

## SECTION V

# WRITTEN COMMENTS and RESPONSES

This section of the FEIS contains written comments that were received concerning the DEIS.

### ~ DEIS ~

The DEIS was issued July 1, 2003, for a 45-day public comment period. During the DEIS public comment period, written comment letters/correspondence<sup>1</sup> were received from 71 agencies, organizations and individuals. Each of the comment letters is numbered and included in this section of the FEIS, together with responses to the comments that they raise. Comments were received from the following:

### Agencies

1. City of Shoreline	2. City of Shoreline	3. Shoreline Fire Dept.
4. Ronald Wastewater District		

### Organizations

5. Highland Terrace Elementary School Neighborhood Blockwatch Leader	6. Innis Arden Club	7. Paramount Park Neighborhood Group
8. Paramount Park Neighborhood Group	9. Shorewood Hills Homeowners Assoc.	

### Individuals

10. David & Susanne Ashmun	11. Robert Barta	12. Robert Barta
13. Carol Bernard	14. Nancy Bertosen	15. Neil Borkowski
16. Ginger Botham	17. Ginger Botham	18. Rachel & David Bukey
19. Barbara & Michael Buley	20. James & Dorothy Chen	21. Wally Crow
22. Wally Crow	23. David Dunaway	24. Gayle Edwards
25. Jeff Ernst	26. Lindsey & Jennifer Ernst	27. Barb Colavito Felts
28. Libby Fiene	29. Deb Gilbertson	30. Gerard Graminski
31. Mark & Mary Griffin	32. Cheryl Gruwell	33. Darlyne & Jay Handley
34. Doris Hanson	35. Grant Harken	36. Mindy Henderson
37. Deborah Howe	38. Cecilie Hudson	39. Nancy Johnson
40. Marion Jones	41. David Kalman	42. Steven & Denise Kellett
43. Kathleen Keul	44. Susan Kimpton	45. Shinji & Sandy Kimura
46. Anne Knight	47. Kay Lake	48. Kay Lake

<sup>1</sup> E-mail

49. Kay Lake	50. Jo Anne Laz	51. Michael & Joan Lealos
52. D.K. Miles	53. Charles Montange	54. Mr. & Mrs. Charles Mullauey
55. E. James Nelson	56. Elizabeth Poehlman	57. Pat Prince
58. Edward & Katherine Robinson	59. Cindy Ryu	60. James Schulmerich
61. Rob Simpson	62. Paul & Beverly Smilanich	63. Paul & Beverly Smilanich
64. Paul & Beverly Smilanich	65. Warren & Dorothy Smith	66. Carol Strickland
67. Victoria Thompson	68. Peter Tripple	69. Jim Watson
70. Maxine Woodall	71. Wendy Zieve and David & Nate Matthews	

### Comments Received After the DEIS Comment Period

Bonnie Mackey		
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The comment letters follow the sequence noted above. EIS-related comments within each letter are identified by number and responses to the individual comments follow each letter. Several responses identify changes to the DEIS; those revisions are described in *Section III* of this FEIS (*Amendments and Clarifications to the DEIS*). Similarly, comments that raise a common or key issue are addressed in *Section IV* of this FEIS (*Key Issues*).

Responses are provided for substantive comments relating to the DEIS. Expressions of opinions, subjective statements and positions for or against the *Expanded Development Alternative* or other alternatives are acknowledged without further comment.



SHORELINE  
CITY COUNCIL

Scott Jepsen  
Mayor

Kevin Grossman  
Deputy Mayor

John Chang

Rich Gustafson

Ron Hansen

Linda Montgomery

Robert Ransom

July 29, 2003

Ms. Beverly Jo Brandt  
Vice President, Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N  
Shoreline, WA 98133

Dear Beverly:

The City is very enthusiastic that the College is preparing a master plan for a comprehensive long-range plan for the growth of the campus. It is our hope that the plan will successfully guide development of the campus so that the College may serve its users and provide positive benefits to the community without significant adverse impacts.

During the comment period the City will be developing a letter to provide feedback to the College to ensure that the forthcoming Final EIS addresses neighborhood concerns, the requirements of the State Growth Management Act, State Environmental Policy Act, and the City's Development Code and Comprehensive Plan. Our comments will ensure that your proposal includes mitigation for impacts the project has on the site and community, including nearby neighborhoods. Mitigation that you will be asked to develop in your EIS includes such key items as:

- Impacts of the campus growth on the City's transportation infrastructure.
- Impacts of the proposed growth on the Boeing Creek drainage basin.

The City looks forward to working with you as you finalize your EIS and submit your Master Plan for approval later this year.

Sincerely,

Steven C. Burkett  
City Manager

**RESPONSE TO COMMENTS FROM CITY OF SHORELINE**  
**(Letter #1)**

**Comment 1**

Comment is noted. Refer to Letter #2 and responses to comments associated with that letter.



August 13, 2003

SENT VIA FAX TO 206.546.5855

Ms. Beverly Jo Brandt (SEPA Responsible Official)  
Shoreline Community College  
16101 Greenwood AVE N  
Shoreline WA 98133

Dear Ms. Brandt:

Thank you for the opportunity to comment on the scope of the Campus Master Plan Draft Environmental Impact Statement (DEIS). The City of Shoreline recognizes that the College is undertaking this process to address both requirements of the State and to amend the City's Development Code regulations to create a zoning overlay for the campus. We are committed to ensuring that the concerns and interests of the City of Shoreline and its citizens are considered in the EIS and related decision-making process, while demonstrating our cooperation with the College to meet its goals.

Regional facilities such as the College can have impacts on the quality of life of local residents during both construction and ongoing operations. It is therefore both reasonable and appropriate to provide compensatory mitigation that provides a long-term benefit to the affected community to offset these impacts. In order to ensure that this project protects and sustains the quality of life in Shoreline, mitigation must be developed that adequately responds to the wide range of short-term and long-term impacts associated with the campus use. With this in mind, we offer the following specific comments on the DEIS.

The EIS should address both the internal and offsite impacts the College has on city infrastructure, storm water drainage, noise, and light glare. Attached to this letter are the City's comments on the DEIS; they are organized in the same manner as the DEIS document in "Section III: Affected Environment, Significant Impacts, Mitigation Measures, and Unavoidable Adverse Impacts."

Thank you for the opportunity to comment on the Campus Master Plan DEIS. If you have any questions about the issues expressed in this letter please call Andrea Spencer, Planner, at 206.546.1418.

Sincerely,

Steven C. Burkett  
City Manager

Attachment: City of Shoreline Comments on DEIS issued July 2003

**A. Earth**

1 The College currently has an outstanding code enforcement violation case on record with the City related to site grading that occurred near the campus auto repair shop (no permits were obtained for this work) and the grading affected known critical areas. The City has chosen not to pursue this case as it has been understood that the issue would be resolved as part of the master planning process. Identification of critical areas and required buffers on the site should also include documentation of the impact this action has had on the environment and mitigation needed to resolve it.

2 A notation should be added to page 34 - that SCC will obtain any required grading/clearing permits/reviews required by the City of Shoreline and adhere to any conditions for such activity and implement any mitigation/restoration measures necessary.

**B. Water**

3 Page 37 - Under Onsite Drainage Problems, the report states that "*it was recommended that the piping from the catch basins to the sewer be replaced.*" Currently King County and Ronald Waste Water have a project specifically trying to prevent storm water from entering the system. This seems to be in conflict to their project.

4 Table 8 provides runoff calculations for the entire site. The plan refers to infiltration throughout the water section. It is unclear as to whether infiltration was considered when calculating the runoff values for Table 8. In addition, infiltration rates have not been determined, as stated second paragraph page 39. Per our design standards, infiltration is the recommended means of treatment.

6 Page 38 - In previous meetings with the City, it has been discussed that the existing Campus stormwater system is not fully known. The plan states that it wants to convey existing and new runoff to a regional stormwater detention system. It is unclear how a conveyance system can be designed if as-built information is not available to determine runoff volumes.

7 Page 38 - Per the plan (fourth paragraph down), it states "*As currently exists, drainage not entering the Boeing Creek system would be allowed to infiltrate, sheet flow, or enter the drainage conveyance system located in Innis Arden Way.*" Two paragraphs down it states "*The proposed collection system and treatment of flow from the existing parking lot at the southwest corner of the campus would significantly reduce the volume of flow released onto Innis Arden Way.*" These two statements contradict each other.

8 Pg. 38 - A brief discussion regarding the character of the proposed increase of the 211,000 gross square feet would facilitate analysis of the programmatic level of anticipated impacts on the drainage basin. For example, defining it as total impervious surface verses effective impervious surfaces would more accurately portray the

anticipated types of impacts. These numbers should be available given the pre-design discussion of size and placement of surface and ground water control measures.

8 cont'd

Please discuss Low Impact Design (LID) alternatives and why they are not being investigated. In light of Washington State's Water Quality code of using all-known-available-reasonable-treatment (AKART: WAC 173-201A-020), LID principles and methods would fall under the standards of AKART. This short coming of the DEIS could be addressed with a goal of using, where feasible, LID methods. These state standards are embodied in our City policy EN36 " maintain surface water quality as defined by federal and state standards..."

9

The planned use of regional detention system historically has not been shown to alleviate impacts to aquatic systems. The City recommends adding a discussion comparing the use of regional system footprint to an integrated spatial pattern system combined with and without LID methods.

10

Page 39 - The proposed regional facilities would be designed in accordance with the DOE Stormwater Management Manual for Western Washington. Any proposed facility needs to be designed in accordance to the City of Shoreline's adopted manual.

11

Page 39 - Reliance on underground storage tanks for retention is out of sync with how water naturally travels across the landscape. An ecological based preferred approach is to retain water is above ground as a wetland with infiltration or some combination of buried and above ground storage. This would enhance the function and value of the stored water while providing the needed surface water controls.

12

Page 40 - Use of infiltration is mentioned as possible treatment method, which the City endorses. However, it contradicts the early stated proposal to rely solely on regional systems. This section should be written more clearly so that the reader may better understand the proposal.

13

### **C. Plants and Animals**

Page 51 - Clarify that the presence of salmonids is a criterion used for typing streams by the City of Shoreline, "Salmonid Stream" is not a stream type. Stream typing should be consistent with the Shoreline Municipal Code (SMC) starting with Section 20.80.460.

14

Page 55 - The conclusion of no significant environmental impacts to fisheries being anticipated is unsubstantiated. Region wide the loss of mature and old growth forests with conversion to other uses has been linked to the decline of our fisheries. The anticipated impacts from clearing of forested portions of the site in conjunction with increases of other related impacts are contrary to the no impact conclusion. It is suggested to include impacts from changes to outside (allocthanous) inputs, water quality, microclimates and insect abundance and diversity as starting points. Other examples of impacts not identified include increases of road traffic off site with out any improvement to the City's surface water road drainage system. The increase of road

15

15 | generated pollution being directly discharged untreated to Boeing Creek is a direct  
cont'd | negative impact to the fisheries that is not identified in the DEIS.

16 | Page 58 - The discussion of code compliance for tree replacement and mitigation  
17 | should be expanded as requested at May 19, 2003 meeting (see Tree Conservation  
section of the SMC starting with 20.50.290). Delete landmark tree discussion.

