal of the protection of such larger fragments within the urban and urbanizing areas, which are not necessarily the larger pieces (Donnelly and Marzluff 2004), but those fragments that contain the diversity and other ecological attributes, is to retain the full suite of species. It should certainly be the goal of GMA to preserve such critical habitats wherever they occur. The question at hand with the Boy Scout Woods is does this smaller but diverse forest meet the requirements of a large forest under the species presence listed in Donnelly and Marzluff (2004).

According to the research that was performed in the Seattle area, as part of a PhD dissertation, species disappearance was noted in certain fragments smaller than 100 acres. These fragments were typically conifer forests, but some had mixed deciduous conifer conditions. These species included Townsend's Warbler, Western Tanager, Varied Thrush, Hammond's Flycatcher, Hairy Woodpecker, Hutton's Vireo, and Brown Creeper

(Figure 4 , Donnelly and Marzluff 2004). It is unknown if these species occur on the Christa site as adequate surveys have not been performed.

The loss of such forests that serve as buffers also perform other ecological services that have economic value. Forest buffers provide privacy and their loss could reduce the value of property adjoining such areas. The loss of conifer forests also results in the increase of water runoff and the prevention of water retention in the foliage. Some newer projects like the Sea St Project at Seattle Public Utilities have determined that with proper establishment of swale and other natural infiltration systems, excessive storm water runoff can be eliminated. The retention of the conifers on this site can also be used to reduce the need for larger detention ponds.

Site Description

The vegetation on the site is typical of second growth conifer forest, with some fairly large western red cedar and western hemlock. The latter are indicative of the retention of portions of the forest when it was originally logged. Because of trespass issues, the entire site was not surveyed, but appears to be relatively free of invasive species for a typical forest in an urban area. Many natural areas within the urban growth boundary are dominated by very invasive species, and there is now good evidence that the loss of native shrub and groundcover, and the presence of exotic species are both significantly correlated with lower bird diversity and abundance (Henning 2007).

Discussion

While the acreage of the forest at Christa is smaller than the size indicated in Donnelly and Marzluff (2004) that would be considered to be a large urbanized patch, the size of the trees, the presence of a small creek that is possibly available for day-lighting, the lack of non-native under story and shrub layer vegetation, and the diversity of trees all indicate that this site may represent a significant forest for the city of Shoreline.

Changes in birds in forest fragments in the Puget Sound Lowlands are a current topic of research at the UW School of Forest Resources (Donnelly and Marzluff 2004), as well as in studies in Portland, OR (Henning 2007). These studies have provided recent data on the importance of conifers, native and non-native shrub cover, and adjacent area nest predators (like squirrels, rats, and crows). The UW paper has also estimated the effective size of fragments that are necessary to preserve the majority of bird species. The Bothell fragment of forest offers a mixed conifer-deciduous forest that despite its small size holds a majority of the species that typically disappear from Puget Sound Lowland patches as they drop below 100 acres. The reasons for this retention is likely due to the low level of exotic species in the forest, the presence of wetlands in the forest, and the close proximity of other areas with forest and riparian habitats to the north, east, and south. It also must be noted that the bird diversity viewed was likely not the complete set of species using the location, as many sites were not visible from the edge of the forest. Additional species occurrence was documented by recording calls and songs at the edge of the forest with verification of the species identity upon listening to the tapes.

Qualifications

Donald Norman of Norman Wildlife Consulting has been studying habitat issues in Puget Sound for over 15 years. In addition to addressing GMA CAO issues through his knowledge of Great Blue Herons, he has experience with terrestrial wildlife and native plant occurrence and distribution in the Puget Sound Lowlands. Donald received his MS from Huxley College at Western Washington University where he worked on the impacts of toxic compounds on great blue herons. He also received an additional Master's Degree from the University of Pennsylvania on the study of fruit consumption by birds. Donald has worked on the impacts of oil and chemicals upon wildlife for over 20 years.

Donald has also been monitoring land bird populations for the past 12 years, primarily in the Fort Lewis area of Pierce County, but recently in King County for King County DNR on Vashon Island, where he is assessing shoreline forests, specifically madrone forests (Hudson and Norman 2007). As a Master Bander, Donald manages several MAPS stations (Monitoring Avian Productivity and Survivorship (see www.birdpop.org at the Institute for Bird Populations), tracking the status of well over 5000 birds. Donald is also a participant in the Breeding Bird Survey and has set up BBS routes (see www.pwrc.usgs.gov/bbs). He is currently on Seattle Audubon's Science and Conservation Committees, where he has been involved in the shade coffee campaign and urban habitat issues. Donald is working to implement the North American Bird Conservation Plan (see www.nabci-us.org) in the Puget Sound Bird Conservation Region with a new group, the Puget Sound Bird Observatory. Donald has prepared numerous reports on the status of priority species and species of concern for sites in the Puget Sound Lowlands, making him an expert on the distribution and abundance of birds at sites in western Washington. As an expert on the life history and population status of many of these species, he can make recommendations about the survival of species after specific development scenarios.

Donald is now working on the inventory of native plants associated with good wildlife populations and is making recommendations to amend additional native species that are missing from many of the fragments due to the historical clearing of most forest in the Lowlands in the past century.

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**An Annotated List of Bird Use of Conifer Forests in Shoreline, WA
Norman Wildlife Consulting, December 2009.**

A Key to the Annotated List

The list below is to provide occurrence information, status and comments on birds in conifer forests in Shoreline. Local information collected by and provided to NWC is a list of species that have occurred in the several surveys of birds in the area, including Woodway, Shoreline CC, the South Woods near Hamlin Park, and Paramount Park. Species that have been evaluated by NWC that occur in conifer forest are indicated in **Bold**. Additional species probably occur are designated in **Bold Italics**; those without bold may occur in conifer forests but have not been confirmed in King County or Shoreline. Species likely breeding are noted with an “*”. Species that are reported in similar habitats are listed without any italics or bold and given an explanation of why they would not typically occur in coniferous forests. This list is not intended to be inclusive or specific to the Christa site, which may have additional habitats that increase bird diversity.

Bald Eagle (BAEA) *Haliaeetus leucocephalus*

This species is listed as breeding in several areas in King County (BBA Smith et al., 1997) and is still increasing in Washington. This species could nest in conifers near water areas.

Sharp-Shinned Hawk (SSHA) *Accipiter striatus*

This species occurs as a migrant and winter resident. Its presence in the summer is possible, as there have been breeding records in mixed deciduous conifer forest on nearby Bainbridge Island. (BBA Smith et al., 1997). Since this species' diet is strictly passerine birds, the presence of many birds in the woodland edge and with probable bird feeders at nearby houses, makes conifer forests a particularly favored for occurrence. Has been seen at Grace Cole Park in Lake Forest Park in the summer.

Cooper's Hawk * (COHA) *Accipiter cooperii*

Similar to the Sharp-shinned Hawk, but this species is more likely to be a breeding species, as it breeds in lowland sites in Puget Sound (BBA Smith et al., 1997). The isolation of the site also increases its appeal as a breeding site. Observed nesting in conifer forests.

Red-Tailed Hawk (RTHA) *Buteo jamacaiensis*

The isolated woods make an idea location for nesting of this resident of open space but it requires more open space for breeding, which occurs in conifer forests aand along I-405. Red-tails have been seen during migration and may perch in some of the tall trees. Observed flying over Boy Scout Woods.

Merlin (MERL) *Falco columbarius*

This species is a wintering species in King, as well as a migrant, and often associates with wetlands, where it hunts for small waterfowl and shorebirds. Merlins do breed in the mountains of King County (BBA Smith et al., 1997), but it is unlikely that this species uses such small isolated forest patches for breeding. Merlins are not as likely to be observed foraging in conifer forests as would the sharp-shinned or Cooper's Hawk. They are regularly observed each winter in Richmond Beach (DMN, personal obs.)

Peregrine Falcon (PEFA) *Falco peregrinus*

Similar to Merlin but much rarer, and likely observed as a rare occurrence in Boy Scout Woods. It has only been observed 3 times at Richmond Beach in over 1000 days of observations, compared to 35 times for the Merlin.

*California Quail (*nearby)* CAQU *Callipepla californica*

This resident species occurs in brushy open areas and may use conifer forests as cover from cats and dogs in surrounding open areas.

*Band-Tailed Pigeon ** (BTPI) *Columba fasciata*

This species occurs in mixed forest sites in western Washington, especially associated with edges, and it is also fond of madrone and native dogwood in the fall when the fruit are present. This is a WA state PHS species, and impacts to this species require management plans in many critical area ordinances (CAOs).

Western Screech-Owl (SCOW) *Otus kennicottii*

Screech owls in western Washington are associated with wooded areas especially near streams or wetlands. Conifer forests could provide habitat for this species due to the wet areas. This species will utilize nesting boxes.

*Great Horned Owl *?* (GHOW) *Bubo virginianus*

This species requires forest for nesting, but hunts in many urbanized areas, especially those with open areas. Large trees are acceptable for nesting as long as the site is not disturbed. Nesting begins late in winter. The dense forest in the retained area on the proposed development site would be good nesting habitat on the top of a snag in a dense area, as it is close to the open area at conifer forests where there are likely lots of rats, and perhaps feral rabbits.

Northern Pygmy-Owl (NOPO) *Glaucidium californicum*

This is a species of coniferous forest, but also occurs on forest edges to hunt. Though there are no breeding records for this species in urban lowland Puget Sound, it has been observed breeding at Fort Lewis in the summer (Donald Norman, personal observations).

Northern Saw-Whet Owl (NSWO) *Aegolius acadicus*

This species is common to uncommon in the mixed coniferous forests of the Puget Sound lowlands during winter and early spring, (Hunn, 1982). Though this species

has not been observed in Shoreline, the coniferous forest is appropriate for this species. It has been observed in urban areas during fall migration.

Barred Owl (BAOW) *Strix varia*

This species has invaded the Pacific Northwest in the past 40 years, as a result of habitat openings in the forested areas. It has become a regular breeder in the Puget Sound Lowlands. It has been seen at Grace Cole Park in Lake Forest Park with newly fledged young.

Vaux's Swift (VASW) *Chaeture vauxi*

The status of breeding swifts in the Urban King County area has not been confirmed. This is a Washington State species of concern (PHS); it requires large snags as nesting trees that often occur in forested wetlands (BBA Smith et al., 1997). It is likely to be seen overhead in the early fall, or on some summer days when it is stormy in the mountains, requiring foraging in the Lowlands.

Rufous Hummingbird *? (RUHU) *Selasphorus rufus*

This species is an abundant migrant and common summer breeder, using Indian Plum (*Oemleria cerasiformis*), honeysuckle (*Lonicera ciliosa*), thimbleberry (*Rubus parviflorus*) snowberry (*Symphiocarpos alba*) and twinberry (*L. involucrata*) flowers for nectar. This species has been declining in numbers on the Washington State BBS routes. The presence of various nectar sources in some conifer forests ensures that this species is present during the spring and summer, and if all of the plant species necessary are present, it may remain and breeding would be an indicator of success of restoration.

Anna's Hummingbird *? (ANHU) *Calypte anna*

This species arrived from Oregon in the 1950's and has become a common breeder in the coastal areas of Puget Sound.

Belted Kingfisher (BEKI) *Megaceryle alcyon*

Kingfishers are typically more common in winter than in summer in the Pacific Northwest, as this species requires a sandy bank for nesting by digging a tunnel. It is unknown but doubtful there is habitat at Boy Scout Woods, making the occurrence of this species a migrant or wintering bird.

Red-Breasted Sapsucker *? (RBSA) *Sphyrapicus ruber*

This resident species has bred in Lowland King County (BBA Smith et al., 1997) and is associated with riparian and wetland areas, though it is not a common species. It is a quiet species, so it is often not detected and often only seen in Shoreline in the winter, but has bred in Lake Forest Park.

Downy Woodpecker * (DOWO) *Picoides pubescens*

This resident breeding species (BBA Smith et al., 1997) is the most likely woodpecker species encountered in a forested urban area. It does not occur as frequently on the BBA as a confirmed breeder as the flicker from the 16 - 9 square mile BBA blocks

from Edmonds to South Seattle, but is much more common than the Hairy Woodpecker (DMN Unpublished compilation of BBA).

Hairy Woodpecker *? (HAWO)

Picoides villosus

This resident breeding species (BBA Smith et al., 1997) is more associated with coniferous forest than the Downy Woodpecker, but it will also use wetlands, as they often have many snags which are important for sources of food and nesting sites. This species is also an indicator of good habitat.

Northern Flicker * (NOFL) *Colaptes auratus*

This resident breeding species is more common in migration and winter than in summer with the addition of migrants and wintering individuals. The presence of many snags in the Park make this species likely to breed, as the dense forest deters Starlings, which can evict Flickers from a nest.

Pileated Woodpecker * (PIWO) *Dryocopus pileatus*

The status of this resident species is quite rare because of the large snags it requires. It is not clear whether there are snags being utilized at Christa, but any area with such a large number of trees benefits this species as it provides an isolated location with snags large enough for nesting. This is another WDFW PHS species, and any projects destroying large trees should address whether this species occurs in the project areas, as outlined in many CAOs.

Olive-Sided Flycatcher *? (OSFL) *Contopus borealis*

This Neotropical migrant summer breeder in western Washington is associated with upper canopy openings in coniferous forests. Its call can be heard from a great distance but observations are few. There are no known nesting records for the Puget Sound Lowlands of King County (BBA Smith et al., 1997).

Western Wood-Pewee (WWPE) *Contopus sordidulus*

This Neotropical migrant summer breeder in western Washington is associated with open coniferous and deciduous habitats. It is listed as core habitat in coastal King County (BBA Smith et al., 1997), but is has not been observed in the Park. Migrants have been observed in Richmond Beach as late as June (D. Norman, Pers Obs.)

Pacific-Slope Flycatcher *? (PSFL) *Empidonax difficilis*

This Neotropical migrant summer breeder in western Washington is associated with open coniferous forests with deciduous understory, and is an abundant breeder in many areas (BBA Smith et al., 1997). It has seen in Shoreview Park and also in Richmond Beach during migration in Shoreline. Whether it stays to breed is not known.

Willow Flycatcher (WIFL) *Empidonax trailii*

This Neotropical migrant is a common summer breeder in western Washington and is associated with the edges of many riparian areas and also occurs in many clear cuts. This species has bred in King County (BBA Smith et al., 1997), and though it

might not breed at Boy Scout Woods, because of the lack of open brushy habitat, it is also an abundant species in migration and would occur then.

Dusky/Hammond's Flycatcher (UNFI) *Empidonax* sp.

It is very difficult to distinguish these two species apart in migration, which is when they would be expected to be observed. The Dusky Flycatcher has been observed into June at Fort Lewis (Donald Norman personal observations), but they do not apparently remain to breed.

Violet-Green Swallow (VGSW) *Tachycineta thalassina*

This species commonly breeds in urban areas in buildings, so although it is unlikely to be breeding at the site, it could be seen feeding over the forest and along the edges near houses. This species readily accepts boxes.

Tree Swallow (TRES) *Tachycineta bicolor*

This species was recorded as occurring in Boy Scout Woods, but it is more likely to be the Violet-green Swallow. This species could occur at Boy Scout Woods if there were nesting boxes and also in migration, but prefers more open areas than the park.

Barn Swallow (BARS) *Hirundo rustica*

This species commonly nests in urban buildings especially where there is open area for insects, so although it is unlikely to be breeding at the site, it was observed feeding over the forest and along the edges near houses.

Steller's Jay ?* (STJA) *Cyanocitta stelleri*

This is a common resident of coniferous forest that has adapted well to suburban areas, and is regularly observed in the Park but is quiet during the breeding season and seldom observed. It is very fond of hazelnuts.

American Crow ?* (AMCR) *Corvus brachyrhynchos*

There remains some nomenclature indicating there are two crows species, with the coastal Northwestern Crow, common in flocks along the coast, breeding colonially, and feeding along the tideline, being the "species" occurring along the Olympic Coast, with most other crows in the area being the typical upland habitat species, that has adapted to NW urban living.

Common Raven (CORA) *Corvus corax*

Has been observed at Hamlin Park in Shoreline and nearby wetlands since 2003, may have bred at Edwards State Park in Kirkland. Likely occurs in the area.

Black-Capped Chickadee (BCCH) *Parus atricapillus*

This is a common resident that uses wetlands extensively, but not exclusively. It is also a species that uses wetlands in small flocks in the winter, and especially in colder periods may be protected from freezing weather there. It is a cavity nester and readily accepts boxes.

Chestnut-Backed Chickadee *? (CBCH) *Parus rufescens*

This resident species prefers more coniferous habitat for foraging, but often nests in open habitats. This species needs used cavities for nesting, as it cannot excavate its own and readily accepts boxes. This species is also very associated with western hemlock. It is a common breeder in King County (BBA Smith et al., 1997).

Bushtit ?* (BUSH) *Psaltriparus minimus*

This common resident species of the Puget Sound Lowlands is typically associated with human dominated landscapes.

Red-Breasted Nuthatch * (RBNU) *Sitta canadensis*

This common resident species is encountered in almost all wooded habitats. This species needs snags for nesting, as it does not use nest boxes, photographed on site.

Brown Creeper * (BRCR) *Certhia americana*

This common resident species of coniferous forest in western Washington (BBA Smith et al., 1997). Preservation of local trees is essential for its protection. Protection of large conifers is essential for its breeding.