18 | Pages 58 to 60 - A discussion on DEIS' statement "not able to fully mitigate for the lost-  
forested habitat" is needed (pg. 59 bullet 3). What species will be potentially lost and  
what levels of impairment to be experienced by others? The City recommends  
19 | searching off site for potential replacement sites to be restored within the Boeing Creek  
watershed where on-site mitigation is insufficient. A discussion is needed on not  
meeting the City goal of ENIII "... sufficient diversity and abundance to sustain existing  
indigenous fish and wildlife populations"

General Comments: Environmental Monitoring

20 | A missing key element to ensure that what has been hypothesized to occur or not occur  
is a monitoring component. If impacts generate a lower or higher level of adverse  
conditions an appropriate re-evaluation would be necessitated with an accompanying  
solution. The monitoring component should be structured to enable one to evaluate  
cause and effect. A feed back loop would be needed to ensure that the monitoring  
results could be incorporated into the comprehensive plan. The net effect is that on the  
program level the comprehensive plan needs to be adjustable. This ability is often  
referred to as Adaptive Management. The need is heightened given that the  
comprehensive plan spans 15 plus years. It is important that all aspects of the plan be  
able to validate its abilities to attain goals and objectives.

**E. Noise**

21 | Noise impacts of the proposed amphitheater should be studied and mitigation proposed.  
The DEIS does not currently address this issue.

**F/G Land and Shoreline & Relationship to Plans and Policies**

General Comments

22 | Future partnerships on development of sports fields and an amphitheater are being  
evaluated in the City's current planning process and update of the Parks, Recreation  
and Open Space (PROS) Plan. No City funding has been identified for this partnership  
project in the current PROS Plan or Capital Improvement Program (CIP). The EIS  
should analyze the College's plan of action in the event the partnership with the City  
does not come to fruition. It also appears that the College's plan for the ball fields and  
amphitheater is predicated on the construction of the proposed parking garage for which  
Shoreline Community College receives no state funding and is reliant on fundraising;  
23 | therefore the EIS should also develop a plan in the event that these funds are not  
collected.



Page 73 – the plan states “the Campus Master Plan does not, however, include changes to the campus boundary.” The master plan specifically identifies development of sports fields and an amphitheater on property outside Shoreline Community College's boundaries. Prior to submittal of any project for City review all affected landowners must approve the boundaries and land ownership issues must be resolved (by purchase or land swap).

24

Page 76 – the plan states “the Campus Master Plan would not introduce a new use to the area...” The master plan indicates the addition of an amphitheater, a use that is not currently occurring on the campus or in the immediate vicinity. The DEIS should study and disclose the proposed expansion of uses on the campus.

25

## **I. Transportation, Circulation and Parking**

### General Comments

There are a number of references to Residential Parking Zones (RPZ's), yet no commitment or recommendations on implementation. Creating an RPZ is an impact to the neighborhood. While it helps alleviate some parking issues, it also creates some parking hardships for local residents, and forces residents to obtain permits.

26

The only encouragement for bicycle use is the addition of secured bike parking. The plan specifically states that non-motorized transportation improvements would not be required around the campus. Curb, gutter, and sidewalks are required along the perimeter of the campus.

27

There are recurring conflicting statements in the document. For example, in some places, there are recommendations for a new parking garage and removal of surface parking and off-site parking (p.82, 148, etc), in other places the recommendation is to discourage parking on campus (p.82, 150, etc).

28

There needs to be more analysis on the opening of the connection from Innis Arden to the proposed parking garage. The City of Shoreline has concerns about the operation of a new access point at this location. We need to know what restrictions are proposed for this access point, and changes are proposed to help enforce these restrictions.

29

There are significant mid-day traffic impacts around the campus, primarily between 11AM and 1PM. There needs to be a discussion about these impacts, and a determination as to whether or not any mitigation is needed.

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The traffic studies and plans throughout the entire EIS assume that east/west vehicle movements at the intersection of Greenwood Ave NW and NW Greenwood Dr will be prevented. Unless there is an agreement to close off one leg of this intersection, or install a diverter, then the study area and analysis will need to be expanded to include the intersection of Dayton Ave N and NW Greenwood Dr.

31

The plan should address methods of Commute Trip Reduction (CTR) as mandated by the State of Washington.

32

Specific comments

33 Page 16 – Building C - There needs to be a discussion on the review of alternate sites for the parking garage. The report should list the other locations reviewed, and reasons why the proposed location was chosen. Siting of the parking garage can significantly affect the access to the site, which in turn affects the traffic impacts around the campus, so a review of the alternate site can help justify the choice of the ultimate location.

34 Page 21 – Under vehicular circulation, it indicates that there will not be any new driveways. This conflicts with Figure 7, which shows a new entry off of Innis Arden. Also, Phase II improvements eliminate all the parking along the west boundary of the campus (the pit). There doesn't seem to be any mention about this in the discussion on improvements.

35 Page 34 – Haul routes during construction will need more discussion. There are no current "designated haul routes". Selection and approval of a route for use by SCC may require improvements to mitigate the impacts caused by the construction and construction traffic on the City's infrastructure.

36 Page 81 – Under "Bicycle Rider Needs", only adding secured bicycle parking, and no other improvements to bike routes and connections does little to encourage this as an alternative method of transportation.

Page 82 – There seems to be conflicting recommendations in the "Neighborhood Protection" section.

- 37 • While improvements are being made to the Greenwood parking lot, the capacity of it is also being reduced, sending cars into the neighborhood or to the new parking garage, if is constructed.
- 38 • What and where is the "off-site overflow site, and why is it being eliminated? A remote parking area and bike/pedestrian connections would reduce the amount of cars parking on-site or in the surrounding neighborhoods.
- 39 • "Discourage parking on campus" will send cars into neighborhoods. This appears to conflict with elimination of the off-site lot, and the lack of pedestrian and bicycle connections
- 40 • Creating an RPZ is both a mitigation and an impact to the neighborhood.

41 Page 110 – There is a discrepancy between the data shown in table 17 and city of Shoreline data. According to current data, the intersection LOS is better than shown in table 17.

42 Page 112 – The western parking lot, called "the pit", is on Parks property, not on the SCC campus. According to figure 21, it has been lumped into analysis zone 3, which covers the majority of the campus. It should be separated from the analysis as its own zone. This will clarify which parking spaces are under the control of SCC, and which are not.

Page 123 – The values in table 23 do not look correct for some of the signalized intersections. Aurora/175<sup>th</sup> and Aurora/145<sup>th</sup> actually get better by the year 2015 when compared to table 17. Why does Greenwood/145<sup>th</sup> go from a delay of 67 to 117 seconds in 2015?

43

Page 127 – Why are there no trips assigned to N 175<sup>th</sup> St between Fremont and Aurora, or on Fremont between N 165<sup>th</sup> St and N 185<sup>th</sup> St, or on Dayton Ave N between Westminster and Carlyle Hall Rd. There are currently trips on these streets, and will be more if the school grows.

44

Page 129 – Table 27 LOS values do not match Table 23. The "No Action" alternative is the best choice. Why are there no values in the third column, titled "Proposed action with Mitigation LOS"?

45

Page 131 – The discussion of the proposed reconfiguration of Greenwood Ave N and Innis Arden Way does not discuss the problems of this concept, which include the need to reclassify a portion of N 160<sup>th</sup> St, and the need to mitigate cut-through traffic on the non-arterial streets.

46

In a letter from Holly Moore, President of the College, dated August 3, 2003 it was indicated that "this proposed traffic revision be rejected and that other alternatives to the traffic issues be developed. These alternatives will be developed in collaboration with the community, the City of Shoreline, and the Shoreline School District." **If new proposals are developed for this intersection we respectfully request that you open the public comment period again to gather input from affected parties prior to the finalization of this EIS (or address the new proposals through a Supplemental EIS).**

47

Figure 27 – Need to include the intersections of NW Greenwood Dr and Dayton Ave N, and N 165<sup>th</sup> St and Fremont Ave N, Dayton Ave N and Carlyle Rd, and Richmond Beach Rd and Dayton Ave N in the analysis.

48

Figure 28 – Intersection #15 doesn't show any eastbound to northbound left turns at the proposed new driveway. Are these being blocked or restricted somehow? Intersection #5 is based on a diverter being installed on the east side of the intersection.

49

Page 143 - Table 35 LOS values do not match Table 23. The "No Action" alternative is the best choice. Why are there no values in the third column, titled "Proposed action with Mitigation LOS"?

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Page 146 – There is no agreement for the proposed diversion device, so the traffic analysis should not be assuming that it is in place.

51

Page 147 – Under Nonmotorized Transportation Impacts, the city of Shoreline standards call for raised curb, gutter, and sidewalks to provide safer walking areas for

52

52 | pedestrians. As there are portions of Innis Arden Dr, Greenwood Ave N, and Carlyle  
cont'd | Hall Rd without sidewalks, they will be required improvements of the project.

53 | Page 148 – Under Parking Mitigation Strategies, it states that construction of a 1350  
stall parking garage will eliminate the need for off-site parking. This is in direct conflict  
with the statement to discourage parking on-campus (page 150).

## J. Public Services and Utilities

54 | Page 155 – The last paragraph refers to a "six-acre regional stormwater detention  
facility..." This facility is in fact 2.6 acres in size.

**RESPONSE TO COMMENTS FROM CITY OF SHORELINE**  
(Letter #2)

Check to see  
if they put  
CAS in plan.

**Comment 1**

This issue has been resolved to the best of the College's and City's knowledge.

**Comment 2**

The requirement to obtain grading/clearing permit approval or reviews that are required by the City of Shoreline has been included in *Section III* of this FEIS (*Amendments and Clarifications*). In addition, the requirement for grading/clearing permits has been included in the FEIS *Fact Sheet* under "Required Permits and Approvals."

✓

**Comment 3**

The comment is noted. During the replacement of the College water project, this item was addressed and broken pipes were replaced.

Don't have  
water project  
potable water  
Shoreline

**Comment 4**

The runoff rates in Table 8 specifically exclude infiltration and indicate the worst-case peak flows that could be expected without it. Infiltration rates were not provided to the design team at the time of our analysis. It is expected, however, that infiltration as a recommended means of treatment would be utilized to the extent practicable as each of the *Concept Master Plan* buildings/improvements is constructed.

**Comment 5**

The comment is noted. Detailed, site-specific analysis would be performed for planned, site-specific development, once details of such development have been identified.

**Comment 6**

MKA performed extensive research of record drawings stored at the campus and compiled information for approximately 90 percent of the existing storm drainage system. In addition, MKA walked the site at least twice to further verify information within the system. This information was used as the basis of sub basin identification in the drainage analysis to determine runoff volumes. It is also understood that those portions of the conveyance system that prove to be under capacity, in the path of development, do not exist, or simply cannot be located, would be replaced and/or newly constructed, as required, as each of the *Concept Master Plan* buildings/improvements is constructed.

Please note that the campus-wide detention concept that was described in the Draft *Campus Master Plan* and in the DEIS has been replaced with a project-specific approach, as described in *Section III* (Part 5) of this FEIS.

Is this better?

### **Comment 7**

The statements do not contradict each other, but could have been more clearly stated. The first statement refers to the existing runoff characteristics of the West Basin, which is primarily made up of SCC's west parking lots. In its existing condition, runoff from the southernmost two parking aisles of the parking lot is collected in catch basins and piped to the existing drainage ditch on the north side of Innis Arden Way. Runoff from the remainder of the parking lot is collected in catch basins and piped to the heavily vegetated area between it and the parking lot to the west. As this area appears to be a closed depression, it is assumed that this runoff ultimately infiltrates. The parking on the westernmost edge of the campus has no formal storm drainage collection system. It is assumed that runoff from this area sheet flows to the west where it is infiltrated in vegetated islands or the adjacent forested area.

Based on the topography of this area, it would appear that any runoff not infiltrated would ultimately enter the existing drainage ditch on the north side of Innis Arden Way.

The second statement refers to the proposed drainage system collecting the runoff described above and diverting it away from the drainage ditch at Innis Arden Way. The runoff volumes to the ditch would be greatly reduced.

### **Comment 8**

The comment is noted. The *Concept Master Plan* is a conceptual planning document. As best as can be determined at this point in the planning process, the net increase of approximately 225,600 sq.ft. is the amount of development that could occur within four planning periods and involve approximately 13 buildings. Detailed, site-specific analysis would be performed for planned, site-specific development, once details of such development have been identified.