Bewick's Wren * (BEWR) *Thryomanes bewickii*

This common resident species of western Washington is associated more with brushy areas than wetlands (BBA Smith et al., 1997) but will use wetlands for foraging, especially during colder weather.

Winter Wren *? (WIWR) *Troglodytes troglodytes*

This is a common resident species of well vegetated coniferous forest floor in western Washington. In migration and winter it utilizes a variety of shrubby habitats, and is likely to be present in wetland vegetation, especially during freezing weather. Individuals were heard singing on both visits to the site in May, most this species' migration, indicating probable nesting. There are few records for breeding in the Seattle area (BBA Smith et al., 1997).

Varied Thrush (VATH) *Zoothera naevia*

This common resident species of coniferous forest breeds in King County (BBA Smith et al., 1997), but is rarely observed in the Puget Lowlands in summer. In the fall and winter it occurs in deciduous habitats, including forested wetlands, and the wetlands play an important role for winter cover and forage during rare winter storms, when hundreds of varied thrushes can be observed foraging on litter under wetland deciduous trees. This species is also associated with the fall madrone berry crop.

Swainson's Thrush (SWTH) *Catharus ustulatus*

This is an abundant summer breeding thrush in the Puget Lowlands in forested habitat (BBA Smith et al., 1997), along with the American Robin. This species disappears in the winter. It has been recorded in Shoreline woods in summer but more in deciduous forest with a well developed understory.

Hermit Thrush (HETH)*Catharus guttatus*

This species is a common migrant and rare but regular wintering thrush in the Puget Sound Lowlands, where it uses the litter area under wetland deciduous trees for foraging and cover, and uses coastal wetland areas during cold periods. Over the winters of 1998-2002, thrushes have been banded at Shoreview Park between November and March (DMN Unpublished banding results). This is also an abundant migrant.

American Robin * (AMRO)*Turdus migratorius*

An abundant adaptable open space and woodland breeding summer resident in Puget Sound, with differing subspecies appearing in migration and in winter (Hunn, 1982). This is one of the most abundant species in all forested habitats, and one of the most common species in Boy Scout Woods.

Ruby-Crowned Kinglet (RCKI) *Regulus calendula*

This is an abundant migrant and wintering species in the Puget Lowlands, occurring in a wide variety of habitats, including forested wetlands, and undoubtedly one of the most likely encountered species in understory coniferous forest in the winter. It arrives in October and is gone by mid-April.

Golden-Crowned Kinglet *? (GCKI) *Regulus satrapa*

This abundant coniferous forest resident is an abundant breeder in King County (BBA Smith et al., 1997), and is commonly heard on all coniferous forests. During the winter, especially in cold weather, it is known to forage in non-coniferous habitats, including wetlands, and forage close to the ground. The close proximity of conifer forest to wetland provides an important benefit of this species. It is a breeder in large cedar dominated conifer forests.

Cedar Waxwing *? (CEDW) *Bombycilla cedrorum*

This is a common breeding species in the Puget Sound lowlands, rare in winter (Hunn, 1982; BBA Smith et al., 1997). Birds are common in wetland habitats, but avoid more closed forested habitats. This species feeds heavily on fruit.

Bohemian Waxwing (BOWA)*Bombycilla garrulus*

This is a winter vagrant from north and has been seen only once in Richmond Beach (DMN Pers Obs.). It occurs in King County from November to March (Hunn 1982).

European Starling (H) (*Residential) (EUST) *Sturnus vulgaris*

This species was introduced into eastern North America in the late 1800's, and the first starlings occurred in Washington in 1945, and by 1956 winter roosts in the thousands were seen in Seattle (Hunn, 1982). It breeds generally in human associated habitats, though it will occupy appropriate sized nesting holes. It is actually not a species that uses wetlands much, but might visit habitats in the Park in late summer and fall foraging for fruit.

Hutton's Vireo *? (HUVI)*Vireo huttoni*

This is a resident species in western Washington, associated with mixed coniferous-deciduous forest and is an uncommon breeder in King County (BBA Smith et al., 1997). It is often not recorded during the June BBS surveys because it sings more in early spring and nests as early as March. It is quite retiring in habit when not singing and is therefore not observed, and is often mistaken for the abundant ruby-crowned kinglet. It has been observed in DMN's Richmond Beach yard only several times despite likely breeding in Woodway only 6 blocks away (DMN Pers Obs.).

Western Warbling-Vireo (WAVI) *Vireo g. swainsonii*

This Neotropical migrant is an uncommon summer breeding vireo in western Washington, where it nests in deciduous woodlands (BBA Smith et al., 1997), especially cottonwoods.

[Cassin's Vireo] (CAVI) Previously Solitary Vireo *Vireo cassinii*

This is also a Neotropical migrant that breeds in deciduous forest, but it is more abundant in the oak-pine forests in eastern Washington and is less common than the warbling vireo in western Washington. It has not been recorded once in DMN's Richmond Beach yard (DMN Pers Obs.) and was only recorded once on the Vashon Island surveys.

Orange-crowned Warbler (OCWA)*Vermivora celata*

This Neotropical Migrant is a common breeding warbler in brushy habitat, breeds in King County (BBA Smith et al., 1997), and is an abundant migrant. It has a well established decline in western BBS counts, making it an important species to protect. Wetland habitat is important for this species.

Yellow Warbler (YWAR) *Dendroica petechia*

This Neotropical Migrant is a very common bird in willows and wetland vegetation in western Washington, and has shown declines in the BBS. It is not a common breeding species in King County (BBA Smith et al., 1997), but it is expected to breed at the Park because of the open deciduous habitat, and is likely to be observed.

Yellow-rumped Warbler (H) (YRWA) *Dendroica coronata*

This species is an abundant migrant in the Puget Sound Lowlands (BBA Smith et al., 1997), and uses wetlands as well as forested areas for foraging. It is also a rare winter visitor.

Black-Throated Gray Warbler (BTYW) *Dendroica nigrescens*

This Neotropical Migrant is listed as a breeding species in King County (BBA Smith et al., 1997), where it uses both riparian as well as coniferous forest. It has never been recorded in DMN's Richmond Beach yard (DMN Pers Obs.).

Townsend's Warbler (TOWA)*Dendroica townsendii*

This species is a common migrant and uncommon wintering species in the Puget Sound Lowland, and a very rare breeder. It is observed on the edges of conifer forests.

Macgillivray's Warbler (MGWA) *Oporornis tolmiei*

This summer breeding Neotropical Migrant breeds in eastern King County, but the Puget Sound Lowlands are not listed as core habitat, and the Park is west of the edge (BBA Smith et al., 1997). It is typically seen in migration.

Common Yellowthroat (COYE) *Geothlypis trichas*

This common Neotropical Migrant is an unlikely breeder at the Boy Scout Woods. Though it is surprisingly adaptable to a variety of habitats, forested wetlands are not among the preferred sites without some open areas. It may be present at Boy Scout Woods along the many ponds (water hazards). This species has only been recorded twice in Donald Norman's Richmond Beach yard (DMN Pers Obs.).

Wilson's Warbler *? (WIWA) *Wilsonia pusilla*

This is one of the most commonly encountered warbler in migration, as it is a vocal singer. It is also listed as a declining species in the BBS in WA. It is a confirmed breeder in King County (BBA Smith et al., 1997), using conifer forests.

Bullock's Oriole (BUOR) *Icterus bullockii*

This species has become rare in King County where it occurs in deciduous habitats, especially cottonwoods wetlands foraging high in the trees. There are breeding records in the 1980's from Richmond Beach, but none for the 1990's and recent years (DMN, personal Obs).

Red-winged Blackbird (RWBL) *Agelaius phoeniceus*

One would not expect this species occur in conifer forests, but red-wings often appear in early spring visitor at the site, singing in forested areas during migration.

Brown-Headed Cowbird (BHCO) *Molothrus ater*

This species is abundant in the Puget Lowlands in the summer especially in farmed and open areas, where it forages. It is an important species because it parasitizes many nests of Neotropical Migrants, but the rates of parasitism are not known for many Washington state species of concern. It has adapted to suburban yards to parasitize White-crowned Sparrows and towhees.

Western Tanager (WETA) *Piranga ludoviciana*

This Neotropical Migrant species is associated with coniferous forest in the Puget Sound Lowlands, and is a common breeder in such habitats in King County (BBA Smith et al., 1997). It is not known to breed in Shoreline's conifer forests.

House Sparrow (*Residential nearby) (HOSP) *Passer domesticus*

This abundant semi-domesticated species nests near all human activities, and would be expected to be seen on roads and yards adjacent to the site, but not in the forest interior.

Pine Siskin *? (PISI) *Carduelis pinus*

This abundant resident species, occurring more at higher elevations, is a breeder in King County but its status in the Puget Sound Lowlands is not well known (BBA Smith et al., 1997). In migration and winter, it occurs in flocks in all forested areas, especially in riparian deciduous forests, and is common, especially in migration. Birds have been confirmed breeding in Richmond Beach.

American Goldfinch (*Residential) (AMGO) *Carduelis tristis*

This resident of the Puget Sound lowlands becomes abundant in May when additional migrants arrive. It breeds in open fields often later in the year and is a common breeder in King County (BBA Smith et al., 1997). In migration and the winter, it occurs in many forested areas, seeking seeds and catkins of deciduous species, often in the accompaniment with Pine Siskins..

Purple Finch (PUFI) *Carpodacus purpureus*

This is the resident finch of coniferous forest, and is rare outside of the forests where House Finches dominate the open suburban yards. Its status in Shoreline is unclear.. Its presence would indicate good quality coniferous forest.

House Finch (*Residential nearby) (HOFI) *Carpodacus mexicanus*

This species has expanded its range into the Pacific Northwest, and now occurs in all areas associated with human activity. It is breeding in close proximity to houses.

Red Crossbill (RECR) *Loxia curvirostra*

This common resident of the coniferous forest wanders widely in the Puget Sound lowlands and is generally recorded flying overhead. It is likely to be seen in Douglas Firs on the site. It has been documented as a breeder in nearby Shoreview Park.

Evening Grosbeak (EVGR) *Hesperiphona vespertina*

Though this species breeds in King County (BBA, Smith et al 1997), it is mostly observed flying overhead, or seen feeding on seeds and catkins of deciduous trees, some of which occur in conifer forests.

SONG SPARROW * (SOSP) *Melospiza melodia*

This is a common resident of brushy habitat and is a common breeder in King County (BBA, Smith et al 1997). In the Park it uses wetter areas for breeding and additional birds may arrive as early as August from other areas (as confirmed by banding records in Richmond Beach in August 2002) and spread out into other habitats during the wintering season. Observed at Christa.

Lincoln's Sparrow (LISP) *Melospiza lincolnii*

This species may breed in the mountains of King County (Hunn 1982, and is a common migrant and rare winter resident in the Puget Sound Lowlands, where it prefers open grassy wet areas so it is unlikely that it would occur in conifer forests. It does occur in more forested areas during migration, as evidenced by several banding records in Richmond Beach and Bainbridge Island (DMN, personal records).

Fox Sparrow* (FOSP)**Passerella iliaca***

This species may breed in the mountains of King County (Hunn 1982). It is a common winter resident, most abundant in salal in the winter, but it also occurs in brushy areas and wetlands, and is especially common in cold events. It is also associated with madrone forests, especially where there is salal in the understory.

White-Crowned Sparrow (WCSP) *Zonotrichia leucophrys*

There are several White-crown subspecies in western Washington, one present only in the summer as an abundant breeder in variety of field and shrubby habitats, but several other subspecies are common migrants and uncommon winter residents, and just at the Golden-crowned Sparrow, may occur on more of the upland sites, except in cold periods, when it may use wetland areas for water and cover

Golden-Crowned Sparrow* (GCSP) *Zonotrichia atricapilla

This is an abundant migrant and common winter resident in western Washington, and it is more of an upland brushy habitat species than a forested wetland species. This species may occur on more of the upland sites, except in cold periods, when it may use wetland areas for water and cover rather than conifer forests.

Dark-Eyed (Oregon) Junco* *? (DEJU) *Junco hyemalis

This is a resident common species of coniferous forest edge and an abundant winter resident in western Washington, using a variety of edge habitats, and foraging in wetlands especially in cold weather, and using wetlands for cover. In many areas in the Puget Sound Lowlands it disappears in the summer, but the presence of the bird in the summer indicates that good nesting habitat exist in the upland mixed forest. It breeds in the Highlands and Grace Cole Park, which has a much larger open coniferous forest, so it is not clear if it remains to breed at the Christa.

Spotted Towhee* (SPTO)**Pipilo maculatus***

This is a resident common species of brushy habitat especially associated with wetlands (BBA Smith et al., 1997). It may also tend to flock in wetland areas in the winter, as banding studies have shown larger numbers of towhees in a small wetland at McChord AFB in the winter than occur in the area in summer. Towhees are more associated with deciduous and open habitats than conifer forests.

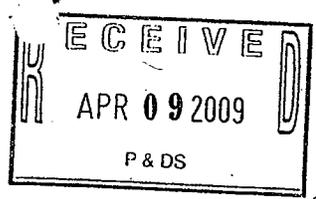
Black-Headed Grosbeak* (BHGR) *Pheucticus melanocephalus

This Neotropical Migrant breeding species is confirmed as a breeder in King County (BBA Smith et al., 1997) though it is not nearly as common as in eastern Washington. It occurs in forested wetland and deciduous areas, but does not breed in conifer forests. It uses the site during migration and appears to be more common in the fall, when birds start passing thru the area in early August (DMN Pers Obs, Richmond Beach.

PADDEN

City of Shoreline
ATTN: Steve Sjafran

4-0-09



Dear Sir,

In writing to praise ~~my neighbor~~ ^{my neighbors} for their Master Development Plan Application presented by Cruta.

I have been a 28 year resident at 529 N. 190th St. I have been on the receiving end of the impact when Crestwood residences were constructed. Neighbors on N. 188th succeeded in closing their street to any Crestwood or school traffic & any events traffic. The result was that 190th has born the brunt of the majority of traffic from residents, students, employees & commercial deliveries etc. In addition, event attendees per se and parking along the street limiting the access at times to one lane & blocking mail boxes. I have called Shoreline police on occasions when there was great risk involved.

I will join with my neighbors in an

effort to look Cruda plan unless
there is assurance that they & the
city of Shoreline can cover the
use of all streets providing entry
point to their multiple residences,
& for the establishment of alternatives
such as off site parking & shuttle
transportation.

I appreciate your consideration &
clarification of this concern

Very truly yours -

Kay Padden

529 N. 190th

Shoreline, WA 98133

(206) 542-3673

Parkinson

From: Jacqui Rublee & David Parkinson [SMTP:KATEJACK@COMCAST.NET]
Sent: Saturday, October 24, 2009 11:54:20 AM
To: shirley@shorelinewa.gov
Cc: John Marek; Darcy Greenleaf; Plancom; Cindy Ryan; Terry Scott;
Chris Eggen; Ronald Hansen; Doris McConnell; Kaitl McGlashan; Janet Way
Subject: Crista Master Plan
Auto forwarded by a Rule

Steve,

We are unhappy with the progress of the Crista Master Plan meetings and information related to this process. We live across the street from Crista on N190th Street and are heavily impacted on a daily basis by Crista. We have not heard anything from you, the City, or Crista since a planning meeting was canceled last summer. As one of the residents that will be immediately and permanently impacted by any development that Crista might consider, we would expect to be regularly informed of both the City's progress as well as Crista's progress towards resolution of its Master Plan and permitting process. Please consider regularly updating residents impacted by Crista.

I will re-iterate our disapproval of the outlines of Crista's Master Plan as assembled last spring and summer, prior to meetings being canceled.

I look forward to hearing from you.

Sincerely

Dave Parkinson, Ph.D., R.G.
Jacqui Rublee, M.Sc.

429 N 190th Street
Shoreline, WA 98133
206-533-6098

Parkinson 2

Steve Szafran,

Could you please provide us with an update on the status of the Crista Master Plan permitting process? I am interested in ANY meetings that the City may be considering having that may touch on Crista. I would also like to know what the status of SEPA process and any determinations that have been made. Are there any additional SEPA documents available?

We would like to re-iterate our disapproval of Crista Master Plan as reviewed last spring, and are unaware of any proposed mitigation measures to change that proposed Master Plan. If mitigation measures have been proposed please let me know where we can view these documents, or please email them to us.

Sincerely,

Dave Parkinson & Jacqui Rublee
429 N. 190th Street
Shoreline, WA 98133

Parkinson 3

Steve Szafran,

I live at 429 North Street across the street from Crista. My main concern is with stormwater and other environmental impacts, as well as increased traffic which can at times be significant on an otherwise quite street. The first point regarding stormwater that I'd like to make concerns the comment about more sidewalks. Sidewalks, and the associated curb and gutters that go with them, will only serve to increase stormwater runoff. If sidewalks are mandated, then they need to be incorporated with grass strips rather than curbs. The second point is that because stormwater is raised as a concern, I think the master plan should incorporate low impact development design into all new development and redevelopment. Most certainly over the coming 15-20 years that this Master Plan is expected to cover, low impact development will become the rule rather than the exception. Why not have Crista incorporate at the outset rather than be forced to revise in 3-5 years when LID becomes a regulatory necessity. Loss of a large number of mature native trees is intolerable. These stands of trees serve to minimize stormwater impact by absorbing almost all rain that falls. Removing them, even with replacements, will serve to increase stormwater runoff.