### **Comment 9**

Low Impact Design has been added to the storm drainage system section of the *Concept Master Plan*, Section 6.3, ENGINEERING CRITERIA, Stormwater, as a design option. City policy will be implemented as manifested in ordinances and standards adopted by the City.

### **Comment 10**

The use of a regional storm drainage detention system as the preferred system has been withdrawn. A provision allowing further investigation and study of a regional system is provided.

### **Comment 11**

We concur that the design standard and criteria are as established by the City of Shoreline through its codes, ordinances, and adopted standards. The Draft *Campus Master Plan* and the DEIS have been revised accordingly, per this *Concept Master Plan* and FEIS. See Response to Comment #10 above regarding the regional detention system.

### **Comment 12**

The Stormwater Master Plan associated with the *Concept Master Plan* has been revised to a decentralized stormwater management system. This approach allows for consideration of above ground systems and infiltration where appropriate. The current codes and adopted standards of City of Shoreline allow underground detention. City policy will be implemented as manifested in codes and standards adopted by the City.

### **Comment 13**

As stated in previous responses, the Stormwater Management Plan, as well as FEIS sections associated with the *Concept Master Plan* pertaining to stormwater have been revised.

### **Comment 14**

The comment is noted. According to the Shoreline Municipal Code, Section 20.80.470, Boeing Creek is classified as a "Type II" stream according to the criteria listed under the code, specifically "salmonid fish use" and "significant recreational value."

### **Comment 15**

The *Preferred Alternative* that is described in this FEIS for the *Concept Master Plan* does not propose construction of a new baseball field, new soccer field or a new amphitheater. Thus the approximately four acres of forested habitat would not need to be removed in order to make space for these uses, eliminating the associated potential changes in water quality, microclimate, insect abundance and diversity. However, it is noted that adverse impacts are anticipated as a consequence of increase traffic off site, due to the projected campus growth of 5-10% over the next 10-15 years. This would invariably lead to an increase in pollution inputs due to increased runoff from internal roadways, parking areas, etc., if no further action is taken. The best mitigation for such future anticipated impacts would be through improvement to internal roadway drainage systems such as stormwater detention and filtration facilities.

### **Comment 16**

The planning and implementation of any construction project will include specific goals for protection and enhancement of trees and other vegetation in the project vicinity in accordance with Shoreline Municipal Code, Section 20.50.290. Any clearing activities will strictly be conducted under the standards listed in SMC 20.50.350. All trees requiring replacement would be replaced and maintained under the guidelines of SMC Section 20.50.360. Trees identified to remain on the project site would be protected from injury in accordance with SMC Section 20.50.370. In summary every effort will be made to protect existing trees and to replace those requiring removal with those of equal or greater education, aesthetic and ecological value, and to exceed the standard requirements under the city codes whenever possible.

### **Comment 17**

The analysis of significant trees on-campus has been updated and is included in *Appendix B* of this FEIS.

### **Comment 18**

As stated in the response to Comment 15, the updated *Concept Master Plan* would not require the removal of the high quality old growth and mature forest plant communities, since the ball fields and amphitheater which necessitated removal in conjunction with the *Expanded Development Alternative (DEIS Proposed Action)*, are no longer proposed – as part of the *Preferred Alternative* associated with the *Concept Master Plan*. Thus, there would be no anticipated loss of species or impairment thereof, and the College would meet the City goal of ENIII: “sufficient diversity and abundance to sustain existing indigenous fish and wildlife populations.” In fact it is probable that the reclaiming of approximately one acre of open space in the Greenwood Parking Lot, contiguous to these forest communities, would help sustain species abundance and diversity in the long-run.

### **Comment 19**

Comment is noted. Please see the Response to Comment 18.

### **Comment 20**

A monitoring component would be a part of any project implemented in accordance with the *Concept Master Plan*. Environmental indicators such as water discharged to Boeing Creek and its tributaries, bird populations and tree health, among others, could be monitored. Feedback from the monitoring would allow modifications to ongoing projects in order to be able to reduce or eliminate any observable adverse impacts. Each project would have an associated Compliance Officer, who would be responsible for ensuring that Best Management Practices are followed as required by the *Concept Master Plan*, and to develop and coordinate the implementation of environmental monitoring.

Monitoring would be continuous over the next 10-15 years to detect and measure short-or long-term environmental changes (positive or negative) in order to assess whether the *Concept Master Plan* is functioning properly with regards to environmental quality, and whether any changes to the current Best Management Practices are required.

### **Comment 21**

The comment is noted. Please refer to the discussion contained in *Section IV* of this FEIS – the *Preferred Alternative* no longer contains the proposed parking structure, sports fields or the amphitheatre. It is anticipated that for most campus development activity, this FEIS will suffice for SEPA compliance. However, as details of each specific project are confirmed (e.g., site location, orientation, building height, materials, fenestration, etc.), additional SEPA analysis may be necessary to supplement information contained in this FEIS.



**Comment 22**

As noted previously, the sports fields that were originally proposed (FEIS - *Expanded Development Alternative* and DEIS – *Proposed Action*) are no longer part of the Preferred Alternative (please refer to *Section II E.* of this FEIS).

**Comment 23**

Please see response to Comment 22, above.

**Comment 24**

The comment is noted. Development of the amphitheater, soccer field and baseball field would not occur as part of the *Preferred Alternative* discussed in this FEIS.

**Comment 25**

The DEIS evaluates all land uses that are functionally integrated with, or substantially related to, the central mission of the College and that primarily and directly serve the users of the institution.

**Comment 26**

Comment is noted. See the revised *Transportation, Circulation and Parking* analysis that is contained in *Section III* of this FEIS.

**Comment 27**

The comment is noted.

3777 Schwab

**Comment 28**

There are no conflicting transportation-related statements. The comment references pgs. 82, 148, and 150. Information contained on pg. 82 is in the *Land Use* section of the DEIS and it describes goals and policies associated with the City's *Comprehensive Plan*. Information contained on pgs. 148 and 150 of the DEIS discusses possible mitigation measures associated with the proposed *Concept Master Plan*. Refer also to the revised *Transportation, Circulation and Parking* analysis that is contained in *Section III* of this FEIS.

**Comment 29**

Comment is noted. As noted in the revised *Transportation, Circulation and Parking* analysis (contained in *Section III* of this FEIS), the improvements that are part of the *Preferred Alternative* would not involve opening this currently closed connection to provide inbound access to the campus.

**Comment 30**

AM and Midday traffic analysis is evaluated as part of the revised *Transportation, Circulation and Parking* analysis that is contained in *Section III* of this FEIS.

### **Comment 31**

See the revised *Transportation, Circulation and Parking* analysis that is contained in *Section III* of this FEIS.

### **Comment 32**

Under the State's Commute Trip Reduction (CTR) Act, employers within WA that have 100 or more employees arriving to work before 9 AM on three or more days per week are required to offer a set of incentives and disincentives that are aimed at reducing the number of single occupant vehicles traveling to the campus. SCC presently meets this requirement by offering a FlexPass to faculty and staff working at least 50% of the academic year. The FlexPass package can be used for King County Metro buses, Sound Transit buses and the Sounder Train. SCC also sells Metro bus passes at face value to students. Mitigation noted in the revised *Transportation, Circulation and Parking* analysis would continue SCC's CTR program.

### **Comment 33**

The comment is noted. Whereas the focus of the DEIS (and this FEIS) is to evaluate possible environmental impacts resulting from the *Preferred Alternative*, the *Expanded Development Alternative*, and the *Modified Development Alternative*, the *Concept Master Plan* provides a much broader discussion concerning existing and proposed campus facilities. As noted in the *Preface* of the DEIS and this FEIS, both documents (*Concept Master Plan* and the EIS) need to be reviewed for a comprehensive understanding of all aspects of the proposed project.

Other campus locations were studied as a site for the proposed parking garage, however, it was determined that the location presented in the *Expanded Development Alternative* and the *Modified Development Alternative* was College's preferred location. Analysis indicated that locations in the southwest portion of the campus would place the large structure too close to residences located south of Innis Arden Way, resulting in increased impacts relative to light, glare, noise and aesthetics. Similar issues, together with far greater impacts relative to earthwork, loss of vegetation, impacts on Boeing Creek, and vehicular access influenced potential siting of the proposed parking garage in the northwest portion of the campus. As noted previously, the standalone parking garage is no longer part of the *Preferred Alternative*.

### **Comment 34**

Driveway access changes that were proposed during *Phase I* or *II* the DEIS (pg. 23) are not part of the *Preferred Alternative* presented in this FEIS (*Section II* and *III*). Also, parking along the west boundary of the campus (the pit) would remain under the *Preferred Alternative*, as the amphitheater, soccer field and baseball field are no longer part of the proposal.

### **Comment 35**

The comment is noted. Haul routes for construction would be addressed at the time a specific development project application is submitted to the City.

**Comment 36**

The goal and associated policy that is mentioned are from the City of Shoreline's *Comprehensive Plan* and provide City-wide policy guidance. This section of the DEIS addresses project consistency with adopted land use plans, policies and development regulations. (SCC encourages non-motorized access to the campus.)

How? more  
specific discussion

**Comment 37**

Refer to the revised *Transportation, Circulation and Parking* analysis that is contained in *Section III* of this FEIS. It is proposed that improvements be made to the Greenwood lot and that lot be reduced in size. Parking that is removed from the Greenwood lot would either be provided by increasing the number of leased stalls in the satellite parking lot or by incorporating additional parking beneath new buildings that are proximate to the campus loop road. In addition, emphasis would be placed on faculty, staff and students using alternative means in getting to campus (e.g., transit, off-site shuttle, bicycle, etc.).

How  
encouraged  
if we are  
reducing  
requirements?

**Comment 38**

The "off-site overflow site" that is referred to on pg. 82 of the DEIS is the gravel-surfaced west campus parking area, which is located outside the campus boundary. The College's satellite lot is the overflow parking area at Sears. Under the *Preferred Alternative*, parking would either be provided by increasing the number of leased stalls in the satellite parking lot or by incorporating additional parking beneath new buildings that are proximate to the campus loop road.

**Comment 39**

The City of Shoreline has created a Residential Parking Zone (RPZ) ordinance and an RPZ has been established in the neighborhoods surrounding the campus with Shoreline Community College paying for the annual renewal. This ordinance restricts parking within the identified zone to permitted residents. Under the *Preferred Alternative* presented in this FEIS, the proposed new parking structure would not be constructed.

**Comment 40**

The City of Shoreline has created a Residential Parking Zone (RPZ) ordinance and an RPZ has been established in the neighborhoods surrounding the campus with Shoreline Community College paying for the annual renewal. This ordinance restricts parking within the identified zone to permitted residents.

**Comment 41**

The comment is noted. Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 42**

The comment noted. Refer also to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 43**

Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 44**

Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS. SCC-generated trips have been assigned to the referenced segment of N 175<sup>th</sup> St.

**Comment 45**

Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 46**

The DEIS mitigation that is referred to is no longer considered. Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 47**

As noted in *Section IV* of this FEIS, in order to effectively respond to traffic-related issues, Shoreline Community College determined that the *Transportation* section of the DEIS should be revised and expanded in scope. In addition, the College initiated a process of working closely with the City, the School District, and the community to establish an Access Working Group (AWG) within the College's Community Task Force – to examine issues and alternatives for the problematic intersections at Innis Arden Way/Greenwood Avenue N. and N. 160<sup>th</sup> Street/Greenwood Avenue N.

**Comment 48**

The referenced intersections have been included in the revised traffic analysis (*Section III* of this FEIS).