Traffic increase throughout the neighborhood cannot be mitigated. They can't build larger streets, or more roads. One suggestion would be to disconnect the Senior living and gymnasium that is on the south and route all that traffic out to Richmond Beach Road. This would lighten traffic impacts to 190th and Fremont.

Overall I am opposed to significant growth at Crista. Remodel or redevelopment to upgrade existing facilities is understandable, but doubling of existing residential units and care facilities is too much for this residential neighborhood to bear.

I would be happy to discuss these issues further if you have any questions.

Sincerely,

Dave Parkinson

PARKINSON 4

December 4 2009

City of Shoreline
Attention: Steven Szafran
17500 Midvale Avenue North
Shoreline, WA 98133

RE: Crista Master Plan SEPA checklist comments

Dear Steven Szafran,

I write to object to the City of Shoreline issuing a SEPA Mitigated Determination of Nonsignificance for Crista Ministries application for a Master Plan Permit. There are several areas in Crista's SEPA checklist response that I feel are inadequate or unacceptable. These include traffic analysis and draft mitigation, stormwater impacts, and hazardous building material analysis.

In general, Crista's overall approach in their Master Plan and SEPA checklist indicates no attempt at utilizing Low Impact Development techniques for mitigating stormwater impacts of development, Green Building techniques for minimizing energy and resource impacts of new buildings, or Sustainability concepts for meeting overall environmental impacts. The City's July 2008 document "Shoreline Environmental Sustainability Strategy" provides a clear description and explanation of the City's expectation on these issues. In fact the first "Strategic Guidance" is "1. Sustainability will be a key factor in policy development"; and the first "Action Area" is "6. Manage expected growth in a sustainable way". How can the City expect to manage growth in a sustainable way if it does not impose sustainable growth policies upon 15 year Master Plans? The City's own policy calls for greater use of Low Impact Development (LID) and the use of Green Streets to mitigate stormwater impacts. Both the Department of Ecology and King County have made it clear they expect future development to employ the use of LID techniques when considering stormwater runoff, and clearly LID will be a requirement of future stormwater permits. Yet, Crista has made no indication that they have even considered evaluating or including LID techniques within their Master Plan. By granting this Master Plan permit the City runs the risk of not being able to meet future NPDES stormwater permit requirements.

Mitigation measures proposed, in particular for traffic, merely attempt to minimize impacts as opposed to actual reducing the overall environmental burden. The mitigation measures for traffic make no attempt to actually reduce overall traffic, but simply attempt to ease increased congestion. The existing traffic situation caused by Crista is already unacceptable, and so mitigation efforts to reduce traffic impacts of Crista's growth to be no worse than existing situation are also unacceptable.

The Crista Master Plan permit, based on the submitted SEPA Checklist must be rejected as unacceptable until Crista can provide meaningful evidence and examples of how it plans to sustainably grow.

Specific comments on the SEPA checklist are:

B.1.f) Erosion: With a 15 year plan, which amounts to almost continuous construction for 15 years, it is unacceptable to not analyze impacts and mitigation requirements for construction caused erosion. In addition the impacts of reduced tree canopy must be considered when analyzing stormwater impacts.

B.1.g) Impervious area will increase by 24% based on increased developed areas. This increase does not account for the increased effective impervious areas created by removing mature tree canopy.

B.1.h) This discussion is directed entirely at construction stormwater control, but does not discuss any efforts to minimize stormwater runoff due to increased impervious area. There is no mention or discussion of Low Impact Development techniques and how these will retain stormwater onsite minimizing impacts to downstream stormwater control features, such and the new stormwater facilities on Boeing Creek.

2 Air: States that actual emissions to air will be minimal during construction. What is the basis for this statement? With the destruction of many buildings over 30 years old, there needs to be an analysis and mitigation of the impacts of hazardous building materials commonly found in older buildings not only on the surrounding residential neighborhood, but also the exposure and risk to children at the onsite school.

2.b) States there will be no off-site emissions. What about impacts of 15 years of construction traffic and diesel fumes on residential streets that this traffic will be using?

3.a.6) There is no discussion of LID practices for stormwater retention, treatment and control. Traditional detention basins have been demonstrated to be ineffective at mitigating impacts of increased stormwater runoff caused by impervious surfaces. Again, impacts of reducing mature tree canopy which will increase the effective impervious area have not been analyzed. There is no discussion of retention of stormwater onsite through the use of LID. This lack of retention, combined with the increased imperviousness will impact Boeing Creek. There is no analysis of this.

3.c.1) Increased impervious area of 24% will be exacerbated by the removal of a significant number of mature trees. Replacement trees will not provide the lost canopy and stormwater runoff mitigation effects for many, many years.

3.c.2) Two things that should be incorporated into the Master Plan include the elimination of the use of any architectural copper on outside surfaces exposed to stormwater; and the minimized use of galvanized materials on outside surfaces exposed

to stormwater. Both of these will assist in minimizing the addition of copper and zinc to stormwater flows and impacts to Boeing Creek and fish populations.

3.d) There is no discussion of LID practices. No mention of retention of stormwater onsite.

6.c) There is no discussion of Green building design, no discussion of LEED or LID design standards. The analysis and use of these absolutely need to be incorporated into a 15 yr Master Plan permit if the City expects to be able to show any progress towards Sustainable Growth.

7.b) There is no discussion of long term construction worker traffic. If construction will be multiple phases covering the entire 15 year period of the Master Plan, then construction will be nearly continuous for the entire period.

8.i) There is no discussion of the constant presence of construction workers over the next 15 years.

14) Traffic is already a problem surrounding Crista. Mitigation measures to meet existing level of traffic are unacceptable. Traffic analysis primarily looked at morning and afternoon peak periods. There is little consideration of the constant increase in traffic at all times of the day and evening. For N190th Street, this would include traffic for shift changes at Cristwood Residential units, Crista sporting events, Crista athletic practices, non-Crista sporting events at the rented football field, etc.

14.a) Paragraph 3 on page 18 of 20 states "The main access to the site is from Fremont Avenue North on to Kings Garden Drive." This is simply not true. More traffic enters the site from N190th Street than enters Kings Garden Drive. All traffic to sporting events, practices, Cristwood residential, parking for students at Mike Martin Gym, etc., enters the site on N190th Street.

Crista should be required to contain 100% of its traffic entirely onsite. This could be done by providing an entrance to Cristwood and Mike Martin Gym parking through a connector to NW Richmond Beach Road. In addition, this would provide quicker access to the nearly daily emergency vehicles going to Cristwood. This could eliminate the need for any traffic on N190th Street.

Paragraphs 4 and 5 on Page 18 of 20 – This is unacceptable. Traffic on N190th Street is already unacceptable. The expanded use of parking at Mike Martin Gym would only increase the impact to residents on N190th Street. In addition, this scenario was not apparently included within the traffic analysis.

14.d) "utilize existing roads" This would come at existing neighborhoods expense, and would constitute a significant impact, one not analyzed by the traffic study.

14.g) Parking at Mike Martin Gym, suggested here and elsewhere, will adversely impact traffic on N190th Street. This analysis has not apparently been included in the traffic study.

Overall traffic mitigation is inadequate, primarily because the existing condition is unacceptable. In addition, the mitigation measures do not make any attempt at Sustainability by proposing a reduction in overall traffic.

The traffic mitigation of instituting a left hand turn lane for N190th Street onto Fremont Avenue North is flawed because it doesn't account for the fact that nearly all traffic leaving Crista in the afternoon is attempting to turn left. This left turn lane would only be a couple car lengths long, when in fact the line of cars to turn left is nearly three blocks long.

Overall, I don't see how the City could approve the Crista Master Permit application without a full analysis of how they intend to incorporate Low Impact Development and the City's Sustainability goals into the planned growth. Even without these aspects, the traffic impacts are significant, and will need a more serious mitigation, preferably by maintaining all Crista related traffic onsite. Several neighboring streets have successfully closed themselves off from Crista traffic (North 188th Street, and 1st Avenue NW), and in order for all residents to be fairly treated, the City needs to provide the remaining heavily impacted streets with mitigation.

I urge the City to deny Crista's Master Plan permit as unacceptable, and require a more full and complete analysis of the impacts before Crista is allowed to move forward with any construction.

Sincerely,



David L. Parkinson, PhD., R.G.
429 N190th Street
Shoreline, WA 98133

Parks

Dear Mr. Szafran:

I live at 120 N. 184th in Richmond Highlands, not far from the enormous Crista complex. I am very concerned about the effects of Crista expansion in our neighborhood.

I am concerned about traffic, drainage and storm water impact, and the biological and aesthetic loss of multiple trees in the area. Habitat will be damaged and the neighborhood will be impacted forever. Is the city going to set a precedent that any religious organization with enough funding can come in and build a complex that impacts entire neighborhoods?

Shoreline planners should require a full environmental impact statement before permitting of their development is allowed.
Please require a full EIS for Crista development.

Thanks,
Gary Parks

Potter

From: RICHARD POTTER [mailto:dickandgenie@verizon.net]

Sent: Monday, June 08, 2009 9:44 AM

To: Cindy Ryu

Cc: Chris Eggen; Ronald Hanson; Doris McConnell; Keith McClashan; Terry Scott; Janet Way; bevinreid@comcast.net; catre2@msn.com; debbuck@gmail.com; don@donwilsonphoto.com; jmbirkner@spro.net; ldhere@comcast.net; mariephillips2058@comcast.net; mcdoug@ixpres.com; melanie.hertel@hud.gov; Afia Menke; 'Shelby Nordman'; philliamy@hotmail.com; schimkea@aol.com; Dan Thielman; 'Wendy Zieve'

Subject: Christa Campus Rezone

Dear Mayor Ryu

It was with great disappointment last week that I learned of special zoning being created for CHRISTA. I accidentally discovered the action while preparing a protest to their master use plan. The Planning Department Staff advises the required public announcements were published. Assuming so, as they were described the announcements were vague at best. In a case as controversial at Christa's, it is appalling the council would take such an action without making every effort to be sure the entire adjoining neighborhood be advised.

It is bad enough that such densities were codified without total transparency, Now that you have provided them with the authority to do so, I hope there will be some opportunity for neighborhood input before they establish a tent city right next door to us.

Dick Potter
19623 Greenwood Place North
Shoreline, WA 98133

(206) 542-8115

Reid

I am a neighbor of Crista and am very proud of its beauty and friendly neighborhoods, as well as the relatively new City government. I am a registered voter and pay property taxes to the City of Shoreline.

I am aware that significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement. Further there are several of us who have already been impacted by flooding from water flowing downhill from the campus at significant expense without the increased impervious surfaces and fear further damage from Crista's master plan.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline. Further, I have noticed that at present the campus does not clear its branches and leaves to prevent flooding from the storm drains. (Please visit N195th near rain events).

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Traffic traveling from one side of the campus to another currently travels around the campus grounds through the neighborhoods. We do not see language in the proposed mitigations addressing this issue.

We feel strongly that a full environmental impact statement must be required before permitting is allowed. Only a full impact statement would address the health and safety concerns for residents living near the Crista complex.

Ronald Wastewater

Steve--I wanted to let you know, so that you could inform the Planning Commission, that Ronald Wastewater District has been in contact with Mr. Robert Crista regarding their master planning and its impact to our sewer infrastructure. At this point, we have no concerns regarding their proposals. We look forward to working with Crista on this project.

--

Michael U. Derrick
General Manager
Ronald Wastewater District
Shoreline, Washington
mderrick@ronaldwastewater.org
www.ronaldwastewater.org
(206) 546-2494 (Phone)
(206) 546-8110 (Fax)

Rublee

Steve Szafran,

I am writing to protest Crista's Master Plan and the planned Mitigated Determination of Non-Significance. We live at 429 N 190th street, across from Crista. Presently the volume and noise from traffic on N190th street from 1) students and staff of Kings school; 2) residents, staff and visitors to Cristwood; and 3) students, families and visitors to Kings school sporting events are almost unbearable. The issue is that a residential neighborhood is presently subjected to traffic volumes, and the associated safety concerns, that it should not be expected to bear and is not designed for. If Crista wishes to expand then they should re-route traffic so that it will be entirely contained within the Crista campus and allow for N190th to be only used as an emergency access, as 1st Ave NW is presently used. (attached is the Master Plan map with some sketches for possible locations for access that would contain traffic entirely within Crista).

The Crista Master Plan would without question increase traffic volumes on N190th Street, which would raise safety issues, noise, and nuisance to a level not expected nor desired in a residential neighborhood. There is no reason the residents surrounding Crista should have to bear the impacts of Crista's improvements without any benefits. The impacts of the project as planned would only harm the neighborhood without bringing any benefits. I urge the City to not grant a Mitigated Determination of Non-Significance, and force Crista to revisit traffic flow in such a way as to reduce the impact to less than is presently felt by neighborhood streets rather than increasing it.

Sincerely,

Dave Parkinson & Jacqui Rublee

429 N190th Street

Shoreline, WA 98133

Rublee 2

Dear Mr. Szafran,

I live on the southern boundary of the Crista campus at 429 N. 190th Street. I am writing to you to express my frustration with the current traffic along this neighborhood street and my concern that the proposed development on the Crista property has the potential to make a bad traffic situation much worse.

Although my house is situated only 1.5 blocks west of Fremont Avenue, it can take me as long as 15 minutes to travel this small distance, when the students are leaving the campus along 190th St. at the end of school. There is a steady stream of cars heading east from the gymnasium parking area and also a bottleneck at Fremont Ave. with cars trying to turn north onto Fremont. This traffic congestion has increased significantly over the 6 years we have lived in our house and I am concerned it will get worse with the proposed building development.

Access to three of the proposed developments, the Skilled Nursing Facility, Cristwood Park North and the New Practice Field, will affect the traffic flow along 190th St.. Crista needs to be aware of the impact of these developments on the residents who live on the streets that are used to access its facilities.

Sincerely,

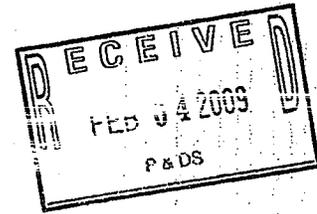
Jacqui Rublee

December 3, 2009

SCHIMKE

~~February 2, 2009~~

To: Steve Szafran AICP
City Of Shoreline
Fr: James F. Schimke
19302 1 Ave. NW
Shoreline Washington 98177
206-546-4454



Thanks for taking the time to attend the Crista Master Plan meeting on January 29, 2009 and staying after to discuss some items with us.

Here is some history of our actions with Crista, King County and a Neighborhood Task Group concerning Crista impact on the surrounding neighbors.

We moved into our present home in Shoreline in 1974 drawn by the excellent school system for our three children, the quiet traffic free neighborhood and friendly people. We along with of our neighbors who also had children used the adjacent Crista Campus for all kinds of activities with respect for their property and facility.

We noted changes in activity and attitude concerning the adjacent property owners with the construction of Cristwood retirement center. Crista scaled back original plans for a 10 to 12 story complex when certain information and items were discovered.

Our contact with Crista really accelerated with the opening of the security gate located at the foot of 1 Ave. NW. adjacent to N. 193. It was promised to be used for truck traffic only during the work week and secured at all other times. During construction and after the project was completed the gate was left open all of the time with a great impact on all people residing on 1 Ave. NW. It turned into a regular raceway mostly from young drivers attending school at Crista and also from some very heavy footed drivers from Cristwood. My brother was a Seattle Police Department Officer working in traffic control who bought by a radar gun to clock the speed of some cars. Highest noted on a Tuesday right after school with students driving to Mike Martin Gym was 51 MPH! This is on a residential street requiring 25MPH. King County Police were asked for assistance on this problem with very little action on their part due to manpower requirements and other factors. You can just sense the difference when the gate is open.

We then asked to secure a neighborhood meeting with Crista and our neighbors. During this somewhat heated meeting Crista agreed to close the gate and open only on a special need schedule. We acquired a letter from Crista concerning this agreement which has worked fairly well the past many years. (Copy Enclosed) 1 Ave. NW residents have acted like good and responsible neighbors when the over flow parking from Crista spilled into our Streets and driveways. (See letter dated June 8, 1982)

Shortly after that a Neighborhood Task Force was formed from the actions of Larry Philips our King County Council Representative. We met twice each month to discuss many different issues. There was always a representative from King County, Crista and five neighbors. Reams of paperwork, traffic studies, planned building construction on the campus, crosswalk placements were many of the items considered. I have minutes of the majority of these meetings.

While looking over these minutes I came across a letter dated 2/8/1994 from Jim Gwinn President of Crista at that time noting our meeting items discuss and the results. Reading this summary of neighborhood issue was like attending the meeting on January 29, 2009. Same book different chapter. Not many things have changed.
(See letter dated February 8, 1994)

Crista planned expansion effecting all of the surrounding neighborhoods is great. This expansion must be looked at very closely by the City of Shoreline for the impact we will experience. While they may have over 55 acres of land, they only have access to main arterial's from only three entrances and very limited location for others due to buildings and the lay of the land. All you have to do is attempt to drive on N. 195 street during school opening and closing. Their stated plans to expand the elementary school by 200 students and 50 at the High School will add approximately in excess of 200 cars to the area during opening and school closing. Remember Crista School is not a friendly little neighborhood schools with children walking to school but a very busy mom and dad dropping off little Johnny and Mary by their car. Just visit this area and observe the present traffic and then think about adding another 200 cars! Read the top paragraph on page 11 of the summary to see Crista attitude about a access road adjacent to Cristwood. OK for the neighborhood but not on their property! What about our neighborhood?
(See letter dated February 8, 1994 page 11)

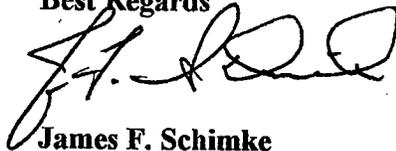
When Crista approached this neighborhood group about their needs for more gym floor space and time for their very successful boys and girls basketball teams by the construction of the present Gym at Greenwood Ave. N & N. 195 st. It was stated that it would only be used for school athletic programs and no additional traffic should be noted. They promised not to cut down any of the trees on Greenwood Ave. N. provided they did not have to install sidewalks at the base of these trees. Time will tell if they honor this statement not like the complete tree cutting in the lower Campus parking lot. Crista statement on page 1 of 2 noting "green" principles under the Issue section is at it's best, very hollow. Drive by on Sunday morning when these facilities are used by "Mars Church" for meetings or church service. Their promise of no more additional traffic is very hollow similar to many statements by Crista. Observe the overflow parking on Greenwood Ave. N on the North side of N. 195 St. This would appear to be in violation of Agreement between King County and Crista about use of the building.
(See letter dated June 29, 1995)

Crista is a wonderful organization that does much good in this world. We only ask that they live in harmony with their neighbors by respecting the peace and quiet we all looked for when selecting the Shoreline area for our home, to raise our family and enjoy the ambience of the area. It would appear that a fine Christian Organization expansion plans with only lip service to our neighborhood concern is not really the Christian way but more in pursuit of the dollar similar to all other business.

It is a business and we demand it be expected to meet all requirements for compatibility with the neighborhood, along with honoring all past promises and agreements.

Please confirm that you received this letter and other information by calling 206/546/4454

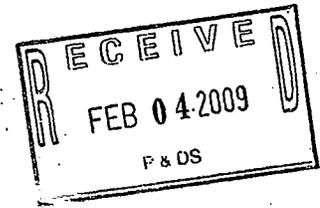
Best Regards



James F. Schimke



King County
Department of Development
and Environmental Services
3600 - 136th Place Southeast
Bellevue, Washington 98006-1400



RECEIVED
DISTRICT ONE
JUL 03 1995
COUNCIL MEMBER
MAGGI FIMIA

Christopher Keuss, Director
Facilities and Property Management
Crista Ministries
19303 Fremont Ave N.
Seattle, WA 98133

K.C. Tracking #: A95P0057
Project Name: King's Gymnasium, CRISTA Ministries
Project Address: 21401 SE 300th St.

Dear Mr. Keuss,

Thank you for the letter dated June 6, 1995 regarding the above referenced project. The letter discussed required improvements to N 195th and Greenwood Ave N and ESD and SSD for the access onto N 195th St. It does not appear any King County Road Standards are being violated by locating the proposed access onto N 195th. The following comments are in response to your letter and the items of concern in the, May 26, 1995, letter written by Christopher Brown:

- 1) King County Road Standards, Chapter 3, access onto arterials:
N 195th St is not a designated arterial per King County Transportation Plan. N 195th St functions as a neighborhood collector street. Therefore this standard does not apply.
- 2) Clear distance between the driveway and Greenwood Ave N:
King County Road Standards requires "driveways shall be located as far from the intersection as possible." It also states "No portion of any driveway shall encroach in curb return." It appears this standard is met.
- 3) Pedestrian travel, and the school bus stop:
Crista is required to install pedestrian facilities on N 195th and Greenwood. Please show where the bus stop is located in relationship to the proposed access onto N 195th St.

A95P0057

- 2 -

June 29, 1995

The required road frontage improvements as presented in the April 27, 1995 memo are:

- * N 195th St: Urban neighborhood collector street standards.
- * Greenwood Ave N: Sidewalks along the east edge. As a note: the sidewalk can be located on site with appropriate easements.

Any variation from the above standards requires a Road Standard Variance. Please find the enclosed variance form.

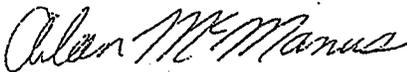
In addition to the above discussion, the traffic study does not depict the actual function of the gymnasium as discussed in the preapplication conference. Page 4 of the study states "The gymnasium will not be used for public meetings, intramural or interschool sports nor for any other use that will generate vehicular traffic." Per the preapplication meeting, the gym will be used for intramural and interschool sports for the junior high program and will be used for AAU sports. The trip generation should be based on the actual volume a gymnasium of this size and seating capacity can and will generate per ITE Trip Generation Guide.

Please revise the traffic study to show:

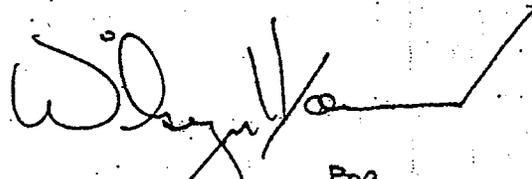
- 1) Revised trip generation and distribution,
- 2) Access onto N 195th St and its impacts,
- 3) ESD and SSD for the access onto N 195th St,
- 4) Location of the school bus stop referred to in the May 26 Chris Brown letter.

Please contact Aileen McManus at 296-7228 with questions or comments regarding the above requirements and discussion.

Sincerely,



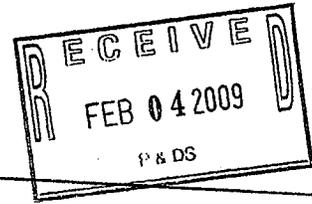
Aileen McManus,
Traffic Review Engineer



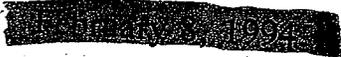
For

Jeffrey P. O'Neill
SDR Supervisor

cc: Lloyd Neal, P.E., Traffic Engineer, King County Traffic Engineering
 Councilmember Maggi Fimia
 Preapplication File



19303 Fremont Avenue North
PO BOX 330303
Seattle, Washington 98133-9703
206/546-7200 FAX 206/546-7483



Neighborhood Task Group,

Please find attached a copy of CRISTA's summary paper. The purpose of the paper is to recap issues and relate CRISTA's position on several issues. The paper includes a short introduction, CRISTA's purpose statement, CRISTA's broad objectives, and a brief history.

Issues have been listed as short and long term objectives as developed by the Task Group. Also included, is CRISTA's commitment to work with the county and neighbors on issues defined as short and longer term goals.

CRISTA looks forward to its continuing commitment to work with the county and neighbors in finding acceptable solutions to the difficult issues under discussion.

Sincerely,

James A. Gwinn
President

CC: Councilmember Fimia
Councilmember Phillips
Bill Brown

CRISTA MINISTRIES

NEIGHBORHOOD ISSUES

SUMMARY

February 8, 1994

February 8, 1994

**CRISTA MINISTRIES
NEIGHBORHOOD ISSUES
SUMMARY**

INTRODUCTION

The purpose of this summary paper is to relate CRISTA's position on several issues being discussed with its neighbors for several months. Part of this paper will include the objectives and purpose of CRISTA Ministries. These objectives and associated guidelines help direct the administrators of the ministries in making decisions regarding policy and procedures for CRISTA.

Also included in this paper is a historical overview of King's Garden, now CRISTA Ministries. This picture will help readers understand the long tradition CRISTA has in program development and ministry out reach.

A recap of the community issues is included along with short and longer range goals. It is CRISTA's desire to work towards resolution of the issues in light of its mission and ministry goals and objectives.

PURPOSE STATEMENT

CRISTA is Christianity in action -- Conveying Christ's love by meeting people's needs and helping them find new life and more abundant life in Christ, through unity of purpose and diversity of method.

CRISTA's purpose is: To bring Christ's love to the people of the Pacific Northwest and through them to the world.

MINISTRY OBJECTIVES:

1. To honor the Lord Jesus Christ
2. To follow biblical principles in our work, deeds and decisions
3. To exercise good stewardship of people, finances, buildings and property
4. To encourage innovation in programs
5. To sustain a controlled growth environment in meeting program needs and objectives
6. To be fiscally responsible in all areas of ministry
7. To help employees grow spiritually, mentally and emotionally

HISTORY OF CRISTA MINISTRIES

In 1944 Mike and Vivian Martin started the first King's Teen Club in their home. The club started out with four teenagers but quickly grew to over 1,500 teens by 1949. It soon became apparent that a larger facility was needed.

In 1947 the Firland Tuberculosis Sanitorium was abandoned. Mike Martin negotiated to lease the property and associated buildings for five years and renamed the property "King's Garden".

In November, 1949, the first seniors moved into the Nightingale Building (currently called Ambassador Building) and the Senior Community program was initiated. In September, 1950, King's Schools opened with 126 students including classes in Elementary through Senior High School. Missionary Letter Service was started in 1951 to provide service to missionaries world wide and their supporters.

The first Christian radio station, KGDN - AM/630 went on the air in November, 1954. The first studio was built in the old

fire house. In 1960 KBIQ was put on the air. The various ministries incorporated in 1957 and eventually became King's Garden, Incorporated. The leased property was purchased in 1958.

Medicine for Missions became a part of King's Garden in 1970, later becoming World Concern in 1973. In 1975, King's Counseling was created to provide professional Christian counseling with a primary focus on the family. In 1979 King's Garden was renamed CRISTA Ministries. Intercristo, a career and human resource development ministry merged with CRISTA Ministries in 1980 to become the seventh ministry.

In 1984, Cristwood, the 199 unit retirement complex, was built adjacent to the CRISTA campus. Also in 1984, Hillwood Elementary School was purchased from the Shoreline School District. King's Elementary School relocated to the Hillwood site following refurbishment. In 1985, King's Early Childhood Education Center began as a part of the School's ministry.

Today there are nine ministries including the newer programs with the Seattle Street School, New Hope Child and Family Services and Aids Ministry. For over forty five years CRISTA Ministries has been serving the community, the Pacific Northwest region, and the world in communicating its message of hope and faith.

NEIGHBORHOOD HISTORY

Over the past several years, CRISTA has held meetings and had conversations with neighbors surrounding CRISTA property for the purpose of discussing our mission and program results, Master Plans, project development, parking and traffic issues, and other issues of interest to both CRISTA and its neighbors. For many neighbors, especially those neighbors bordering 195th, 190th and Greenwood Ave., the issues concentrate on parking and traffic.

In May, 1993, CRISTA invited the neighbors to a meeting on the campus of CRISTA Ministries for the purpose of discussing traffic issues and specifically the possibility of opening the 1st Avenue gate to assist with dispersing the traffic congestion. The meeting developed into discussions on broader issues including: traffic on N. 190th Street; traffic on N. 195th Street and around the Elementary School; possibility of roadway connections from upper campus to lower campus: buses traveling down N. 190th Street to Firlands Street; bus traffic on and off the campus, and other related issues.

A representative from Councilmember Larry Phillips' office was present at this meeting, Teresa Bielenberg, who suggested that a task group be formed consisting of herself, representatives of the neighbors, King County and CRISTA Ministries to address the issues.

After this meeting the President of CRISTA Ministries, Jim Gwinn, sent out a letter to the neighbors recapping the issues and noting those areas where CRISTA concurs and/or has resolved stated issues. It was agreed that the current understanding regarding the 1st Avenue gate would be maintained for the immediate future. It was also agreed that the bus traffic down N. 190th Street to Firlands Avenue would be addressed and stopped. Mr. Gwinn concurred with the establishment of a task group to review and discuss other issues.

The first meeting of the Neighborhood Task Group was held on June 15, 1993 and included representatives from the neighboring streets around CRISTA Ministries; Chris Keuss, Director of Facilities & Property Management for CRISTA; Lloyd Neal, Traffic Engineer for King County; Teresa Bielenberg, Legislative Aid for Councilmember Larry Phillips and Facilitator, Jim Metz, King County Dispute Resolution Center. Issues of concern to the neighbors were discussed at this meeting along with proposed solutions.

The Neighborhood Task Group meeting of June 22, 1993 centered on the prioritization of the issues. Prioritization is as follows:

1. Parking
2. Speed of Traffic
3. Volume of Traffic
4. Safety Issues
5. Operations of Gate - 1st Ave. NW
6. Enforcement of Rules and Laws
7. On Going Maintenance of Roadways, Shoulders, Grass, Signs, Speed Bumps
8. Traffic Congestion

The task group at this meeting elected to review solutions for problems relating to traffic and speed as the first step, recognizing that solutions to this problem might have a positive affect on other issues.

Discussion of solutions by problem areas followed which centered on avenues to curtail speed and protect safety of pedestrians using streets and walkways in the neighborhood. Potential solutions to the problem of traffic and speed were identified as follows (not in priority order):

1. CRISTA to build a new access road from Fremont Ave. N. from N. 185th Street (Richmond Beach Road)
2. Construct a pedestrian walkway over N. 195th Street
3. Educate people about the dangers of speed
4. Enforce speed limits - CRISTA to enforce on their property; County on public roads
5. Install traffic control devices such as speed bumps on N. 190th and automatic gate at top of hill on N. 190th Street
6. Create a four way stop at N. 190th and Fremont Ave. N.
7. Install speed bumps and/or traffic islands on N. 190th Street
8. Create a three way stop at N. 190th and Firlands

9. Lower the speed limit on N. 190th and N. 195th
10. Institute a "grace period" for daycare, preschool and elementary school pickup
11. Change the routes/schedules of delivery trucks using N. 190th
12. Restrict student driving on campus. Institute a "closed campus" policy
13. Create a three way stop at N. 195th and Dayton or install a stop light
14. Expand parking off Greenwood and relocate student parking to this area
15. Employ reader boards periodically and in different locations

Over the next 4 to 5 months each of the above mentioned issues were discussed, some in more detail than others. Some issues were discussed and the task group agreed that these issues could be incorporated with other issues. Agreement or understanding was reached that some issues may not be resolved based on existing policy and political environment. That did not stop the representatives from discussing and reviewing issue impact and alternatives. Issues surrounding placement of stop signs, speed bumps, and traffic control took several months to discuss and resolve.

During the July 20, 1993 meeting the Task Group identified short term and long term objectives. The following is a recap of these objectives:

SHORT TERM OBJECTIVES:

1. Installation of speed bumps on N. 190th
2. Review and update CRISTA Student Parking and Traffic Policy
3. Install signage on N. 195th Street (southside) indicating "No Parking"

4. Review creative parking possibilities by CRISTA including ~~the~~ parking lot off of Greenwood Ave.

LONG TERM OBJECTIVES:

1. Review possibility for access road from Richmond Beach Road onto CRISTA property.
2. Install control light at 195th and Dayton Ave.
3. Install stop signs at Firlands and 190th Street

In August CRISTA presented a plan for a new parking lot off of Greenwood and N. 195th St. The purpose of this plan would be to pick up the lost parking on 195th Street. This would be the relocation of primarily student vehicles. CRISTA sent out a copy of the plan and proposal to neighbors on Greenwood Ave. for their input. Neighbors responded both in writing and in attending the September 16 meeting expressing concern in establishing a new parking area off of Greenwood Ave. Several mitigating measures were suggested in regards to addressing some of the neighbors concerns.

King County agreed to coordinate a meeting with officials from the King County Department of Engineering/Public Works and CRISTA to review the feasibility of an access road off of Richmond Beach Road and also to review the parking layout off of Greenwood Ave. This review was conducted September 28, 1993. Several concerns were raised by the Department of Public Works regarding the access road off of Richmond Beach Road. Concerns centered around safety, sight distance and cost. Engineers also reviewed the proposed parking area off of Greenwood Ave. and saw no major hurdles in pursuing this idea.

A subsequent meeting was held between the neighbors and Department of Public Works officials regarding these two sites. A formal written proposal was drafted by the Department of Public Works outlining the scope of work and associated costs for the

Richmond Beach Road Access Plan. CRISTA expressed concern over the plan in regards to costs and traffic circulation.

King County Public Works agreed to install speed humps on N. 190th Street with appropriate signage. Also, agreed to by King County, was the installation of a safety light at N. 195th and Dayton Ave. at the crosswalk. A pedestrian landing area for the bus stop on 195th between Greenwood and Dayton Ave was agreed to. The "No Parking" signage on N. 195th Street on CRISTA property side was recommended by the committee and was adopted into an ordinance and passed by the King County Council. Discussions continue over the installation of additional signage to allow parking on N. 195th Street by permit only.

As of December 1st 1993, the following action steps have taken place:

1. King County has installed one speed hump on N. 190th Street between Fremont and Firlands with signage.
2. King County has installed one speed hump on N. 190th Street west of Fremont Ave. with signage
3. King County has installed two speed humps on N. 190th Place with signage.
4. CRISTA has installed two speed humps on the Nursing Center firelane.
5. CRISTA has opened the Nursing Center firelane for 2 way traffic.
6. CRISTA has installed two speed humps on the Cristwood Hill (N. 190th Place).
7. King County has mowed tall grass at corner of Greenwood and N. 195th Street.
8. CRISTA has placed a security person at intersection of student parking lot and N. 190th in am and pm for traffic control.
9. CRISTA has updated and put into force the Student Parking/Traffic Policy.

OUTSTANDING ISSUES

CRISTA believes that the ongoing meetings with the neighbors and neighborhood representatives have been a positive experience and have furthered the understanding and appreciation of issues from all sides. All participants in the process have a better appreciation in how complex some issues can be as we review the history of issues, program requirements, government policy and regulations, and cost analysis to solutions.