**Comment 49**

Under the *Preferred Alternative* presented in this FEIS, the proposed new driveway would not be constructed. Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 50**

Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 51**

The comment noted. Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 52**

The comment is noted. Refer also to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 53**

The comment is noted. Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 54**

The comment is noted and included in *Section III* of this FEIS.

**Michele Sarlitto**  
**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Saturday, August 16, 2003 8:41 AM  
**To:** Michele Sarlitto  
**Subject:** FW: SCC Draft EIS Comments

—Original Message—

**From:** Bunje, Mark [mailto:MBunje@shorelinefire.com]  
**Sent:** Thursday, August 14, 2003 4:40 PM  
**To:** Brandt, Beverly  
**Cc:** Nankervis, William (Capt. FP); Kragness, Marcus (DCO); Mehlert, Ron (Chief)  
**Subject:** SCC Draft EIS Comments

Dear Ms. Beverly Jo Brandt,

The Shoreline Fire Department appreciates the opportunity to comment on the draft EIS for the future development of the Shoreline Community College Campus. In reviewing the draft we would like to make the following comments:

- The phasing of the water improvements does not represent the critical nature of the upgrade of the campus water supply for fire fighting needs. The water supply has been shown in more than one study to be far below minimum requirements for any of the buildings on the campus. It is our understanding that the College is taking steps to have this situation mitigated in the very near future before any further new construction is completed. 1
- The improvements for the circulation of vehicles as described in the EIS does not take into effect the needs of fire apparatus access to the core of the campus. Their currently exists "Fire Lanes" that were intended to provide access to the center of the campus that not meet width and weight capacity standards. These Fire Lanes need to be brought up to current standards or other provisions or access made. 2
- A safety concern we have is with the new parking garage located at the NW corner of the campus, all vehicle traffic must circulate around the building core and thus subject pedestrians who are parked at the other fringe parking area's to increased contact with vehicles as they walk to their cars. 3
- The proposed re-established access on the west side of the campus off of Innis Arden Way is too steep for fire apparatus in inclement weather conditions. This area also has a history of accidents due to grade and blind corners. The ingress and egress of additional vehicles at this point would contribute another hazard to the area. 4

Thank you for consideration of our comments. Please contact us if you have any questions.

Inspector Mark Bunje  
 Fire Prevention Division  
 Shoreline Fire Department  
[mbunje@shorelinefire.com](mailto:mbunje@shorelinefire.com)  
 206-533-6500

## **RESPONSE TO COMMENTS FROM SHORELINE FIRE DEPARTMENT** **(Letter #3)**

### **Comment 1**

The College is completing a two-phase upgrade to its water system. Phase-1 of the upgrade, which was completed in March of 2005, included the construction of a new water main looping the entire campus. This main was connected to a new meter at Innis Arden Way and provides fire service water for the campus at an acceptable flow and pressure through a system that includes new hydrants and standpipes.

Phase-2, which is nearing completion, will connect the new system to the old main connection at Greenwood Avenue and Carlyle Hall Road. This connection, however, will pass through a series of pumps being installed as the primary function of Phase-2. The pumps will push the water to the highest parts of the campus with sufficient flow and pressure to surpass all requirements for fire protection for even a multi-story building at the highest elevation on the campus.

### **Comment 2**

The comment is noted. Project-specific building siting and design will be submitted to the City for review and approval at such time as a specific development is proposed. Review by the Shoreline Fire Department will be an integral part of that City review process.

### **Comment 3**

The comment is noted. Refer also to Response to Comment #33, Letter #2.

### **Comment 4**

The comment is noted. Under the *Preferred Alternative* presented in this FEIS, the previously-proposed new driveway would not be constructed.



**Ronald Wastewater District**  
 17505 Linden Avenue North • P.O. Box 33490  
 Shoreline, Washington 98133-0490  
 (206) 546-2494 • Fax (206) 546-8110

*copy  
 Remedy  
 Nicole Williams*

**Letter #4**  
 COMMISSIONERS  
 Gary F. Shirley  
 Arnold H. "Arnie" Lind  
 Arthur L. Wadekamper  
  
 GENERAL MANAGER  
 Philip J. Montgomery

August 11, 2003


Beverly Jo Brandt  
 Shoreline Community College  
 16101 Greenwood Ave N  
 Shoreline, WA 98133

**RE: Shoreline Community College EIS**

Dear Ms. Brandt:

Thank you for this opportunity to present our list of comments on Shoreline Community College's Environmental Impact Statement. Our comments are these:

- |    |   |   |
|----|---|---|
| 1. | Include Ronald Wastewater District early in the design/construction process.  | 1 |
| 2. | Verify the capacity of each proposed building as it relates to student populations, fixture units, Full Time Student/Staff/Faculty Equivalent (FTE) units.  | 2 |
| 3. | All existing buildings connected to sanitary sewer must be included in the design process to ensure that sanitary sewer lines are adequately sized.   | 3 |
| 4. | Ronald Wastewater District strongly suggests that the District and Shoreline Community College determine ahead of construction the size and location of proposed sanitary sewer lines. The intent is to utilize gravity sewers as much as possible. | 4 |
| 5. | Shoreline Community College must design the storm water collection system and the sanitary collection system as two completely separate systems. No storm water is allowed to enter the sanitary sewer system.                                      | 5 |
| 6. | Sanitary sewer connection permits will be required for all new or reworked sanitary sewer connections.  |   |
| 7. | Connection charges will be calculated for each building and collected when the building connects to the sanitary sewer system.  | 6 |
| 8. | Connection permits and inspections will be required and issued by Ronald Wastewater District.   |   |

Sincerely,  
  
 Michael Derrick  
 Asst. General Manager

cc: City of Shoreline  
 Scott Christensen, CHS Engineers  
 Philip J. Montgomery



## **RESPONSE TO COMMENTS FROM RONALD WASTEWATER DISTRICT (Letter #4)**

### **Comment 1**

Project-specific building design will be submitted to Ronald Wastewater District early in the design and construction process for site-specific development.

### **Comment 2**

Building capacity (student population/FTEs) will be a key element of building design and the determination of fixtures. This information will be provided to Ronald Wastewater District early in the design and construction process associated with site-specific development projects.

### **Comment 3**

The comment is noted.

### **Comment 4**

It is proposed that Shoreline Community College and the District collaborate early in the design process associated with new construction to determine size and location of new sanitary sewer lines.

### **Comment 5**

It is understood that the stormwater and sanitary sewer systems shall not be combined. To the best of our knowledge, there are no existing cross connections of these two systems on campus now and it is not the College's intent to combine these systems in the future.

### **Comment 6**

The comment is noted. The requirement for sanitary sewer connection permits, associated charges and inspections has been included in the FEIS *Fact Sheet* under "Required Permits and Approvals" and in *Section III – Amendments and Clarifications*.

# Shoreline

COMMUNITY COLLEGE

## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: Robert Barta  
Address: 15703 1st Ave NW  
Shoreline, WA 98177  
Phone/e-mail: 206-368-3173 bbarta@FiveStarTeacher.com

### Comments

Dear Beverly,

Please find attached seventy-nine signatures opposing the proposed "By-Pass" traffic proposal illustrated in the SCC Master Plan DEIS July 2003 and a recommended traffic signal system for mitigating the current traffic congestion during times when classes are in session at Shoreline Community College.

It is our understanding that this proposal for the "by-pass" is not favored by the Administration of Shoreline Community College and they are asking for rejection of it. Sincerely yours, Bob Barta,  
Heshland Terrace Elementary School Neighborhood Blockwatch Leader.

1. A Highland Terrace Neighborhood citizens petition to stop the proposed construction of a traffic "By-Pass" from N.W. Innis Arden Way to 160<sup>th</sup> street N.

2. WE CITIZENS of the Highland Terrace Elementary School Neighborhood propose the installation of a traffic signal at the intersection of 160<sup>th</sup> Street and Greenwood Ave. N. to mitigate the flow of traffic to and from the Shoreline Community College Campus.

\*The Average Weekday Daily Traffic Volume is approximately 9,600 vehicles a day as stated on page #106 of the Shoreline Community College Master Plan Draft EIS document, July 2003

	SIGNATURE	PRINT NAME	ADDRESS	DATE
1.	<i>Ann Worthen</i>	ANN WORTHEN	150 NW 155 <sup>th</sup> St	7-27-03
2.	<i>Joanna Worthen</i>	Joanna Worthen	Shoreline 100 NW 155 <sup>th</sup> St	7/28/03
3.	<i>John Worthen</i>	John Worthen	Shoreline 100 NW 155 <sup>th</sup> St	7/28/03
4.	<i>Brett Gierde</i>	Brett Gierde	103 NW 156 <sup>th</sup> St	7/28/03
5.	<i>Barry Gierde</i>	Barry Gierde	103 NW 156 <sup>th</sup> St.	7/28-03
6.	<i>Pat Wood</i>	PAT WOOD	103 NW 156 <sup>th</sup> St	7/28-03
7.	<i>Frances W. Harper</i>	Frances W. Harper	15522 - 1 <sup>st</sup> Ave NW	7/29/03
8.	<i>Ann Hill</i>	Ann Hill	15509 Palatine Ln N	7-29-03
9.	<i>George Teresi</i>	George Teresi	116 N 155 <sup>th</sup> St	7-29-03
10.	<i>Hatsuye Teresi</i>	Hatsuye Teresi	116 North 155 <sup>th</sup> St	7-29-03
11.	<i>David Winchell</i>	David Winchell	146 N. 155 <sup>th</sup> St	7-29-03
12.	<i>Hermie Belmonte</i>	HERMIE BELMONTE	15301 Greenwood Ave N	7-29-03
13.	<i>Cheryl Meyer</i>	Cheryl Meyer	132 N. 155 <sup>th</sup> St	7-29-03
14.	<i>Dan Szwarcman</i>	DAN SZWARCMAN	15504 - 1 <sup>st</sup> NW	7/29/03
15.	<i>Thomas Borowski</i>	Thomas Borowski	15501 1 <sup>st</sup> Ave NW	7/29/03
16.	<i>James D. Meyer</i>	James D. Meyer	132 N 155 <sup>th</sup> St	7-29-03
17.	<i>Kathy Arzof</i>	Kathy Arzof	15515 1 <sup>st</sup> Ave N	7/29/03
18.	<i>Mike Omlanz</i>	MIKE OMLANZ	15505 (St) NW	7/29/03
19.	<i>Melton</i>	Melton	190 NW 155 <sup>th</sup> St	7-29-03

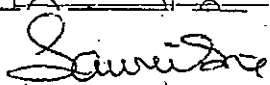
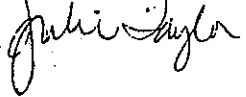
backside 7

1. A Highland Terrace Neighborhood citizens petition to stop the proposed construction of a traffic "By-Pass" from N.W. Innis Arden Way to 160<sup>th</sup> street N.

2. WE CITIZENS of the Highland Terrace Elementary School Neighborhood propose the installation of a traffic signal at the intersection of 160<sup>th</sup> Street and Greenwood Ave. N. to mitigate the flow of traffic to and from the Shoreline Community College Campus.

\*The Average Weekday Daily Traffic Volume is approximately 9,600 vehicles a day as stated on page #106 of the Shoreline Community College Master Plan Draft EIS document, July 2003

SIGNATURE	PRINT NAME	ADDRESS	DATE
-----------	------------	---------	------

20. 	Laurie Sore	15516 1 <sup>st</sup> ave	7/15/03
21. 	Julie Taylor	15518 1 <sup>st</sup> ave	7/29/03

Letter #5 1. A Highland Terrace Neighborhood citizens petition to stop  
 Page 4 the proposed construction of a traffic "By-Pass" from N.W.  
 Innis Arden Way to 160<sup>th</sup> street N.