While the task group has had differences of opinion on some issues, much has been achieved as related previously in the action steps that have been accomplished. There are still issues on the table which CRISTA feels can be resolved. Some issues will need to be placed in a Long Term Plan, and some issues may not be resolved in the foreseeable future.

CRISTA believes that with the installation of the speed humps, signage, and traffic control personnel monitoring student traffic in the mornings and afternoons, much of the concern regarding traffic and speed is being addressed.

SHORT TERM ISSUES:

Issues that we believe can be met in the short term and we want to support and help find resolution are the following:

1. Installation of a control/caution light at N. 195th Street and Dayton Avenue North.
2. Installation of stop signs at Firlands and N. 190th Street.
3. Relocation of student vehicles from N. 195th Street shoulder to alternative parking area(s) or allow limited parking on N. 195th by permit only.
4. Develop a program for educating staff, students, residents and neighbors on traffic and speed issues.
5. Continue to support enforcement of traffic regulations and speed limits both on the CRISTA campus and on neighboring streets.

6. Continue to review the Student Parking Policy and student requirements on driving vehicles to the CRISTA campus.
7. Review and update CRISTA Transportation Plan and continue incentives to encourage HOV and alternative transportation modes.
8. Establish regular neighborhood meetings on a quarterly or semi-annual basis for the purpose of informing the neighbors of the programs of CRISTA, projects, and short/long term program impacts.

CRISTA recognizes that the aforementioned short term goals in some cases will need the involvement of King County and also the on going involvement of our neighbors. CRISTA is committed to working towards resolution of the aforementioned objectives.

LONG TERM ISSUES:

The following is a recap of longer term goals that CRISTA supports and is interested in pursuing in cooperation with King County and our neighbors:

1. The installation of a traffic light at Fremont Ave. N. and N. 195th Street.
2. The installation of a four way stop program at Fremont Ave. N. and N. 190th Street.
3. The development of a new parking lot to accommodate student vehicles.
4. Review the possibility of a new on campus road system off of N. 195th Street.
5. The selective purchasing of available homes on Greenwood Ave and N. 190th/190th Place.
6. Review the possibility of an on campus program that will provide lunch and coffee breaks for staff.

Again several of the items mentioned in the long term objectives will require the cooperation of both King County and the neighbors in achieving the desired results.

One issue of interest to some neighbors is the inclusion of an access road off of Richmond Beach Road on to CRISTA Property. CRISTA's position at this time, is that it cannot support an access road. CRISTA feels that the cost is exorbitant and cannot justify the expenditure of it's part of the project of over \$200,000.00 and the expenditure of tax payers dollars of over \$2,000,000.00.

[REDACTED] Cristwood is a neighborhood by itself with over 200 residents.

Some discussion took place surrounding the installation of a gate control mechanism at the top or bottom of the N. 190th Pl. hill. CRISTA feels that great progress has been made in meeting the traffic and speed issues. Further discussions on gate/traffic control should wait until the impact of current measures are assessed.

Purchase of homes - referencing point #4 above - CRISTA is interested in pursuing the possibility of selectively purchasing homes on neighboring streets. This is a much longer term program and depending upon availability of houses, financial position of CRISTA, and fair market pricing of the homes, CRISTA may be interested in pursuing this alternative. This particular alternative, if realized to its fullest potential, could solve many of the outstanding issues of concern by the neighbors regarding traffic and parking especially on N. 190th Street, N. 190th Pl. and Greenwood Avenue.

CRISTA lunch program - referencing point #5 above - CRISTA is interested in pursuing the possibility of providing a facility where staff can go and have a coffee break and eat lunch on campus, but away from the work area. This would reduce vehicle trips for some staff who currently go off campus to eating establishments.

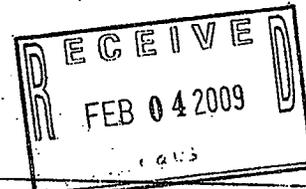
IN CONCLUSION

CRISTA continues its commitment to continue to work with the neighbors and governmental representatives in resolving the issues as stated in the short term and in the longer term programs. CRISTA further makes the commitment that it will develop a Master Plan which will be presented to County representatives and neighbors by the end of August 1994.

In conjunction with the development of a Master Plan for the campus, it is the request of CRISTA that King County complete it's review and update of the Shoreline area Master Plan within the next fiscal year. This would greatly help CRISTA in its planning and program development for the future.

CRISTA agrees with the Committee's goal of formalizing in writing resolution of issues and plans for future development and how development will impact the community. In light of much that is in written agreement and much that has been verbally agreed to by different parties over the years, it would be to the benefit of all that a new agreement be formulated with concurrence by all parties including neighbors, CRISTA and King County. To accomplish this goal there may be a need to have other representatives involved in the process.

CRISTA will continue its strong commitment in working with County officials and the neighbors in meeting the aforementioned objectives.



19303 Fremont Avenue North
Seattle, Washington 98133
206/546-7211

King's Elementary — 546-7258
King's Junior High — 546-7241
King's Senior High — 546-7241

Residents of 1st Ave. NW &
N. 193rd
c/o Paul Martin
19317 1st Ave. NW
Seattle, WA 98177

Dear Residents:

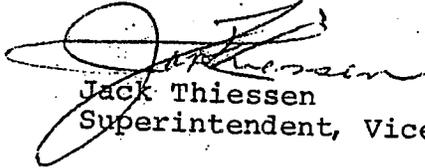
I wish to say thanks to Paul and Delores for coming to my office on June 2nd. The following are my commitments to you and CRISTA's neighbors. Please realize that future discussions and adjustments may be needed for life is not static.

1. Until future need to do otherwise, the gate at the 1st Ave. NW entrance to Mike Martin Gym will be locked except for school events, such as evening concerts, athletic contests, school plays, ski school and other like events/activities held at the lower campus during the year. The gate will normally be opened at least one hour before the event and closed approximately thirty minutes after the conclusion of the event.
2. We will continue to inform those using 1st Ave. NW to attend events/activities to drive carefully upon entering/leaving and to keep to a minimum, parking outside CRISTA property.
3. We will install a stop sign on CRISTA's property at the gate exit and have your agreement to discontinue monitoring traffic leaving the exit on 1st Ave. NW.
4. In later construction stages of the CRISTWOOD Project it may be necessary for school traffic to and from the lower campus to use the 1st Ave. NW gate entrance for a period of time while the southern gate is closed. When and if such need is known by me, I will communicate same through Paul Martin.

Paul and Delores - as we discussed, I would appreciate the help of the

residents in controlling vandalism on the lower campus, especially in the summer - such as markings on the gym wall, windows being broken, and motor bikes (dirt bikes) being operated on grounds, by talking with their own young people. You may contact Carl Sprague at 546-7217 or Roy Coper at 546-7216 to report vandalism.

Cordially,


Jack Thiessen
Superintendent, Vice President

JT/pc

- cc: R. Westernen
- R. Coper
- C. Sprague
- J. Nichols
- W. Johnson
- L. Montgomery
- J. Zylstra
- T. Fast
- C. Reimer
- A. Gruger

Thank you for your participation and valuable assistance. If you have any further input, please come and see me or call me at 542-3532

Paul

SCHOCH

CRAIG & PATTY SCHOCH
518 N. 188th Street, Shoreline, WA 98133
Tel: 206-542-0667

June 19, 2009

City of Shoreline
Attention: John Marek
Associate Traffic Engineer
jmarek@shorelinewa.gov

Christa Master Plan
Attention: Steven Szafran
Project Manager
sszafran@shorelinewa.com

Re: Christa Master Plan

Dear Sirs,

We live on 188th Street and have reviewed the Christa Master Plan. It is our understanding that the plan includes opening the north end of 188th Street so that access to the road down the hill to Christwood and the Gym can be from 188th or 190th streets.

Currently there are over 40 homes on 188th Street with a fair amount of traffic for a dead end road. Adding the volume from the current Christwood, the new Christwood North, the High School students, users of the Gym, special events and the users of the new practice field would add a significant amount of traffic on our street. This is currently a quiet residential street and adding this new traffic would ruin the peace and add a new element of danger to the street. There is a depression near Dayton that creates a blind spot and that will contribute to the added danger.

Having the current traffic on 190th Street, adding to that volume and introducing new volumes to 188th Street is not only adding danger to our community, it is not necessary. Christa has a huge amount of land available with direct access to Fremont Avenue and 195th Street. It is possible to route the traffic from Christwood, the new Christwood North and the Gym up the hill on the north side of the stadium (without any impact to the stadium) and then either out to Fremont on King's Garden Drive (main entrance to the administration building) or over to 195th Street. The access to 195th Street can be accomplished with a route to the west of the Junior High Gym, to the east of that Gym or to the east of the administration building over to Evanston.

With approximately the same effort as the current plan, the access can be rerouted directly to Fremont or 195th and eliminate the need to use 188th Street *and* eliminate the current use of 190th.

We request that this plan be revised to make this change.

Please feel free to contact us at 206-542-0667 or by email at craig@tractelswingstage.com with any questions.

Regards,



Craig H. Schoch, PE



Patricia G. Schoch



City of Seattle

Greg Nickels, Mayor

Seattle Public Utilities

Chuck Clarke, Director

February 2, 2009

Attn: Steven Szafran, AICP
 City of Shoreline
 17500 Midvale Avenue North
 Shoreline, WA 98133-4921
pds@shorelinewa.gov

RE: Notice of Master Development Plan Permit Application, **Crista Ministries # 201713**

Dear Mr. Szafran,

Thank you for sending Seattle Public Utilities a copy of this Notice for this project. This letter is to provide notice that Seattle Public Utilities operates water facilities in the area (see attached map depiction) in the vicinity of this project. These pipeline supplies water to Seattle and to the neighboring communities. There is also a water/drainage discharge agreement with the City of Seattle and Crista Ministries recorded under No. 8905170744 records of King County Recorder's Office.

If there is to be operation of heavy equipment, excavation, grading or construction performed in the area of our pipe or in the area of agreement (shown on GIS depiction map), Seattle Public Utilities should be included in the pre-construction process, plan review and the actual construction.

Information needed by SPU

- Three copies of scalable Plan, Section and Profile drawings that show the planned improvements in proximity to our pipe. These plans will be reviewed for comment by SPU Operations staff & engineers.
- The planned start and finish dates.

Information you may need

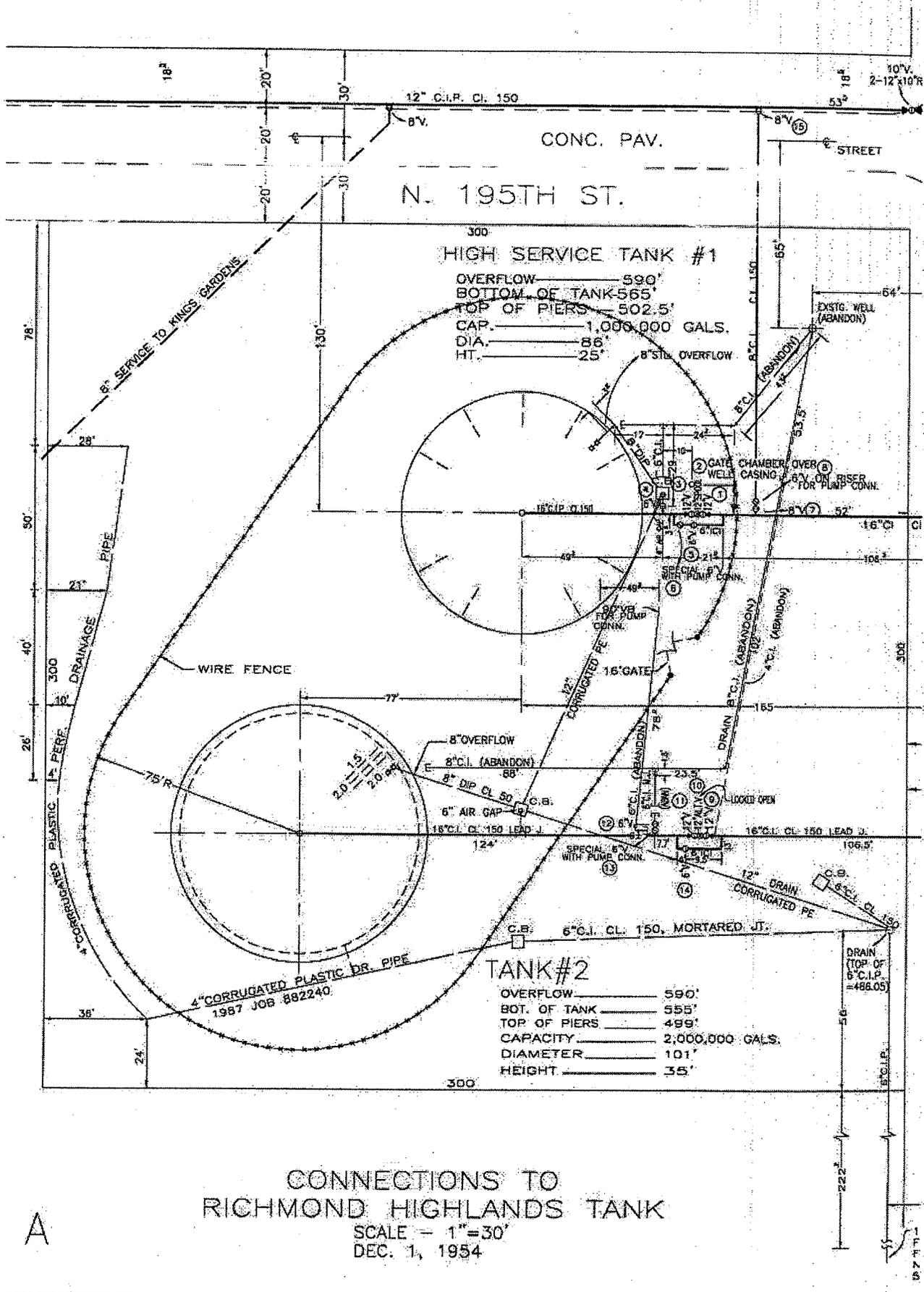
- Record plans of our facilities can be obtained from the City of Seattle Vault which is located at the 47th floor of the Seattle Municipal Tower, 700 5th Ave., Suite 4700, Seattle, 98124. The phone number there is 206-684-5132.
- Any work in close proximity to our pipeline (including locating by potholing) must be supervised by SPU. Call SPU's Lake Youngs Headquarters at 206-684-3933 at least **48 hours in advance**.
- Pipe protection may be necessary if heavy equipment crosses the pipe. Typical temporary bridging would be timbers and steel plate.

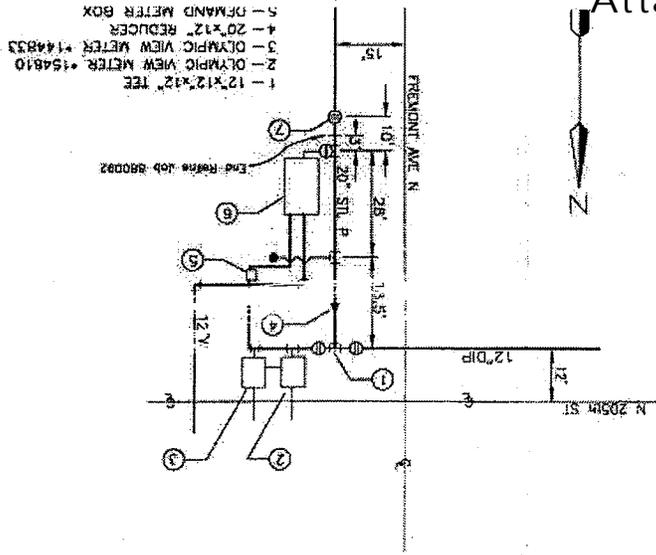
If anyone connected with this project should need additional information please contact me at 206-684-5970 or e-mail effie.moody@seattle.gov.

Sincerely,

Effie K. Moody
 Sr. Real Property Agent

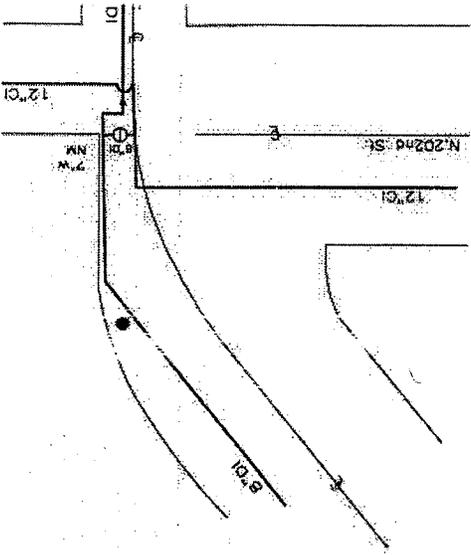
Enclosure: Map book page 201 & 202 showing approximate locations of water lines and GIS Map depiction of property and agreements.





- 1- 12"x12" TEE
- 2- OLYMPIC VIEW METER #154810
- 3- OLYMPIC VIEW METER #144833
- 4- 20"x12" REDUCER
- 5- DEMAND METER BOX

CONNECTIONS AT FREEMONT AVE. N.
AT N. 205th ST.
Do Not Scale

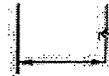


CONNECTIONS AT N. 202ND ST.
AND WHITMAN AVE. N.
Do Not Scale

DETAIL 4

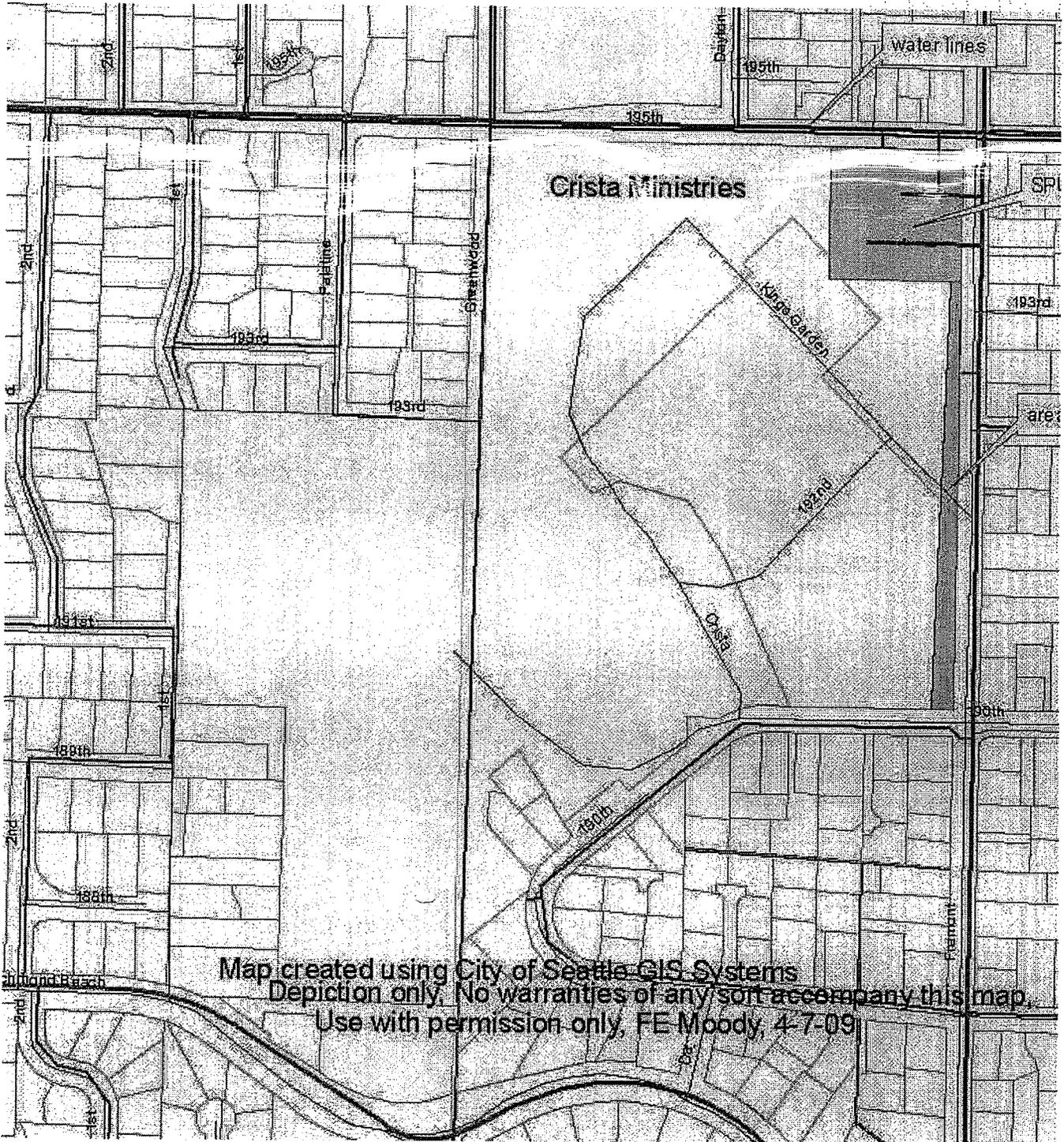
N. 203RD ST. AND WALLINGFORD AVE. N.

- 1- 8" GATE VALVE & CHAMBER
- 2- 4" GATE VALVE & CHAMBER
- 3- 2" BALL VALVE & VALVE BOX
- 4- 4" X 8" REDUCER

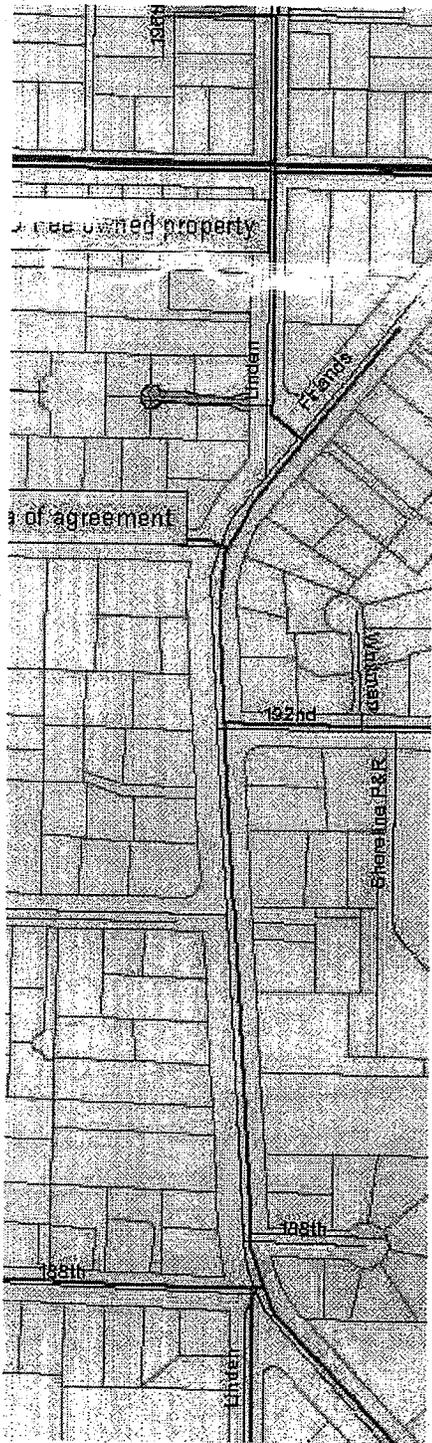


WATERMAIN CROSS
AURORA AV. N. and





11



Simpkins

Dear Steve, Planners, and Planning Commission,

Some items I would like you to consider when approving plans for this field:

1. Put the wall as far back from the street as possible so it doesn't feel claustrophobic
2. Include a planting strip of some sort to break up the monotony of said wall.
3. Keep the field at ground level, not raised. That way the wall acts as fencing also, rather than needing a fence on top of a barrier.
4. I would be fine with a rock wall, "freeway" type wall, berm (well planted and maintained).
5. I would love to see at least one of the chestnut trees saved.....
6. Traffic on our street is a main consideration so please limit access from 1st Ave.

Thank you for your consideration,

Brenda Simpkins

103 NW 191st St.

Shoreline, WA 98177

206-546-8390

Steve Szafran

From: Sundberg, Charlie [Charlie.Sundberg@kingcounty.gov]
Sent: Tuesday, December 08, 2009 1:22 PM
To: Steve Szafran
Cc: shm@shorelinehistoricalmuseum.org; Koler, Julie
Subject: MDNS for CRISTA Ministries

Steve –

I realize that these comments are too late to become part of the public comment record, but I hope that they will be useful for you. Our earlier comments cover many of the same issues, although the applicant is apparently considering some minor mitigation measures per the June 3, 2009 letter to Steve Cohn (contained in the review packet), so I will focus on the analysis and proposals in the letter.

Firlands Sanitorium is one of Shoreline's few significant concentrations of intact historic buildings and is significant in the health/medical history of the region. It's fortunate for the community that CRISTA continues to use the building as a campus and to retain many of the historic buildings. However, several aspects of the amended proposal will cause significant unmitigated loss.

Basis for demolitions The applicant asserts, but doesn't demonstrate, that Wards B and C and the Kings Junior High School can not be retained. The analysis behind the assertion should be provided so that it can be validated. Assessments of historic buildings by inexperienced contractors have often proved wrong. In addition, the list of photos in the supplementary materials notes that the Kings Junior High School is to be "removed or remodeled in the MDPP." Which treatment is planned for the building? Remodeling, even with a substantial addition, could be done in a manner that preserves the historic character of the building so that it could continue to contribute to the historic character of the campus.

Proposed mitigation The applicant proposes working with the Shoreline Museum to create a system of interpretive displays visible from the sidewalk. While this is a good idea, it doesn't create any substantive archival documentation of the historic buildings that will be lost or altered. Documentation should be done, using the standards and guidelines of the Historic American Building Survey (photos, plans and written history using archivally stable media). HABS standards and guidelines are available on the web (<http://www.nps.gov/history/hdp/standards/standards.htm>). HABS documentation was conducted prior to the demolition of barracks and other buildings at Fircrest a few years ago. The situation here is similar.

In addition, the applicant proposes to nominate two of the five retained historic buildings to the "state register of historic places." Unfortunately, such a nomination would be virtually meaningless if the intent is to protect the historic character of the properties and/or to make preservation incentives available to the owner. Listing on the Washington State Heritage Register provides no protections or incentives – it's basically honorary. Instead, the City should require that all five buildings be nominated for City of Shoreline landmark designation, including any intact and significant entry and other "public" places as well as exteriors. If designated, the buildings could still be modified and would be eligible for various owner incentives, including low interest loans and grants for restoration and adaptive reuse. Alterations would require design review to ensure that the significant historic characteristics

of the buildings are retained, for the education and benefit of students, staff and the public at large.

Thank you for the opportunity to review and comment on the MDP application. We continue to be available to meet with you, the applicants and any other interested parties to discuss preservation issues and opportunities for the campus.

Charlie Sundberg

Preservation Planner

King County Historic Preservation Program

MS: YES-EX-510

400 Yesler Way., Suite 510

Seattle, WA 98104

v: 206.296.8673 fax: 206.705.0719

charlie.sundberg@kingcounty.gov



King County

Office of Business Relations and Economic Development
Historic Preservation Program
 400 Yesler Street, Suite 510 [MS: YES-EX-510]
 Seattle, WA 98104
 206.205.0700

April 22, 2009

Mr. Steve Szafran
 City of Shoreline Community Development Department
 17500 Midvale Ave N Street
 Shoreline, WA 98133

[sent by electronic mail]

Dear Mr. Szafran:

The following comments address the proposed CHRISTA Ministries Master Development Plan Permit Application, No. 20173. Under the current plan, several significant historic buildings would be destroyed and the layout, circulation and landscaping of the campus significantly altered. The campus was found eligible for listing in the National Register of Historic Places in 1997 (see attached letter from the Washington Office of Archaeology and Historic Preservation) and is eligible for City of Shoreline landmark designation.

The project is situated on the historic campus of the Firland Tuberculosis Sanatorium, which is highly significant for its role in the development of public health in the region, particularly the treatment of tuberculosis. The Sanatorium buildings were constructed between 1910 and 1929. They are also associated with prominent industrialist Horace Henry, who was a major benefactor. The campus plan and buildings (in the Tudor revival style) were designed by D. R. Huntington, a Seattle architect. The Sanatorium moved to the former Seattle Naval Hospital (Fircrest) in 1947. The property was purchased by King's Garden, Inc., in 1948.

The campus is listed in the Shoreline and King County Historic Resource inventories as HRI # 0046. Significant individual buildings include the Administration Building (1914); the main hospital (now the High School) (1914); Ward B, now called Sylvan Hall (1920); the fire house (1921, now part of the Annex); the building now called King's Jr. High School; a summer house/gazebo (1920), now part of the Martin Deli; and a greenhouse (1913); and two other buildings that are not in the Tudor style: the low, flat-roofed Ward C (1928-29), from which the large windows for air circulation have been removed and other aspects altered; and the power house (1913), a castle-like masonry building with crenellated parapets.

" The historic significance of the campus is not recognized in the Plan, judging by the readily available public materials (notice and drawings at <http://www.cityofshoreline.com/index.aspx?page=500>). It appears that several historic buildings are proposed for demolition, including Sylvan Hall, King's Jr. High, and two smaller buildings, the fire house at the north end of King's Annex, and the summerhouse/gazebo at the north end of the Martin Deli. Circulation (roadways and sidewalks) and landscaping in the areas around the Administration Building, the Jr. High and the High School remain relatively intact

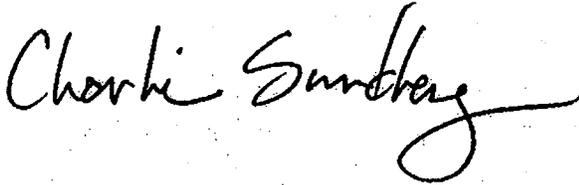
Mr. Steve Szafran, City of Shoreline
April 22, 2009
Page 2 of 5

from the historic period but are proposed for extensive alteration and creation of a plaza (see attached 1936 aerial photo).

As you know, adverse impacts to recognized historic resources must be addressed under SEPA in accordance with state and local regulations. The current plan, although schematic, does not consider adverse effects to historic resources nor is any meaningful mitigation proposed for their destruction. An MDNS would not be justifiable in this circumstance; instead, a full EIS with a comprehensive historic resource study should be required if approval of the plan would suggest approval for demolitions of significant historic buildings.

Thank you for your attention to these issues. We hope that the City will exercise informed judgment in this case and require both additional study and modification or clarification of the proposal, and, if some significant resources cannot be preserved, appropriate mitigation. This property has regional, if not statewide, significance, and every effort should be made to preserve the complex as a whole.

Sincerely,



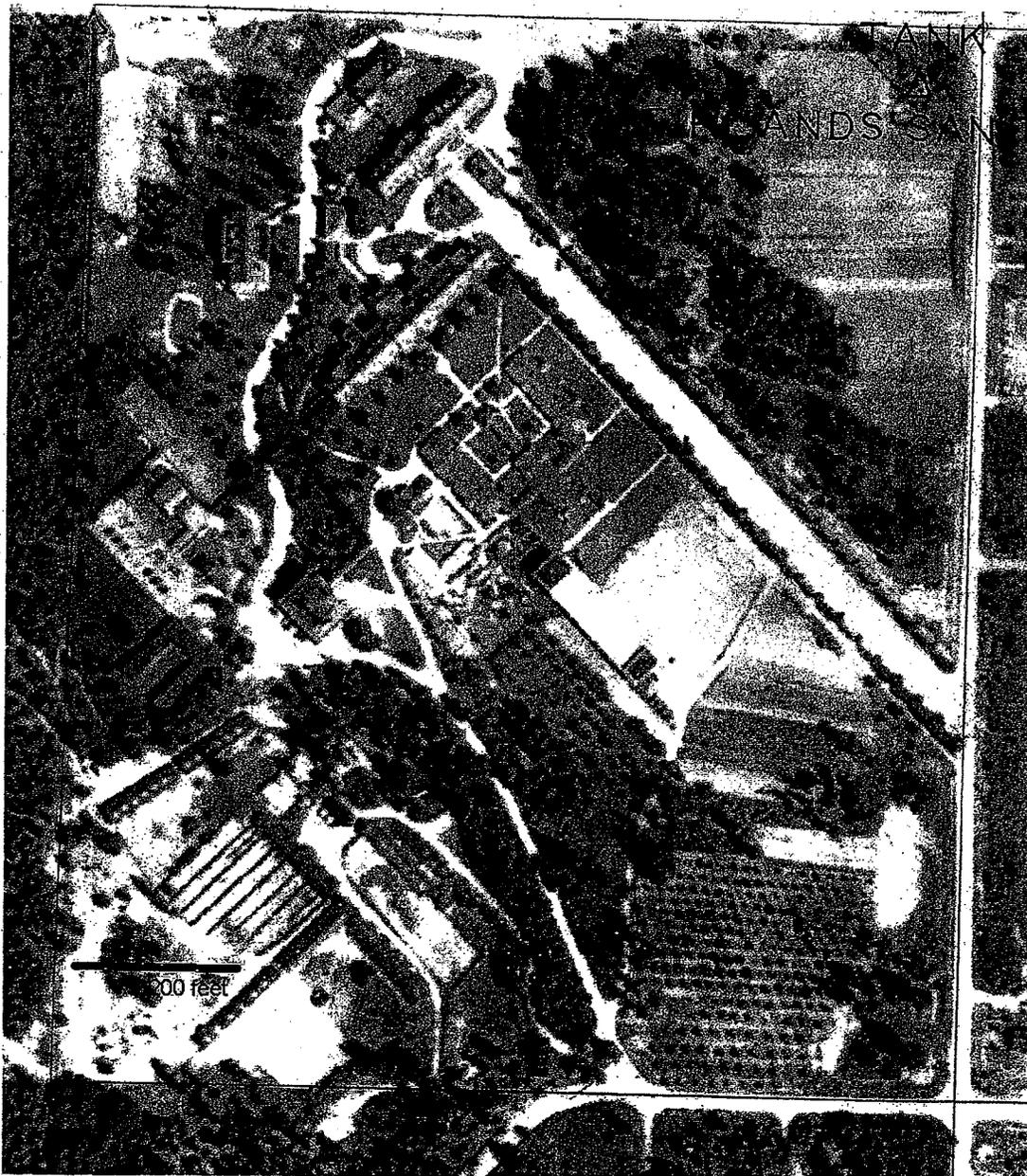
Charlie Sundberg
Preservation Planner

cc: (by electronic mail)
Vicki Stiles, Shoreline Historical Museum
Julie Koler, Historic Preservation Officer

Attachments: 1936 Aerial Photo of Firlands Campus
Determination of Eligibility

Mr. Steve Szafran, City of Shoreline
April 22, 2009
Page 3 of 5

Aerial Photo of Firland Sanitarium Campus, 1936



Mr. Steve Szafran, City of Shoreline
April 22, 2009
Page 4 of 5

Mr. Steve Szafran, City of Shoreline
April 22, 2009
Page 5 of 5

Determination of Eligibility



add

STATE OF WASHINGTON
DEPARTMENT OF COMMUNITY, TRADE AND ECONOMIC DEVELOPMENT
OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
111 21st Avenue S.W. • P.O. Box 48343 • Olympia, Washington 98504-8343 • (206) 753-4011 • SCAN 234-4011

December 5, 1997

Mr. Kent Sundberg
King County Office of Cultural Resources
506 Second Avenue, Room 1115
Seattle, Washington 98104-2311

In future correspondence please refer to:
Log: 111997-08-KI
Re: Determinations of Eligibility,
Firecrest School and Firland
Sanatorium

Dear Mr. Sundberg:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP) regarding the above referenced properties in the city of Shoreline.