2. WE CITIZENS of the Highland Terrace Elementary School  
 Neighborhood propose the installation of a traffic signal at the  
 intersection of 160<sup>th</sup> Street and Greenwood Ave. N. to mitigate the flow  
 of traffic to and from the Shoreline Community College Campus.

\*The Average Weekday Daily Traffic Volume is approximately 9,600 vehicles a day as  
 stated on page #106 of the Shoreline Community College Master Plan Draft EIS  
 document, July 2003

SIGNATURE	PRINT NAME	ADDRESS	DATE
22 <i>Nancy Johnson</i>	Nancy Johnson	15514 Palatine Ln N Shoreline, WA 98133	7/29
23 <i>Robert Walther</i>	Robert Walther	15514 Palatine Ln N Shoreline WA 98133	7/29
24 <i>Ken Christopher</i>	Ken Christopher	152 N. 155 <sup>th</sup> Shoreline	7/29
25 <i>Cynthia L. Devine</i>	Cynthia L. Devine	15722 2nd Ave NW Shoreline, WA 98147	7/29/2003
26 <i>Cindy Ryu</i>	CINDY RYU	15215 Aurora Ave N Shoreline, WA 98133	7/29/2003
27 <i>Laura Payton</i>	Laura Payton	15721 Palatine N Shoreline, WA 98133	8/5/2003
28 <i>Paul E. Pochman</i>	Paul E. Pochman	658 NW 163 <sup>rd</sup>	8/5/2003
29 <i>Elizabeth S. Pochman</i>	Elizabeth S. Pochman	658 NW 163 <sup>rd</sup>	8/5/2003
30 <i>Carl Christopher</i>	CARL CHRISTOPHER	152 N. 155 <sup>th</sup>	5 Aug 03
31 <i>Georg Quinn</i>	Georg Quinn	225 N 160 <sup>th</sup>	8-5-03
32 <i>Dan M. Knight</i>	DAN M. KNIGHT	15609 2nd Ave NW	8-5-03
33 <i>Nancy Quinn</i>	NANCY QUINN	225 N. 160 <sup>th</sup>	8-5-03
34 <i>Brenda Wilson</i>	Brenda Wilson	15700 2nd Ave NW 317 N. 175	8-5-03
35 <i>Claire Nissen</i>	Claire Nissen	317 N. 160 <sup>th</sup> St Shoreline 98133	8/5/03
36 <i>George Angelow</i>	G. Angelow	217 N. 160 <sup>th</sup> St Shoreline, WA 98133	8/5/03
37 <i>Scott &amp; Kateri Hicks</i>	Scott & Kateri Hicks	217 N. 160 <sup>th</sup> St Shoreline, WA 98133	8/5/03

1. A Highland Terrace Neighborhood citizens petition to stop the proposed construction of a traffic "By-Pass" from N.W. Innis Arden Way to 160<sup>th</sup> street N. Letter #5  
Page 5

2. WE CITIZENS of the Highland Terrace Elementary School Neighborhood propose the installation of a traffic signal at the intersection of 160<sup>th</sup> Street and Greenwood Ave. N. to mitigate the flow of traffic to and from the Shoreline Community College Campus.

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	SIGNATURE	PRINT NAME	ADDRESS	DATE
38	<i>Cynthia Rethmell</i>	Cynthia Rethmell	15732 Palatine Ave N	7/28/03
39	<i>Beverly Smilanich</i>	Beverly Smilanich	15738 Palatine Ave N	7/28/03
40	<i>Paul Smilanich</i>	BEVERLY SMILANICH	15738 PALATINE N	7/28/03
41	<i>Montie Sowast</i>	Montie Sowast	203 N. 160	7/28/03
42	<i>Michelle Sowast</i>	Michelle Sowast	203 N 160th	7-28-03
43	<i>Gerard Graminski</i>	Gerard Graminski	15733 Palatine Ave N	7-28-03
44	<i>Robert Schulgen</i>	Robert Schulgen	15727 Palatine N	7-28-03
45	<i>Robert Schulgen</i>	Robert Schulgen	15727 Palatine Ave N	7/28-03
46	<i>Pat Krinke</i>	Pat Krinke	15720 Palatine	8-5-03
47	<i>Kay Sisval</i>	Kay Sisval	10911 SW	8/5/03
48	<i>Cynthia L. DeVine</i>	Cynthia L. DeVine	15722 2nd Ave NW	8/5/03
49	<i>Marion B Jones</i>	MARION B JONES	15909-1st NW	8/5/03
50	<i>Janet Way</i>	Janet Way	940 NE 147th	8/5/03







**1. A Highland Terrace Neighborhood citizens petition to stop the proposed construction of a traffic "By-Pass" from N.W. Innis Arden Way to 160<sup>th</sup> street N.**

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	SIGNATURE	PRINT NAME	ADDRESS	DATE
64	<i>Robert Buyta</i>	Robert Buyta	15703 1st Avenue NW	7-28-03
65	<i>Carol Stuckland</i>	Carol Stuckland	15704-1st Ave NW	7-28-03
66	<i>Tyler Sinkingis</i>	Tyler Sinkingis	15709-1st Avenue NW	7-28-03
67	<i>Robert Smith II</i>	Robert Smith II	15709-1st Avenue NW	7-28-03
68	<i>Benjamin P. Shury</i>	Benjamin P. Shury	15711 12th NW	7/28/03
69	<i>Victoria Thompson</i>	Victoria Thompson	15734 1st Ave NW	7-28-03
70	<i>Eric Selous</i>	Eric Selous	15617 1st Avenue NW	7-28-03
71	<i>Erin Van...</i>	Erin Van...	15710 1st Avenue NW	7-28-03
72	<i>Patricia McInnis</i>	Patricia McInnis	15740 1st NW	7-28-03
73	<i>Pitt Kurland</i>	Pitt Kurland	15710 1st NW	7-28-03
74	<i>MARION BROWN</i>	MARION BROWN	15709-1st NW	7-28-03
75	<i>ANDRE CALINE</i>	ANDRE CALINE	15731 1st NW	7-28-03
76	<i>Julia Nielsen</i>	Julia Nielsen	15722-1st Avenue NW	7-28-03
77	<i>Pearl Flickinger</i>	Pearl Flickinger	15704 1st Avenue NW	7-28-03
78	<i>Peter Williams</i>	Peter Williams	233 N 160th St	8/5/03
79	<i>Jean Williams</i>	Jean Williams	"	"

**RESPONSE TO COMMENTS FROM HIGHLAND TERRACE ELEMENTARY  
NEIGHBORHOOD BLOCKWATCH**  
(Letter #5)

**Comment 1**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Michele Sarlitto**

---

**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Wednesday, August 06, 2003 8:26 AM  
**To:** InnisArdenBoard@aol.com; jyu@ctc.edu; bbrandt@shore.ctc.edu  
**Cc:** botham@serv.net; Barblizb@aol.com; SkyGeek@aol.com; Crows4U@aol.com; cking217@attbi.com; mloper@ctc.edu; plukevich@attbi.com; mackers.five@gte.net; bonniemackey@attbi.com; richard.matthews@hklaw.com; VANGELLIS@aol.com; Council@ci.shoreline.wa.us; CMO@ci.shoreline.wa.us; pltripple@hotmail.com; jeh.cpa@verizon.net; csolle@earthlink.net; azs13@comcast.net; jacobsmichaell@qwest.net; kmtaber1@attbi.com; d.fosmire@comcast.net; r.lowell@verizon.net; loyslamb@webtv.net; Michele Sarlitto; Terry McCann  
**Subject:** Re: SCC Masterplan & draft EIS

Dear Mr. Rasch,

I apologize for the oversight in not providing you with a copy of the CD. I assumed that this had been taken care of and was not aware that a CD had not been mailed out.

Thank you also for your comments that will be forwarded to our consultants at Huckell Weinman (via this email) and that will be made part of the public record of the EIS submitted to the City of Shoreline.

Sincerely,

--  
Judy Yu  
Director of Communications  
Shoreline Community College  
(206) 546-4634

**From:** InnisArdenBoard@aol.com

**Date:** Wed, 6 Aug 2003 11:02:32 EDT  
**To:** jyu@ctc.edu, bbrandt@shore.ctc.edu  
**Cc:** botham@serv.net, Barblizb@aol.com, SkyGeek@aol.com, Crows4U@aol.com, cking217@attbi.com, mloper@ctc.edu, plukevich@attbi.com, mackers.five@gte.net, bonniemackey@attbi.com, richard.matthews@hklaw.com, VANGELLIS@aol.com, Council@ci.shoreline.wa.us, CMO@ci.shoreline.wa.us, pltripple@hotmail.com, jeh.cpa@verizon.net, csolle@earthlink.net, azs13@comcast.net, jacobsmichaell@qwest.net, kmtaber1@attbi.com, d.fosmire@comcast.net, r.lowell@verizon.net, loyslamb@webtv.net  
**Subject:** SCC Masterplan & draft EIS

Dear Ms. Yu:

First, I would like to say that I am very disappointed. About six weeks ago, I sent you a e-mail and requested a copy of the master plan on CD. You wrote back and told me that either you or the firm which put the plan together, would mail me a copy. I never received a copy of the plan. I have since acquired information regarding the plan from other sources. However, I am disappointed that you did not follow through on your promise. I hope that this is not how Shoreline Community College plans to deal with the surrounding neighborhoods during this proposed development.

Secondly, our community is very concerned that the plan which was developed failed to look at the impact

**Page 2**2  
cont'd

the increased traffic will have on our neighborhood. For years, residents of our community who live on Innis Arden Way and 10th NW and those who live on the collector arterial (which runs along NW 167th to 15th NW to 14th NW to Springdale Court to NW 188th to 15th NW exiting to Richmond Beach Road) have complained about the increase in traffic and more importantly the increase in vehicles speeding along these routes when Shoreline Community College is in session. Those people who live along 10th NW are especially impacted when college is in session because many student exit north on Innis Arden Way and use 10th NW to cut over to Carlyle Hall Road, Dayton Avenue and Greenwood Avenue. Other Innis Arden residents are concerned because students also use 8th Avenue NW. The Shoreline Community College traffic uses southbound 8th NW to NW 180th, then to 6th NW and down the hill to NW 175th and then along 10th NW to the college via Innis Arden Way NW.

3

Most all of the streets in Innis Arden have a 25 mph speed limit. Studies were done in our neighborhood by the City of Shoreline while Shoreline Community College was in session. The studies indicated that the 85th percentile speed on our streets were in the 32-36 mph range. This is especially dangerous in our community because there are a lot of pedestrians and we do not have sidewalks. In some places, especially on 10th NW, we do not even have shoulders for pedestrians to walk on!

4

The City of Shoreline has recognized that the speeding in and through our neighborhood is a dangerous situation. They have been working with us to alleviate and/or calm this problem. However, the solutions we have discussed did not anticipate the increased traffic that will occur if SCC increases its student body and consequently the traffic associated therewith.

5

Your draft EIS has not even looked at the potential impact your proposed project will have on our community of five hundred and forty families. Some of your mitigation plans call for routing more traffic onto Innis Arden Way. Yet your study fails to take into account the impact this will have on the collector arterial route which exits north to Richmond Beach Road or east onto 10th NW. Does the college think that students will not use these routes? Why has the firm which drafted the EIS ignored the impact this proposed project will have on the Innis Arden community? The increased traffic will not only effect the noise and traffic in our community, but it will negatively effect the safety of pedestrians walking through our community.

6

Additionally, the proposal calls for building a soccer field, baseball field and amphitheater that will be lighted up to 10 PM. Some of the long time Innis Arden resident have stated that when the college was originally planned and built, there was an agreement with Innis Arden that this would not occur. I did not see an analysis of the impact of noise and light would have on the residents on 10th NW in the report. Can you imagine living on a relatively quiet street (when school is not in session) and then all of a sudden having a baseball field, soccer field and amphitheater with lighting being built practically in your backyard? And then on top of that having to deal with the noise and lighting until 10 PM at night!?