In response, I have reviewed the Historic Property Inventory Forms documenting Firecrest School at 15230 15th Avenue North and Firland Sanatorium at 19303 Fremont Avenue North. Following this review, it is my opinion that both properties are eligible for listing in the National Register of Historic Places. This opinion is based upon both properties being intact examples of the development of medical facilities in King County during the first half of the 20th century. In the case of Firecrest School, there is also association with the impact of World War II on the home front.

Again, thank you for the opportunity to review the inventory forms. Should you have any questions, please feel free to contact me at (360) 753-9116.

Sincerely,

Gregory Griffith
Comprehensive Planning Specialist

GAG

Cc: Sarah Böhlen, City of Shoreline
Julie Koler, King County Historic Preservation Officer

Thwing

We are responding to the request for public comment on the Crista Master Plan project # 201710

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

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

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

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

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

Item #5 - Emergency Services - There are several emergency responses a week at Crista. It sometimes seems to be a daily occurrence. Screaming sirens occur all hours of the night and day, even more so as the new Fire Station is closer. When allowed, we

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

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

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

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

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

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

Dan and Lisa Thwing

19014 Fremont Ave N

Shoreline, WA 98133

Thwing 2

Dear Mr. Szafran,

You have our comments on file from previous public comments about the Crista expansion. Nothing has changed. The damage to this neighborhood by Crista continues. There is nothing in the SEPA submission that is going to change this. We are against this expansion.

Dan and Lisa Thwing
19014 Fremont Ave. N.

Trepp

Steven Szanani:

I am sending my comment regarding the Crista Project for the practice field. I am really worried about the noise that will occur in our quiet neighborhood. I live on the corner of 1st NW & NW 189th St. I will be directly kitty-corner from the end of the field. Please work on the noise level. In fact, I am firmly opposed to having the practice field in this location.

Thank You,

Sylvia Trepp

Trepp 2

November 29, 2009

Steve Szafran:
City of Shoreline, WA

I am a neighbor of Crista and wish to comment on the recent re-notice of the master plan permit application and optional mitigated DNS for Crista Ministries.

I feel the loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property on their west border have by no means been considered carefully enough. This forest of trees should be enhanced and protected to provide environmental education opportunities and open spaces for Crista students, seniors and the community.

I am very concerned regarding the toxic waste and construction - there are no mitigations proposed to address the possibility of toxic dust resulting from the demolition of old buildings and 15 years or so of construction and demolition equipment, traffic issues, and general mess. I propose any buildings slated for demolition be studied by an expert in toxic chemicals and demolition risks. Further I ask that the impacts of all proposed construction be determined and mitigations required as part of a Full Environmental Impact Statement.

The mitigations propose a \$20,000 fund as guarantee of the implementation of all the required mitigations. This is an extremely low number and I propose that this be increased to a number that is both a real incentive to Crista to complete the mitigations and/or will actually provide the City with enough funds to complete those mitigations itself should Crista default on its obligations.

I am also very concerned with the traffic and noise that may that develop along 1st Ave NW and NW 189th due to the location of the proposed new practice field. It is unbearable to think of all of the construction equipment that may be using these streets to approach the west side of Crista property.

Sincerely,

Sylvia J. Trepp
103 NW 189th St.
Shoreline, WA 98177

Vlahos

December 4, 2009

RE: Crista Ministries Development Plan

Dear Steve:

My name is Angelike P. Vlahos, and I reside at 19805 Phinney Avenue North, a property situated adjacent to King's Elementary School at the north end of the play field. I've lived at this address for over 10 years, assuming ownership from my parents who purchased the property nearly 30 years ago. As a life-long member of the community and local property owner, I am submitting this letter personally and on behalf of my family. I've had the opportunity to review the Crista Ministries future development plan with you (Steve) on three separate occasions and wish to share the following specific concerns with such plan of its impact to my property directly and its impact to the neighborhood generally:

- 1) The current plan includes the construction of a one-story building on what is currently the King's Elementary School play field along our shared property line. As I understand generally, current City of Shoreline zoning rules for one-story buildings require a 10-foot separation of the structure from the bordering property line, but the City mediation plan in place with Crista is 20 feet. To minimize noise pollution and ensure sight privacy into my property, I would like for Crista to increase the distance of separation from the property line and add landscape including the planting of trees to the buffer zone.
- 2) The construction plan for the one-story building also includes the cutting of a significant alder tree located at the north property line of the elementary school and on the eastern edge of my property. This alder appears to be a very old yet healthy tree with a strong root system and therefore not impose a significant risk to surrounding structures of falling. It is my strong feeling that trees of this nature in our community be preserved since they provide important sanctuary for birds and shade and canopy cover for the land beneath thereby cooling the ground. Furthermore, there are several other alder trees in this area, but not indicated on the map as "significant". I'm therefore concerned that these trees will be cut and removed during construction. I urge preservation of these trees for the reasons stated in #1: i.e animal protection, noise and sight suppression for my property, and for the maintenance of natural landscape for water absorption.
- 3) During the period of our ownership of the property, we've witnessed first-hand the growth of the Crista Ministries organization. Certainly, as Crista has grown, the level of local traffic has increased, most notably during periods when school is in session. The proposed growth plan includes facilities which will substantially increase the number of living residents and students attending the schools. This will add significant additional traffic to the community, causing neighborhood disruption, sound and localized air pollution, and ground pollution which runs off into the streams and water ways. I wish for these important environmental concerns and the impacts to us as

residents be strongly considered by the City in the shaping of the Crista development plan and in the planned mitigation efforts.

4) The development plan must also consider and include mitigation efforts for the loss of permeable surfaces. Natural landscape allows for water absorption and lessens the risk of local flooding and runoff issues.

Thank you very much for your consideration of our concerns.

Very Truly Yours,

Angelike P. Vlahos

Walsh

To Whom It May Concern:

The proposals in the development of Crista campus impact the neighborhood with traffic issues of volume and safety. The reduction of the tree canopy will reduce the air purification, rain water filtering, water runoff retention as well as sheer beauty of the mature trees. In the removal of buildings there will be toxic dust and the impact of these needs to be mitigated. The issues raised require a full Environmental Impact Study and I would urge the implementation of this study. A Master Plan is a long term authorization for change and growth therefore the permitting issues are profoundly important to assure the best mitigation and study proposals to serve both Crista Ministries and the City of Shoreline wherein Crista is located so as to remain a good neighbor concerned with its neighborhood.

Maria Walsh, parent & member
Friends of Fircrest
Fircrest School
15230 15th Ave NE
Shoreline

Westvold

Christy Westvold

18326 Dayton Pl N

Shoreline, WA 98133

206-546-2991

I am a neighbor of Crista and am aware that significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Traffic traveling from one side of the campus to another currently travels around the campus grounds through the neighborhoods. We do not see language in the proposed mitigations addressing this issue.

I feel strongly that a full environmental impact statement must be required before permitting is allowed.

Barucha Laboff

Whalen

Steve,

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

Thanks again for your help, Steve.

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

Wickward

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

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

As neighbors....they suck. I can't tell you how many times I have approached the city about parking issues to be blown off. There are times that I cant go out and walk in the neighborhood because of the traffic and the cars parked on both sides of the street which forces me, the pedestrian to walk in the street, often well into the street. Its a nightmare to try and drive and walking....is out of the question. It scares me to think about the neighborhood kids who are out walking to and from school.

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

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

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

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

what does relocate the practice fields mean???

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

> > Construct underground parking areas
its really hard to make informed comments when there is not enough info. what is the environmental impact of this? I don't support more growth and more cars.

> > Demolish old senior apartments and rebuild new apartments with underground parking how many are we talking here??? Again...the area can't support huge growth and are they replacing what they have??? Adding? What about low income and affordable housing?

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

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

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

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

Thanks,
Nancy Wickward
19614 Greenwood Pl N
Shoreline Wa 98133

Wickward 2

Hi Nancy Wickward here with a question. I live on the street beneath Kings Elementary (formally the neighborhood school Hillwood).

Every year first day of school and big events they park up our street on both sides of the road and down our hill. This makes it impossible to get on and off our streets. It becomes a one way in or out and forces pedestrians to walk in the street with cars.

It is hard for access vans or god forbid the fire dept to get to our street when it is like this. And good luck (sign of cross) if you are trying to get off the street to go to work.

In the past I have been forced to back around a corner and down a hill and around a corner hoping no one is coming up behind me.

This has been an on going problem, I have filled out several useless forms complaining to the city about over the years...no actions have been taken.

I have taken pictures. I would love to have this resolved. It ruins the atmosphere of the neighborhood....and they want to put more traffic on a street that can't handle it.

This is not new and is appalling its been allowed to go on for so long. There is no excuse.

Please let me know who would be an effective person to talk to about this.

Thank You,
Nancy Wickward

-nw~

WICKWARD 3

Nancy Wickward
19614 Greenwood PL N
Shoreline WA 98133

Steve Szatran
Associate Planner
Shoreline, WA

I have lived in Shoreline my entire life and am very proud of its beauty and friendly neighborhoods, as well as the relatively new City government.

I thank you for your work in listening to our concerns and attempting to address them with the mitigations proposed in the most recent notification.

However, as a neighbor of Crista ministries I have been severely impacted for many years by the traffic problems created by their growing population of students and seniors. I applaud their important efforts in education and senior accommodations, but these I feel the proposed plan and the currently proposed mitigations do not nearly address the impacts of the increase in population and residencies.

Specifically, the increase in independent senior housing that can only be accessed over residential streets is unacceptable. Further, the amount set aside to guarantee these mitigations is shockingly low.

I would ask that the City consider limiting the number of new senior housing units to less than 50 and/or requiring that Crista provide access to any new units over its own property. Further, I would suggest the City do a realistic study of the actual costs of all mitigations and demand a guaranteed amount be set aside that would cover those costs.

Sincerely,

Nancy Wickward CI + CT

Nancy Wickward
19614 Greenwood PL N
Shoreline WA 98133

Steve Szafran
Associate Planner
Shoreline, WA

I am a Shoreline citizen and am very proud of its beauty and friendly neighborhoods, as well as the relatively new City government. I am aware that significant development at the Crista site is being proposed.

The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement.

The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline.

These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community.

Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment.

Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Currently traffic traveling from one side of the campus to another travels around the campus grounds through the neighborhoods. I do not see language in the report spelling out this remedy.

A full environmental impact statement should be required before permitting is allowed.

Sincerely,
Nancy Wickward CI + CT

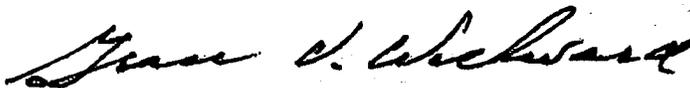
19614 Greenwood Pl. N
Seattle, WA. 98144 33

AMS: Steve Szafran
Associate Planner
Shoreline, WA.

Mr. Szafran

I am a Shoreline citizen and am very proud of its beauty and friendly neighborhoods, as well as the relatively new City government. I am aware that significant development at the Crista site is being proposed. The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement. The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline. These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community. Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment. Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Currently traffic traveling from one side of the campus to another travels around the campus grounds through the neighborhoods. I do not see language in the report spelling out this remedy. A full environmental impact statement should be required before permitting is allowed.

Sincerely,



Filed
28 NOV 09
1855

19614 Greenwood Pl. N
Seattle, WA. 9814433

AM: Steve Szafran
Associate Planner
Shoreline, WA.

Mr. Szafran

I am a Shoreline citizen and am very proud of its beauty and friendly neighborhoods, as well as the relatively new City government. I am aware that significant development at the Crista site is being proposed. The loss of habitat, air purification from the trees; rain-water filtering, water runoff retention, and aesthetic beauty afforded by the current forests surrounding Crista property cannot be fully understood without an Environmental Impact Statement. The additional storm-water runoff processing alone will impact the entire system at a cost to all citizens of Shoreline. These forests should be enhanced and protected to provide environmental education opportunities and open space for Crista students, seniors and the community. Further, the cumulative impacts of traffic from Crista, Point Wells and Town Center need to be understood. Looking at each in isolation will not provide the City Staff, the Planning Commission, the City Council or the community at large the information needed to make a fair assessment. Crista needs to be a self-contained campus such that once a person enters the campus from one or a second entrance, all traffic remains on the campus. Currently traffic traveling from one side of the campus to another travels around the campus grounds through the neighborhoods. I do not see language in the report spelling out this remedy. A full environmental impact statement should be required before permitting is allowed.

Sincerely,

Paul A. Wishward
Gene V. Wishward

Filed
28 NOV 09
1855

Wickward 4

Wickward
19914 Greenwood Pl N
Shoreline, WA 98133-3431

Steve Szafran
Associate Planner
Shoreline, WA 98133

December 4, 2009

As a long time residents of Shoreline, we are writing to you about our concerns with the current growth plans for CRISTA. Our family has owned our house since 1975. We moved to Shoreline from the city of Seattle for several reasons. We wanted to get out of the city, we wanted better and safer schools, we wanted a family neighborhood where the kids could play outside, and we wanted trees. Over the years a lot has changed in Shoreline and not necessarily for the better. We are hoping that with this master plan process that the City of Shoreline will take the opportunity to make better choices and decisions that support and sustain the integrity of our community.

We are concerned with CRISTA's plan for expansion. We did attend the meeting they hosted last year and they said they were not expanding, but they are. Our streets can not handle any more traffic. We are beyond capacity now. Until this master plan came about it was impossible to get a response from either the City of Shoreline or CRISTA to take responsibility for responding to complaints or to be proactive and work with the community to solve problems. For example, we have faithfully for years filled out complaints about the school parking on our street and it was not safe for kids to walk nor could you get emergency vehicles on our street. Until this year nothing was done. One should not have to go ballistic to get a response from the City. Approaching CRISTA was almost as useful. They said they had no idea there was a problem. You really have to have your head in the sand to be that oblivious to some of these problems. When it was pointed out to them, we were told that we could call 911 if we had a problem. That is not someone being a good neighbor. That is being totally irresponsible and a huge waste of taxpayer's money. Nor is it a good use of our emergency services. We are still appalled by that response. Good neighbors are proactive and look out for issues that are happening and might come up and work on solutions. They do not tell you to phone 911 for a parking issue.

We finally got "no parking" signs on our street and instead of our street being a parking lot; it's now a u-turn route. Thankfully with the new "no parking" signs we have less (yes it still happens) people parking on our street.

We are concerned that CRISTA wants to move the day care in with the elementary school. In theory, kids should be with their peers. But they want to put the access to that route down our dead end street. We have a lot of houses on our street and our street handles our traffic well. It is not meant to be a thoroughfare and can't handle adding that much traffic. The day care's current location access is on a street with about twelve houses that CRISTA owns. Our street is not designed to handle business traffic. We are aware that the city has about a 60 foot easement and is talking about widening the road. We do not agree with this at all. This will totally alter the ascetics of a family neighborhood. It will discourage people from walking and we do have a lot of people who walk through our neighborhood. Safe walking routes need to be a priority and adding more traffic on a small dead end side street is not the way to go.

We really feel that a walkable neighborhood is a priority. This is not happening with how the school is already impacting the neighborhood with the traffic and cars that it pulls into the area. In several areas pedestrians are forced to walk in the street due to cars parked on the side of the road. We have a diverse walking population: families with young kids, seniors, people with disabilities, various ages of youth going or returning from school and people walking their dogs. At the moment there are times when it is not safe to be out walking with the school traffic and this is not acceptable. This takes it from being our neighborhood to being their neighborhood and it's OUR neighborhood and we need to make it work for all of us, not just big business.

So again, widening our street is not the answer. It will not solve issues. It would put more people and cars on a small dead end street which will in turn increase the difficulty of neighbors trying to get off and on our street and will ruin the look and feel of a Shoreline Community neighborhood.

We are adamantly against out of control growth. We are aware that CRISTA is a business that has outgrown its current location and the buildings are old and need upgrading. There is a huge difference between out of control growth and upgrading buildings. In their master plan they need to keep in mind the ascetics of the surrounding Shoreline neighborhood's and blend in. As with other business, there is a point where you out grow your current location and then you either set up satellites or you move.

Our fear is that the City of Shoreline is more open to supporting huge growth with CRISTA over keeping what is "essentially" Shoreline's heart – small family neighborhoods. We are against CRISTA's expansion as it will bring more costs to local taxpayer's and destroy the reason many of us have chosen to live in Shoreline.

As it is now, the streets around the CRISTA campus cannot handle the traffic they bring into the area. Making some improvements too the road will not reduce traffic congestion with the current plans for expansion.