7

Because of the deficiencies in the draft EIS, because the report does not even consider the impact this proposed project will have on the five hundred forty families in Innis Arden, we are opposed to this project at this time.

Michael J. Rasch  
President  
Innis Arden Club, Inc.  
PO Box 7222  
Shoreline, WA 98133

**RESPONSE TO COMMENTS FROM INNIS ARDEN CLUB, INC.**  
**(Letter #6)**

**Comment 1**

We apologize for not providing you the CD of the *Concept Master Plan* when you had requested it.

**Comment 2**

Transportation has been identified as a *Key Issue* in *Section IV* of this FEIS and the revised *Transportation, Circulation and Parking* analysis, which was developed jointly by the College, the City, School District and the community is included in *Section III* of this FEIS.

**Comment 3**

The comment is noted. Please refer to the revised *Transportation, Circulation and Parking* analysis in *Section III* of this FEIS.

**Comment 4**

The concern is noted. Please refer to the revised *Transportation, Circulation and Parking* analysis.

**Comment 5**

The comment is noted. In response to conversations with the community, the previous plan for proposed sports fields and the amphitheater have been removed from the College's *Concept Master Plan*.

**Comment 6**

Your concern is noted. Analysis of noise, light and glare impacts associated with the proposed amphitheater, soccer field and baseball field are contained in the DEIS (pgs. 64-71, and 99 - 104, respectively). As noted previously, in response to conversations with the community, the proposed ballfields and amphitheater are no longer part of the *Preferred Alternative*.

It is anticipated that for most campus development activity, this FEIS will suffice for SEPA compliance. As details of specific development projects are confirmed (e.g., site location, orientation, building height, materials, fenestration, etc.), additional SEPA analysis may be necessary to supplement analysis contained in this FEIS.

**Comment 7**

The comment is noted.

**Michele Sarlitto**  
**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Thursday, August 14, 2003 3:59 PM  
**To:** Michele Sarlitto  
**Subject:** FW: SCC Master Plan DEIS - comment

—Original Message—

**Janet Way** [mailto:janetway@yahoo.com]  
**From:** Janet Way [mailto:janetway@yahoo.com]  
**Sent:** Thursday, August 14, 2003 2:36 PM  
**To:** Brandt, Beverly  
**Subject:** SCC Master Plan DEIS - comment

\*

August 14, 2003

SEPA Responsible Ms. Beverly Jo Brandt  
 Official & EIS Vice President, Administrative Services Contact Person Shoreline Community  
 College 16101 Greenwood Avenue N.  
 Shoreline, WA 98133  
 Telephone: (206) 546-4532  
 Fax: (206) 546-5855  
 e-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Dear Ms. Brandt:

I wish to make a comment on the Shoreline Community College Mater Plan DEIS. I request that you make me a party of record and keep me posted on all updates, drafts and meetings proposed on the status of the plan.

1

I know that a great deal of work has gone into this document to date with the help of the community, however I do have some important concerns. I am very concerned about the general loss of habitat throughout the Shoreline and Puget Sound Area.

I disagree that there will be no adverse impact to the environment from implementation of this plan. I know that there are many priority species whose habitat will be destroyed or degraded because of the implementation of plan. I know there've been sitings of pileated wood pecker, eagles, raptors and band tail pigeon to name a few in the forested areas and the vicinity. Of course Boeing Creek is habitat for coho salmon and other fish species.

2

i feel that there is not adequate mitigation for the impact to the four acres which will be altered during the ballfields development. I feel that the mitigation offered, while beneficial is NOT a fair trade off for the damage done to the environment. I have serious concerns about the following issues:

3

- hydrological impact of construction, grading and tree loss to Boeing Creek and groundwater
- stormwater detention needed to replace tree cover and "duff" layer on the forest floor which is well known to absorb up to 50% of the rain which falls there
- loss of forest area with "Old-growth

4

Characteristics", including underbrush which provides significant habitat to dozens of important species.

5

- 5  
cont'd
- loss of other tree habitat for owls and other forest dwelling bird species
  - loss of rare plant communities and unique "Heritage Trees"

• steep slopes which may be impacted by erosion.  
(note: there is a serious history of landslides in this area. Hidden Lake has been degraded in the past by erosion events. This issue should be studied in depth by engineering experts and hydrologists)

6  
Also, I'm seriously concerned about the aesthetic and habitat impact due to the loss of up to 40 trees on the rest of the campus which is forecast by the plan. Some of these trees are of significant age and size including 16 "landmark trees", that they should be saved in some way. Perhaps some could be moved to another location if done in the proper way. I'd recommend that the City require a certified arborist to review the plan and the condition of the trees.

7  
I think there are some positive aspects to the plan such as the proposal to restore some natural habitat area to the "Greenwood Parking Area". I also applaud the concept of using Green Building Practices and I hope they will be employed at the Gold or Silver Standard.

8  
I'm also concerned about the potential impact of traffic to the surrounding community. I agree that the new roads proposed may have a serious impact to the neighborhoods.

Thank you for this opportunity to comment on the Master Plan EIS.

Respectfully Submitted,

Janet Way, President  
Paramount Park Neighborhood Group  
940 NE 147<sup>th</sup> St.  
Shoreline, WA 98155

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<http://sitebuilder.yahoo.com>

**RESPONSE TO COMMENTS FROM PARAMOUNT PARK NEIGHBORHOOD  
GROUP  
(Letter #7)**

**Comment 1**

You have been added to our Distribution List (FEIS, *Appendix A*) and, as such, will be notified of the availability of the FEIS. Your name has also been included on the College's list of concerned citizens.

**Comment 2**

The DEIS does not indicate that there would be "no adverse impact" relative to wildlife habitat. Rather the DEIS on pgs. 43 – 60 describe the affected environment (plant and animal) as well as the potential impacts of the proposed development. The species that you noted (e.g., pileated woodpecker, bald eagle, etc.) are noted in analysis as having been observed.

**Comment 3**

The comment is noted.

**Comment 4**

The concern is noted and these issues are discussed in the DEIS.

**Comment 5**

The concern is noted and discussed in the DEIS.

**Comment 6**

This issue is noted and discussed in the DEIS. At this point in the master planning process it is not possible to determine with a high degree of certainty exactly how many trees may be affected by development that is proposed to occur throughout the life of the proposed *Concept Master Plan*. As noted previously, site-specific development proposals would be subject to the City's permit process.

**Comment 7**

Removal of a portion of the Greenwood Parking Area would provide increased wildlife habitat. Governor Gregoire signed into law ESSB 5509 (effective date 6/24/2005), which directs public buildings to be designed and built to LEED standards.

**Comment 8**

As noted previously, traffic and parking have been identified as a *Key Issue* in *Section IV* of this FEIS and the revised *Transportation, Circulation and Parking* analysis is included in *Section III* of this FEIS.





August 14, 2003

SEPA Responsible Ms. Beverly Jo Brandt  
Official & EIS Vice President, Administrative Services  
Contact Person Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
Telephone: (206) 546-4532  
Fax: (206) 546-5855  
e-mail: bbrandt@shore.ctc.edu

Dear Ms. Brandt:

I wish to make a comment on the Shoreline Community College Mater Plan DEIS. I request that you make me a party of record and keep me posted on all updates, drafts and meetings proposed on the status of the plan.

1

I know that a great deal of work has gone into this document to date with the help of the community, however I do have some important concerns. I am very concerned about the general loss of habitat throughout the Shoreline and Puget Sound Area.

I disagree that there will be no adverse impact to the environment from implementation of this plan. I know that there are many priority species whose habitat will be destroyed or degraded because because of the implementation of this plan. I know there've been sitings of pileated wood pecker, eagles, raptors and band tail pigeon to name a few in the forested areas and the vicinity. Of course Boeing Creek is habitat for coho salmon and other fish species.

2

I feel that there is not adequate mitigation for the impact to the four acres which will be altered during the ballfields development. I feel that the mitigation offered, while beneficial is NOT a fair trade off for the damage done to the environment. I have serious concerns about the following issues:

3

- hydrological impact of construction, grading and tree loss to Boeing Creek and groundwater

4

- stormwater detention needed to replace tree cover and "duff" layer on the forest floor which is well known to absorb up to 50% of the rain which falls there

5

## Letter #8

Page 2

- 6 |       • loss of forest area with "Old-growth Characteristics", including underbrush  
7 |       which provides significant habitat to dozens of important species.  
8 |       • loss of other tree habitat for owls and other forest dwelling bird species  
9 |       • loss of rare plant communities and unique "Heritage Trees"  
   |       • steep slopes which may be impacted by erosion.  
   |       (note: there is a serious history of landslides in this area. Hidden Lake has been  
   |       degraded in the past by erosion events. This issue should be studied in depth by  
   |       engineering experts and hydrologists)

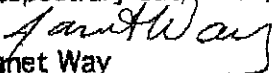
10 |       Also, I'm seriously concerned about the aesthetic and habitat impact due to the loss  
   |       of up to 40 trees on the rest of the campus which is forecast by the plan. Some of  
   |       these trees are of significant age and size including 16 "landmark trees", that they  
   |       should be saved in some way. Perhaps some could be moved to another location if  
   |       done in the proper way. I'd recommend that the City require a *certified arborist* to  
   |       review the plan and the condition of the trees.

11 |       I think there are some positive aspects to the plan such as the proposal to restore  
   |       some natural habitat area to the "Greenwood Parking Area". I also applaud the  
   |       concept of using *Green Building Practices* and I hope they will be employed at the *Gold*  
   |       or *Silver Standard*.

12 |       I'm also concerned about the potential impact of traffic to the surrounding  
   |       community. I agree that the new roads proposed may have a serious impact to the  
   |       neighborhoods.

Thank you for this opportunity to comment on the Master Plan EIS.

Respectfully Submitted,



Janet Way

Paramount Park Neighborhood Group

940 NE 147th St.

Shoreline, WA 98155

**RESPONSE TO COMMENTS FROM PARAMOUNT PARK NEIGHBORHOOD  
GROUP  
(Letter #8)**

**Comment 1**

Refer to the Response to Comment #1, Letter #7.

**Comment 2**

Refer to the Response to Comment #2, Letter #7.

**Comment 3**

Refer to the Response to Comment #3, Letter #7.

**Comment 4**

Refer to the Response to Comment #4, Letter #7.

**Comment 5**

Refer to the Response to Comment #5, Letter #7.

**Comment 6**

Refer to the Response to Comment #6, Letter #7.

**Comment 7**

Refer to the Response to Comment #7, Letter #7.

**Comment 8**

Refer to the Response to Comment #8, Letter #7.

August 7, 2003

Ms. Beverly Jo Brandt  
Vice President, Administrative Services  
Shoreline Community College  
16101 Greenwood Ave. N.  
Shoreline, WA 98133

Subject: Shoreline Community College Master Plan and Draft Environmental Impact Statement

cc. Tim Stewart, City of Shoreline Planning and Development Services Director  
City of Shoreline City Council Members: Scott Jepsen, mayor; Kevin Grossman, deputy  
mayor; John Chang, Rich Gustafson, Ron Hansen, Linda Montgomery,  
Bob Ransom

Dear Ms. Brandt:

This letter is submitted by the Board of Directors of the Shorewood Hills Homeowners Association representing 107 lot owners of Shorewood Hills, the residential community directly south of Shoreline Community College (SCC). We are responding to your invitation to comment on the SCC Master Plan and related Draft Environmental Impact Statement.

During recent years, campus population growth has increasingly impacted the community in a negative way. The college is built in a residential zoned area. The college was initially envisioned for 2500 FTE students. It now services approximately 8500 total students and is projected to grow by 19 percent during the next 10-15 years. Past growth has been accompanied by major traffic, parking, and environmental problems for the neighborhoods in the college vicinity. We believe the proposed Master Plan will only contribute to more serious problems in the future.

In this letter we will address a number of areas of concern in the Master Plan and DEIS. However, our concerns are not necessarily limited to the ones we address here. We also will make some alternative suggestions for your consideration.

#### **TRAFFIC**

**The most serious traffic problems are associated with the Innis Arden Way (IAW), N.160th, and Greenwood Ave. intersection.** These problems occur from early morning and through midday and early afternoon at every class change time. Congestion is again a problem in the evening hours (roughly 5-6 p.m.) when people are returning from work.

At class change time throughout the day with current college population it often takes up to 15-20 minutes to travel east from Shorewood Hills I or II on Innis Arden Way to the intersection at

2 | Greenwood/N160th. The traffic study quoted in the DEIS is considerably off the mark when it  
cont'd | states that traffic pauses are measured in seconds. These seconds at the intersection are after the  
15-20 minute stop-and-go progression east on Innis Arden Way!

3 | The DEIS projects 1800 daily new vehicle trips to transport the projected 19 percent increase in  
4 | student population under the Master Plan and a total of 2865 daily trips (p. S-16). (The local  
5 | newspaper stated 4000.) The DEIS indicates that there will be an increase in traffic on Innis  
Arden Way of 39 percent. This increase is totally unacceptable on a residential area street and  
will only make exit times from our neighborhoods frustratingly longer.

6 | **We are gratified to learn in a letter from Holly Moore, college president, that, following  
the community meeting on July 29, the college is recommending that the proposed traffic  
revision at the intersection of Innis Arden Way/Greenwood/160th be rejected and that  
other alternatives to the traffic issues be developed. We welcome the president's  
recommendation that alternatives be developed in collaboration with the community, the  
City of Shoreline and the Shoreline School District. We would request that our  
Shorewood Hills Homeowners Association be included in that collaborative process.**

7 | We recommend that a "smart" signal (red/yellow/green signal sensitive to traffic volumes) be  
installed at this difficult intersection. Another option would be to have a full signal during peak  
hours and a flashing red in four directions at non-peak hours. We note that when the college has  
personnel at the intersection the first week of each quarter, traffic flows much more quickly. A  
traffic signal would accomplish the same thing. But we need it more than one week a quarter.

8 | Another recommendation is to change the main entrance/exit from the college, moving it to the  
current Greenwood entrance between 160th and Carlyle Hall Road, or to the the corner of Carlyle  
Hall Road and Greenwood or to Carlyle Hall Road. These proposals go along with with our  
recommendation under **PARKING**.

9 | **Another concern we have is the proposed opening of an entry-only road into campus from  
Innis Arden Way just west of 6th Ave. NW. Did anyone look at that proposed entry before  
they drew it on a map? It could not be in a more dangerous place. It is located over a crest of the  
hill (coming from the east on Innis Arden Way) and on a curve. Those of us who have to make  
turns onto 6th Ave. N.W. know how short the sight distances are on that hill/curve. In addition,  
cars coming up the hill from the west and turning left into that entry would be stopped on the  
curve waiting to make their turns across traffic and would have limited sight distance to make safe  
left turns. In snow/ice conditions that hill is often impossible to navigate safely. A turn-in on  
that hill would be extremely unsafe. We urge you to not open that new road at all.**

It appears on the Master Plan that that road would be opened to provide a more direct route to  
the proposed parking garage as well as access to the proposed amphitheater, baseball and soccer  
fields. We address these items in sections of our letter that follow

**PARKING**

The proposed on-campus parking garage draws more vehicles into the area where traffic problems already exist. The Master Plan proposes a parking garage in an area of natural habitat and "deep" into the campus on the northwest corner. We suggest that the parking garage be built off-campus, possibly near or in the Sears/DOT building area. Students then could be shuttled to campus on regularly running small shuttle buses, or they could walk. On-campus parking would be limited to visitor, faculty, disabled, and carpool parking. This solution would eliminate a great deal of traffic from all streets adjacent to the college and would eliminate the problems of on-street parking in the adjacent neighborhoods. Capitalize on the Aurora improvement projects and determine if there are any city funds for a garage-sharing project.

10

11

If the garage were to be developed off-campus it would be feasible to move the main campus entrance/exit to a more direct location such as the the existing one on the east side of campus on Greenwood Ave. or off of Carlyle Hall Road or off of Greenwood at Carlyle Hall Road. These alternative entrances would work since there would be decreased traffic entering and leaving campus.

12

**OTHER FACILITIES AT ALTERNATE LOCATIONS**

Along with building the parking garage off-campus, we also propose that some of your programs be moved to areas closer to Aurora. One suggestion is to move the automotive program down to Aurora Avenue. Perhaps there are other self-contained programs that could be moved to areas closer to that convenient transit corridor. Moving some of the programs closer to Aurora businesses might add to business opportunities in Shoreline with students using commercial/business services on the Aurora corridor. Has the college looked into acquiring the DOT building on Dayton Ave. as a possible program location site?

13

**AMPHITHEATER, BASEBALL AND SOCCER FIELDS**

We are opposed to the building of the amphitheater, baseball and soccer fields, the field support house and amphitheater parking as proposed in the Master Plan. A new baseball field has recently been completed in Shoreview Park, joining existing softball and soccer fields there. We do not need additional fields in our neighborhood. The noise from the proposed ball fields and amphitheater would carry very clearly from the campus into our neighborhoods. The Plan calls for the fields to be lighted at night and possible use until 10 or 11 p.m. That light pollution and noise until late night hours is not acceptable. The additional traffic generated by the three proposed sports/entertainment venues possibly seven days/nights a week also is not acceptable.

14

15

It is disturbing that the proposed parking garage and the proposed sports fields and amphitheater development would cause permanent loss of a high quality habitat, possibly the highest quality habitat on campus. According to the DEIS, 4.1 acres of mature forest would be removed--a forest that contains trees that meet the classification of "Significant Trees" and of "Landmark Trees" (DEIS, p.53), a part of an area classified as "Urban Natural Open Space" under the Washington State Department of Fish and Wildlife's Priority Habitats and Species Program

16

(DEIS, p. 54).

17 | We urge you not to build any structures or fields in this area and instead restore the present parking area known as "The Pit" on the west side of campus, as a natural habitat, thus expanding the inventory of natural area in Shoreview Park and on the campus.

**SAFETY**

18 | Through many of our concerns voiced in this letter runs a concern about safety. A majority of those safety issues relate to traffic.

18 | Both vehicular and pedestrian safety would be jeopardized as increased traffic is brought into the neighborhood streets. We are concerned about Innis Arden Way, but we are also concerned about the increased traffic at the main intersection of Innis Arden Way/160th/Greenwood Ave., especially because of its impact on elementary school car and pedestrian traffic.

19 | The proposal to open an entry road west of 6th Ave. N.W. on Innis Arden Way raises extreme safety concerns.

20 | Some of our residents have raised the concern about the ability of emergency vehicles to enter and leave the area surrounding the college, especially Shorewood Hills, because of the backups of traffic on Innis Arden Way all during the day. We do not believe this safety issue was addressed in the DEIS.

**SUMMARY**

21 | Shoreline Community College is situated in an R-4 residential area. That coding was in place when the college was originally developed. The college site was selected with its topographic and community limitations. The college Master Plan includes proposals which reach beyond the college perimeter and negatively impact the neighboring communities and the environment.

23 | The following comments have been discussed in the preceding paragraphs:

- 23 | 1. Every effort should be made to reduce the traffic flow to and from the college.
- 24 | 2. A traffic signal should be installed at the intersection of Innis Arden Way/Greenwood Ave./N. 160th.
- 25 | 3. The proposed entry-only road off of Innis Arden Way west of 6th Ave. N.W. should not be opened.
- 26 | 4. There should be no parking garage built on campus. Build it off-campus close to Aurora corridor.
- 27 | 5. Locate some programs off-campus, specifically the automotive program which would be a good fit along Aurora.
- 28 | 6. Do not build the amphitheater, baseball and soccer fields and supporting field house and parking; instead rehabilitate that area into a natural habitat to complement other natural habitats in the park and on campus.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed Robinson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ed Robinson, President,  
Board of Directors, Shorewood Hills Homeowners Association

Michael L. Lealos, Vice President

Mary Griffin, Treasurer

Elizabeth S. Poehlman, Secretary

Chuck Montange, member



**RESPONSE TO COMMENTS FROM SHOREWOOD HILLS HOMEOWNERS  
ASSOCIATION**  
(Letter #9)

**Comment 1**

The comment is noted. Please refer to the discussion of campus enrollment that is contained in *Section IV* of this FEIS.

**Comment 2**

The concern is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 3**

See the revised traffic study for trip generation forecasts.

**Comment 4**

Comment noted. See the revised traffic study for updated traffic forecasts.

**Comment 5**

The comment is noted. Please refer to the revised traffic study in *Section III* of this FEIS.

**Comment 6**

As noted in *Section IV* of this FEIS, the revised *Transportation, Circulation and Parking* analysis was undertaken jointly by the College, the City, School District and the community.

**Comment 7**

See the revised traffic study and associated appendices (on-file with SCC) for an evaluation of intersection alternatives.

**Comment 8**

The comment is noted, however, the College does not plan on changing the main vehicular entrance to SCC.

**Comment 9**

Under the Preferred Alternative discussed in this FEIS, the proposed access on Innis Arden Way would not be re-opened.

### **Comment 10**

The comment is noted. As indicated in the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS, the College already maintains a satellite parking facility with frequent shuttle service to the campus. It is proposed that this be maintained and more strongly encouraged, together with transit service and alternative means of accessing the campus.

Under the *Preferred Alternative* presented in this FEIS, the proposed new parking structure would not be constructed.

### **Comment 11**

The comment is noted and will be discussed with the City.

### **Comment 12**

The revised traffic analysis discusses the existing and forecasted distribution of campus trips between the existing and proposed accesses. The *Concept Master Plan* does not include improvements to the existing Greenwood access. If this access were to become a primary entrance, the internal circulation road would have to be realigned and widened to accommodate increased traffic volumes. The location of existing buildings and existing grades would make this a very costly endeavor. In addition, the access is distant from existing and proposed parking supplies and would require vehicles to circulate on-campus and increase the probability of conflicts between vehicles and pedestrians. Improvements to the Greenwood access, as suggested, could result in significant environmental impacts relative to existing plant and related animal habitats on-campus, as well as impacts to Boeing Creek.

### **Comment 13**

Refer to the discussion of alternatives contained in *Section IV* of this FEIS.

A key consideration of the College, the City and the community would be to lessen the number of vehicular trips generated by students, faculty and staff. If a student, faculty and/or staff member was to spend their entire campus time at an off-campus location, this recommendation could work. However, seldom is that the case. Students take a broad range of classes, perform research at the library, meet with instructors, and interact with other students. As such, this would result in an increased number of vehicular trips between the off-campus location and the main campus.

### **Comment 14**

The comment is noted. Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

### **Comment 15**

The comment is noted. Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 16**

Your concern is noted. Plant and animal habitats are discussed in the DEIS on pgs. 43 – 60 in terms of existing conditions, environmental impacts and mitigation measures.

**Comment 17**

The comment is noted.

**Comment 18**

There is no substantive data correlating increased traffic volumes with safety deficiencies. The proposed alternative improvements would be built to existing standards and be an improvement over existing facilities.

**Comment 19**

The comment is noted. Under the *Preferred Alternative* presented in this FEIS, the proposed access from Innis Arden Way would not be re-opened.