It is ironic that the City of Shoreline is very concerned about the impact of parking etc from home businesses, yet with CRISTA they are willing to work with them and make all sorts of changes that benefit CRISTA and not the surrounding neighborhoods. The negative impacts on our neighborhoods and the local environment from CRISTA's master plan is huge, and it MUST be taken into consideration.

Being long time neighbor's of CRISTA (over 30 years), we notice that the only time they are willing to work on issues or give the appearance that they are is when they want cooperation from the neighbor's to get what they want passed through and built. And every time they all plead ignorance that they have a negative impact on the surrounding neighborhoods.

We urge the City of Shoreline to think carefully and about what we want Shoreline to be in the future and to severely limit the expansion of the CRISTA campus. If CRISTA does not have the space to do all that they want, they need to get creative about solutions.

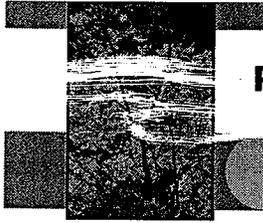
We also encourage the City of Shoreline to take a strong stance in support of keeping our neighborhood's integrity. We need to keep our beautiful tall trees. Over the years, CRISTA has removed a lot of their trees and they have not been replaced.

The City needs to do a full Environmental Impact Statement. Over the years the building on the CRISTA campus, specifically the old Hillwood Elementary, had caused a lot of water run off that impacts those of us that live down hill.

In closing, we are against unregulated growth. We cherish our Shoreline Neighborhood and want to keep its flavor. We encourage the City of Shoreline to look at all the facts and keep an open mind and think about what really is the heart of Shoreline and that is the people who chose to make it their home.

Sincerely,

Paul Wickward, Home Owner
Grace Wickward, Home Owner
Nancy Wickward, Renter
Sue Holloway, Renter



Robert W. Williams and Associates
Consulting Arborists

10326 45th Avenue NE Seattle Washington 98125 206 522 7262 treeinspector.com

Kyle Roquet
Crista VP Facilities and Construction Management
19303 Fremont Avenue North
Shoreline, WA 98133
07 / 22 / 09
Cc: George Schweikart, AIA, LEED AP
Kilburn Architects LLC

Memo:

Crista Ministries is in the planning stages of new facilities and buildings within the Crista campus. The City of Shoreline has issued a "Staff Report to the Planning Commission" that includes mitigations in response to the submission of the Crista Master Development Plan. We have been asked by the Architect and the Project Manager to address some of the criterion required for final permitting. The conditions we are to respond to came directly from the City of Shoreline planning department and relate to the replacement trees required to mitigate for the proposed tree removals; specifically the recommended size and number of the new trees.

Crista Ministries and their consultants determined the number of trees needing to be planted on the code interpretation at the time of submittal. The city is considering a modification to that requirement based on the sheer number of trees requiring open areas for planting. The initial calculation was for 950-1000 trees to replace the 430 trees removed. Because this number of trees will be

difficult to plant on the grounds of Crista Campus, the city has revised the tree replacement ratio to 1:1. The tree removal count now calls for 430 trees to be planted for the 430 trees to be removed. The city has further asked for the new plants to be at a size of 12 feet, upon installation. The arborist was asked to comment on these revisions.

In terms of the revised ratio, 430 new trees would be more reasonable. The campus, as a whole, already contains a considerable population of mature and semi-mature trees and a large majority of those trees will be retained. The planting of 1000 large trees would not be reasonable and questions about whether or not this amount could be accommodated raised initial doubts among the Project Manager and Landscape Architect.

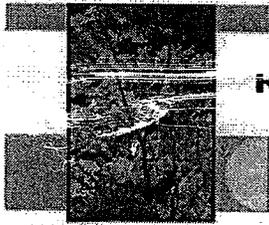
The trees to be retained should be in a healthy and stable condition, free of disease, and not be located in an area where a disease site has been diagnosed. If the trees are found to represent an appreciable hazard; the count may be amended as the project moves forward. The replacement ratio would be amended based on an arborists' inspection of the trees designated for retention.

The replacement tree height requirement of 12 feet is questionable. The recommendation for a smaller plant size is advised. Smaller plants have a far better chance of surviving, and are better able to adapt to new surroundings during the establishment period. The Landscape Architect has suggested new plant size of 3 inch caliper trees for deciduous and a maximum of 8 feet in height for evergreen. This seems a more reasonable choice and we would agree with the Landscape Architects' suggestion.

On another note, the Architect has asked for a count of additional trees to be retained if the plans for the New Practice Field were to be modified by moving it 50 feet south. The area to the north of the current design is heavily wooded and, upon the first inspection, contains healthy trees. Approximately 50 additional trees would be retained as part of the design modification. One tree, a 46" Madrone, located on the NE corner of the new field and in close proximity to the street, had been evaluated in the previous inspection as a hazardous tree. If the field design was moved 50 feet south, this tree would stand in the area of the

trees to be retained. Based on the original inspection of the tree, it is not suitable for retention. From the previous report, no other hazardous trees were found in the area in close proximity to the New Practice Field and can be considered suitable for retention.

An important issue that will need to be clarified as the project progresses is the code interpretation for replacing trees that are identified as either hazardous by structural defects or in close proximity to an endemic disease site. SMC 20.50.360C indicated in the past that hazardous trees do not need to be mitigated by replacement plantings and therefore can be subtracted from the mitigation ratio. The code may have changed between 2008 and 2009 and until the change is verified by the planning department, the actual quotient remains in limbo. As mentioned above, the existing trees need to be examined after the permit is issued and hazardous trees removed before replacement tree calculations are completed.



Robert W. Williams and Associates
Consulting Arborists

10326 45th Avenue NE Seattle Washington 98125 206 522 7262 treeinspector.com

Kyle Roquet
Crista VP Facilities and Construction Management
19303 Fremont Avenue North
Shoreline, WA 98133
11 / 29 / 09

Memo:

Crista Ministries is in the planning stages of new facilities and buildings within the campus. The City of Shoreline Associate Planner, Steve Szafran, has raised questions concerning the environmental impacts of the proposed tree removal, relative to the SEPA check list; and whether or not replacement plantings would be sufficient in mitigating the removal of 430 significant trees.

The questions are as follows:

1. In your opinion, can cutting 430 significant trees be mitigated? *A determination has been made that mitigation would consist of trees to be planted on a 1:1 replacement ratio. Crista Campus, as a whole, already contains a considerable population of mature and semi-mature trees and a large majority of those trees will be retained.*
2. Can mitigation include a phasing schedule? For example, 100 trees in the first 5 years then another number of trees in the next 5 years. *The majority of the tree removal will take place in the first phase; per the comments from Kilburn Architects. The trees to be removed are located in the area*

designated for the new practice field. All trees to be removed in clearing for construction and replacement trees to be planted post-construction.

3. *In order to mitigate the clearing of 430 trees; is there a better replacement ratio for the environment than the current 3:1 ratio that the City currently requires? What do you think is better, a 3:1 ratio with smaller trees or perhaps a 1:1 or 2:1 ratio with more mature trees? 1:1 replacement ratio was discussed in the memo dated 7 / 22 / 09.*
4. *In reviewing the SEPA Checklist and making an environmental determination, I need a recommendation from you showing if it is possible to mitigate the environmental impacts of CRISTA'S Master Plan. Mitigation in respect of tree planting is to occur on the basis discussed in line 2 and line 5.*
5. *If you believe that CRISTA'S tree cutting can be mitigated, what are your recommendations of how this is to happen? Mitigation as per 7 09 memo: The Landscape Architect has suggested new plant size of 3 inch caliper trees for deciduous and a maximum of 8 feet in height for evergreen. Planting specifications to be supplied by the Landscape Architect. We concur with this recommendation as per 7 09 memo:*

From an Arboricultural standpoint, the removal of 430 significant trees as defined under SEPA will have a moderate impact. The replanting of trees will aid in offsetting the impacts over time and, by utilizing diverse species selection, will serve to limit endemic disease already on site and improve the health and condition of the tree population as a whole.

Zieve

RE: Crista Ministries Master Development Plan Application
Application Number: 201213

ATTN: Steven Szafran

To Whom it Concerns,

As a lifetime citizen of Shoreline and a neighbor of Crista Ministries I want to take this opportunity to comment on the proposed master development plan.

My family, including two elementary school children and one high school child, live on 190th Street. This is the only access road for ingress and egress into the lower campus which includes access to their main sports field, a large parking lot, the Mike Martin Gym and to Cristwood, their senior living facilities.

The volume and level of noise inherent in both the sports activities and the access to those facilities and parking for students, sports participants, residents and guests of Cristwood, and service vehicles is currently overwhelming for those of us who live on this street. Especially during sporting events, parking and traffic is both unsafe and intrusive. Drivers from the Crista property often fail to observe safe or legal driving habits which put our children and our elderly neighbors, not to mention the elderly residents of Cristwood, at risk. Additionally, at 3 pm on school days the traffic volume from departing students creates an unsafe backup that makes it impossible to enter or leave our homes in a timely manner. It can take 20 minutes to go the length of a block.

Crista's proposal to double the number of residential units accessible only via 190th is simply unacceptable to my family and, I believe, to many of my neighbors as well. We hereby notify you that we will do everything in our power to stop this from happening.

We would propose that Crista not be allowed to begin any such additional units until and unless they can develop alternative ingress and egress or traffic mitigation measures (such as no student or sports activity parking allowed west of Fremont – use shuttles from surrounding parking lots), acceptable to Shoreline traffic management and more importantly to the surrounding community. It should be emphasized that we do not expect or condone simply moving this problem to a different set of neighbors and we will fight just as hard against any proposal that inconveniences other parts of the surrounding community.

Crista has made overtures and claims to want to change what has historically been an unsatisfactory and disrespectful relationship with the surrounding community. This is very important to us, so we hope and expect that our strongly held wishes will be respected.

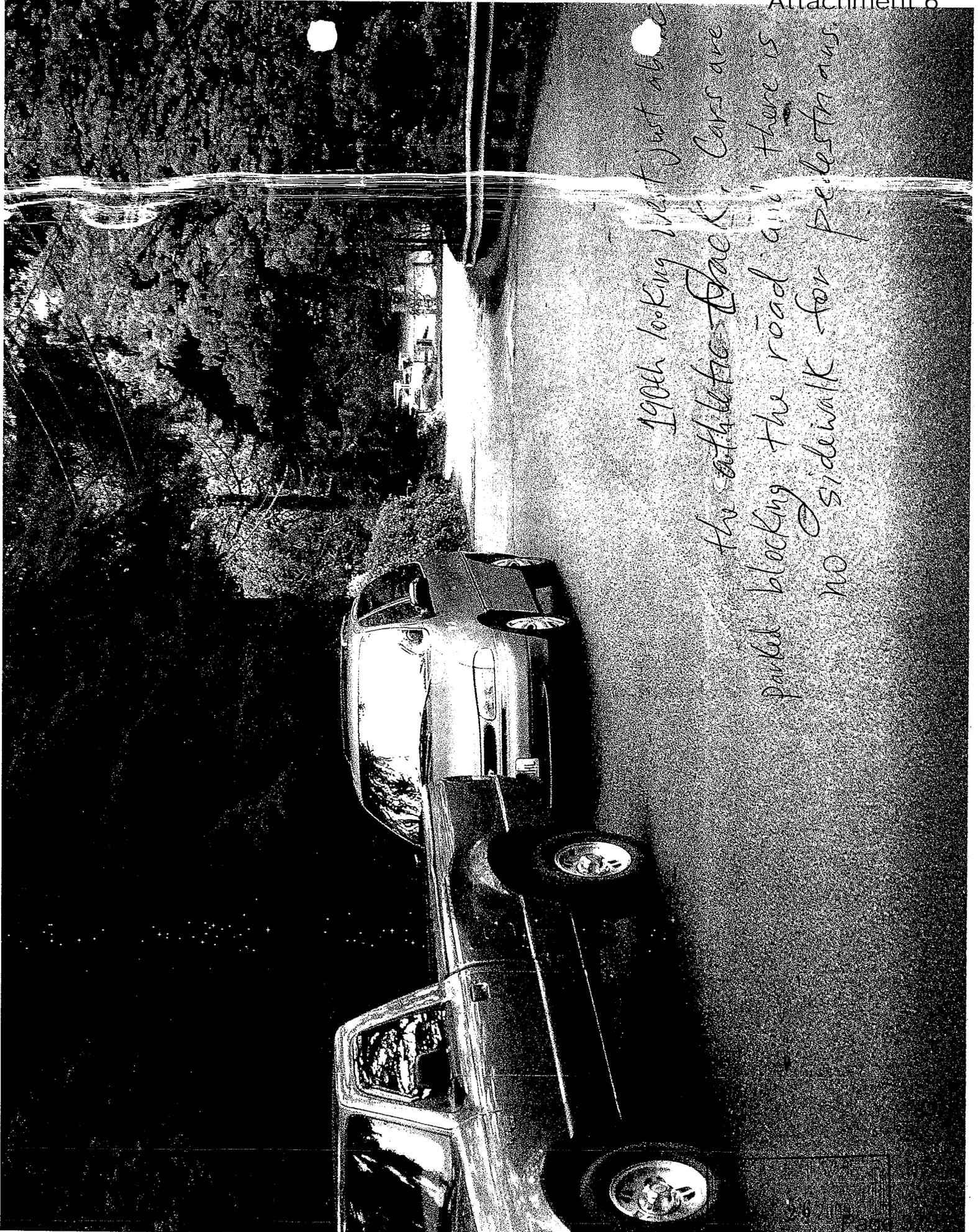
Sincerely,

David R Matthews, Wendy S. Zieve and family
411 N 190th St, Shoreline, WA 98133
206-542-5808



190th looking east toward Fremont.
Cars parked along both sides of a narrow street.

RECEIVED
MAY 26 2009
P & DS



190th looking West just above
the athletic track, cars are
parked blocking the road and there is
no sidewalk for pedestrians.

Zieve 2

Hello Steve,

I am attaching a fact sheet that we are planning to distribute to our neighbors, and wanted to make sure that I have my facts correct and current.

If you would, please read and let me know if I have some incorrect information.

I got the figure about the tax revenue from Steve Oleson:

<<I can give you some information with regard to Crista and the taxes they pay. Crista does pay sales tax, utility taxes, franchise fees, surface water fees and property tax. It is true that some of the property is tax exempt. Just to give you an idea for 2009 Crista will pay at least \$25,234 in property tax and surface water fees. The amount they pay in sales tax revenue is confidential and would require a request from the Washington State Department Revenue and the amount of utility taxes and franchise fees they pay is information the City does not have.

I hope this is helpful if you have questions please let me know.

Steve Oleson

Budget Analyst

206-801-2303

Also – note we added something to the principles since you last read them.
#3 Environmental impacts such as surface water issues must be considered, addressed and mitigated by Crista and at its expense.

Thank-you,

Wendy Zieve

Cell: 206-293-2393

From: Steve Szafran [mailto:sszafran@shorelinewa.gov]

Sent: Tuesday, September 08, 2009 8:14 AM

To: Wendy Zieve

Subject: RE: Questions about time line for Crista SEPA and public hearing

1. I'm aiming to send out the notice for SEPA comment in early November. Once the two-week SEPA comment period is over, I will issue the SEPA decision. So the SEPA process will be finished in late November.
2. The traffic analysis is the most important part of the SEPA. The traffic analysis between CRISTA and the City is why this process has taken a year and a half so far.
3. Yes, all traffic improvements are at CRISTA'S expense. In addition, all sidewalks around the CRISTA campus is at CRISTA'S expense as well.
4. The public hearing will be in January.
5. What tree ordinances are you speaking of? The City is in the process of changing the tree code City wide. This process is still going on.

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

From: Wendy Zieve [mailto:wzieve@comcast.net]

Sent: Monday, September 07, 2009 12:26 PM

To: Steve Szafran

Subject: Questions about time line for Crista SEPA and public hearing

Hello Steven,

I have heard various things from neighbors and want to verify.

1. When is the SEPA process slated to be finished?
2. Will the traffic impact analysis be part of it, completed?
3. Will the widening of 195th be at Crista's expense?
4. When will there be a public hearing?
5. Are the tree ordinances still to be revised?

Thank-you,

Wendy Zieve

Zieve 3

I am a neighbor of Crista and wish to comment on the environmental impacts of their proposed developments.

I am very concerned that the large increase in impermeable surfaces combined with the removal of so many significant trees, will very negatively impact the environment in many ways, particularly the quality of our water, all the way to the quality of Puget Sound. I am aware that the state and federal governments have put a huge investment into restoring the quality of the water in Puget Sound.

<http://www.governor.wa.gov/boards/profiles/251.asp>

<http://www.psp.wa.gov/stormwater.php>

Even a 2 to 3% increase in impervious surface area has a huge impact on water.

<http://www.b-sustainable.org/built-environment/impervious-surface-changes>

<http://ohioline.osu.edu/aex-fact/0444.html>

Traffic traveling from one side of the campus to another currently has a strong negative impact on the neighborhood --- it is already a huge problem and any increase in traffic down 190th street should not be allowed. The proposed mitigations should require all ingress and egress to Crista Ministry facilities on its campus to be accessed over its own property and from an arterial (195th St and/or Fremont Ave N, and/or Richmond Beach Road). No access should be allowed over residential streets.

I feel strongly that a full environmental impact statement must be required before permitting is allowed.

Wendy Zieve

411 N. 190th St.

wzieve@comcast.net