**Comment 20**

Existing roads are wide enough for vehicles to move right and allow emergency vehicles to pass, as the law requires. Comments from the City's Fire Department did not identify emergency vehicle circulation as an issue of concern.

**Comment 21**

Without researching County planning records pertaining to zoning on-site in the mid-1960's and the pattern of surrounding land uses at that time, it is presumed that the statement is correct.

**Comment 22**

The comment is noted. This FEIS, which includes the DEIS, identifies possible environmental impacts that may result from implementation of the *Preferred Alternative*.

**Comment 23**

The comment is noted. Refer to mitigation measures contained in the revised traffic and parking analysis in *Section III* of this FEIS.

**Comment 24**

Refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 25**

The comment is noted.

**Comment 26**

The comment is noted. Whereas the focus of the DEIS (and this FEIS) is to evaluate possible environmental impacts resulting from the *Preferred Alternative*, *Expanded Development Alternative* and the *Modified Development Alternative*, the *Concept Master Plan* provides a much broader discussion concerning existing and proposed campus facilities. As noted in the *Preface* of the DEIS and this FEIS, both documents (*Concept Master Plan* and the EIS) need to be reviewed for a comprehensive understanding of all aspects of the proposed project.

Under the *Preferred Alternative* presented in this FEIS, the proposed new standalone parking structure would not be constructed.

Refer also to the Response to Comment #13 in this comment letter.

**Comment 27**

Refer to the Response to Comment #13 in this comment letter.

**Comment 28**

The comment is noted.

**Michele Sarlitto**

---

**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Wednesday, August 13, 2003 4:27 PM  
**To:** Michele Sarlitto  
**Subject:** FW: Public Comments EIS Master Plan

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

**From:** David Ashmun [mailto:dashmun@seanet.com]  
**Sent:** Tuesday, August 12, 2003 8:04 AM  
**To:** Brandt, Beverly  
**Subject:** Public Comments EIS Master Plan

Ms. Beverly Jo Brandt, VP, Adm. Services – Shoreline CC,

August 12, 2003,

Dear Ms Brandt:

The August 3<sup>rd</sup>, 2003, letter from Holly Moore was met in this household with great relief. We have felt that the present college population plus the recent development of high density residential housing have created more than enough traffic congestion in the neighborhood to date. Major solutions to safe neighborhood traffic flow need to come before more vehicular traffic is added.

1

Having lived through a major water run off problem in our neighborhood, we are deeply concerned with environmental issues and wish to preserve as much natural environment as possible.

2

We would like you to add our names to the count of comments on all issues covered in the August 7<sup>th</sup>, 2003, letter to Ms Beverly Jo Brandt from the Board of Directors of the Shoreline Hills Homeowners Association. We are in full agreement with this entire letter.

3

Respectively yours,

Shoreline Hills Div.1 home owners, 405 NW 163<sup>rd</sup> St.

\_\_\_\_\_  
David S. Ashmun

\_\_\_\_\_  
Susanne D. Ashmun

08/15/2003

**RESPONSE TO COMMENTS FROM DAVID S. ASHMUN and  
SUSANNE D. ASHMUN  
(Letter #10)**

**Comment 1**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

The concern is noted. Stormwater impacts are discussed in the DEIS on pgs. 35 – 42 and plant and animal habitats are discussed on pgs. 43 – 60 of the DEIS. Each environmental parameter is analyzed in terms of existing conditions, environmental impacts, mitigation measures and significant unavoidable impacts.

**Comment 3**

You have been added to our Distribution List (FEIS, *Appendix A*) and, as such, will be notified of the availability of the FEIS. Your name has also been included on the College's list of concerned citizens.

July 29, 2003

Judy Yu  
Director of Communications  
Shoreline Community College  
16101 Greenwood Ave. N.  
Shoreline, WA 98177

RE: Shoreline Community College (SCC) Master Plan Draft EIS  
Concerning the By-Pass Intersection Reconfiguration Proposal See Page 132, Figure 26 in  
the SCC Master Plan Draft EIS

Dear Madam:

The enrollment level at the SCC is imposing traffic conundrums, pedestrian safety, and problems from students parking in our residential neighborhood.

\*I encourage SCC to continue expanding enrollment through internet classes and at satellite facilities, but not to increase the present SCC Campus student population.

As stated on page #4 of the Draft EIS (July 2003): "It was initially envisioned that Shoreline Community College could accommodate 2,500 students". Quoting page #5 of the Draft EIS (July 2003): "Presently, annualized full-time equivalent enrollment at Shoreline Community College is 5,592 students, based on year 2000-2001 data.....Population is typically greatest (8,000-9,000) autumn quarter, midweek ... and late morning...". Student count varies because some students do not carry a Full time Equivalent class load.

It is time to stop increasing the enrollment on this campus. It is more than twice as initially envisioned in 1964. We are suggesting three avenues of action to relieve the increasingly intolerable traffic flow situation at 160<sup>th</sup> and Greenwood Ave. N.

**Concern #1:** The SCC Campus has reached its saturation level of enrollment:

Ever since the college was founded expansion of facilities and enrollments have continually grown. It has reached the point of saturation. Still, SCC proposes to increase its enrollment by 19% over the next decade at this campus.

**Suggestion:** To alleviate and control the overload of traffic on the Highland Terrace Neighborhood residential streets, limit the enrollment at the SCC Campus, 16101 Greenwood Ave. N., Shoreline, WA. to the enrollment count of 2000-2001. Future growth of the SCC to be accommodated at other locations outside the Highland Terrace Neighborhood and other neighborhoods that adjoin the SCC Campus.

**Concern #2.** Concerning the level of service at the intersection of 160th and Greenwood Ave. N.

Citizens who live in the Shorewood Hills housing development have testified at a prior SCC public meeting that when a traffic officer directs traffic at the intersection of 160th and Greenwood Ave. N., the traffic flow is tolerably better.

**Suggestion:** In order to improve traffic flow and safety for pedestrians at 160th & Greenwood Ave. N. a traffic light should be installed. The redeeming value of such a traffic light is to improve the level of service, the safety of elementary school children and citizens using the intersection crosswalks, including the SCC

**Letter #11**

Page 2

students. This installation may necessitate coordinating traffic lights just immediately North of 160th at the inlet and the outlet of N.W. Innis Arden Way where it connects to Greenwood Ave. N.

2  
cont'd

At the present, it is very stressful for a driver to navigate through that intersection especially when pedestrians are present and expecting to use the cross walks. A traffic light is a "controlled" way that virtually everyone using the streets understands.

In the evenings and on weekends the signal lights could be switched to a flashing red light.

**Concern #3.** The proposed "By-pass" of traffic from N.W. Innis Arden Way outlet to 160th Street N.

3

The stop and go traffic decisions at the intersection of 160th and Greenwood Ave. N. would not be improved by the "By-pass" solution. The traffic snarl would be the same as it is now because the only thing that changes is the re-routing of traffic onto a residential street. Drivers will not tolerate the traffic jam that will occur at the by-pass to the intersection of 160th and Greenwood Ave. N. They logically will go to a more open street, i.e. a right turn on 160th toward the Highland Terrace Elementary School.

Then, to make up for the extra distance of getting to Greenwood Ave. N., speed South on residential 1st Ave. N.W. to 155th St. N. meeting an unregulated exit from "The Highlands". Traffic will again back up at 155th and Greenwood Ave. N. Traffic turning North or South onto Greenwood Ave. N. will become a traffic hazard due to the blending of 35 mile an hour traffic traveling on Greenwood Ave. N. In addition anyone at the bus stop just South of 155th N. and Greenwood Ave. N. would be endangered in the event of a traffic collision incident.

The "By-pass" proposal would also necessitate an additional "school crossing guard" for the safety of school children walking to and from school.

**SUMMARY:**

4

1. The enrollment level at the SCC Campus is imposing an "urban-traffic" and "off-campus student parking problem" for the citizens who live in the Highland Terrace Neighborhoods. The time has come to limit enrollment for classes being held at the SCC campus.

5

2. A traffic light will improve the flow of traffic to and from the SCC campus and will improve pedestrian safety. A traffic light will also eliminate the hundreds of stop and go traffic decisions that have to be made by drivers going though the intersection at 160th and Greenwood Ave. N.

6

3. The "by-pass" traffic from the proposed "By-pass outlet street" of N.W. Innis Arden Way to the "residential street", 160th Street N., will further degrade the safety of pedestrians and endanger the school children coming to and leaving the Highland Terrace Elementary School at 160<sup>th</sup> and 1<sup>st</sup>. Ave. N.W. Shoreline, WA 98177. Additionally, foot traffic on 155th. N. will be endangered by the "by-pass" traffic due to the fact that that street has no pedestrian sidewalks.

7

We neighbors of the Highland Terrace Neighborhood are seriously concerned with the safety of the children and families who live in the Highland Terrace Elementary School neighborhood. We are seriously concerned with the continuing degradation of our quality of life and property values as the Shoreline Community College student population increases. We seriously don't want others to be endangered by the overload of traffic coming to and leaving the SCC Campus.

8

The time has come for SCC to expand enrollment in on campus classes in other ways to serve students and to stop the increase of the student population that needs to come to the SCC Campus for classes.

\*I encourage SCC to continue expanding enrollment through internet classes and at satellite facilities, not at the present SCC Campus which is imbedded in a residential neighborhood.

Sincerely yours,  
Robert J. Barta  
15703 1<sup>st</sup> Ave. N.W.  
Shoreline, WA. 98177



**RESPONSE TO COMMENTS FROM ROBERT J. BARTA**  
**(Letter #11)**

**Comment 1**

Please refer to the discussion of an enrollment cap contained in *Section IV* of this FEIS.

Projected growth figures by both the College and the State Board for Community Technical Colleges and Shoreline Community College anticipate an increase in student enrollment of 5-10% over the next 10 years. The college has several distance learning programs and a satellite facility, however not all fields of study can be adequately accommodated by distance learning.

**Comment 2**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 3**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 4**

Please refer to the Response to Comment 1 of this comment letter.

**Comment 5**

Please refer to the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 6**

The bypass is no longer a mitigation measure that is being considered. Please refer to the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 7**

Comment is noted.

**Comment 8**

The comment is noted. Please refer to the Response to Comment 1 of this comment letter.

# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

**Public Comments**

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: Robert J. Barta  
 Address: 15703 1st Ave NW  
Shoreline WA 98177  
 Phone/e-mail: 206-368-3173 bbarta@firestoneteacher.com

**Comments**

Three Concerns

#1. Controlling Limits for On Campus  
 Class Attendance: 1. Go to internet classes  
 2. Go to Satellite classes

#2. A traffic signal for 160th & Greenwood Ave  
 coordinated with a traffic signal  
 at the inlet & outlet of NW Innis Arden Way

#3. Reject the "by-pass" proposed from  
 NW Innis Arden Way to 160th St. North

Thank you for your considerations

Sincerely yours

Robert J. Barta

**RESPONSE TO COMMENTS FROM ROBERT J. BARTA**  
**(Letter #12)**

**Comment 1**

Please refer to the discussion of an enrollment cap contained in *Section IV* of this FEIS.

Projected growth figures by both the College and the State Board for Community Technical Colleges and Shoreline Community College anticipate an increase in student enrollment of 5-10% over the next 10 years. The College has several distance learning programs and a satellite facility, however not all fields of study can be adequately accommodated by distance learning.

**Comment 2**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 3**

As noted, the possible 'by-pass' mitigation alternative that was noted in the DEIS has been dropped. See mitigation contained in the revised traffic analysis for a discussion of intersection alternatives.

# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

**Public Comments**

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

**Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)**

Please use additional pages, if needed. Thank you for your comments!

**Name:** CAROL L. BERNARD  
**Address:** 15558 PALATINE AVE. NORTH  
SHORELINE, WA 98133-5916  
**Phone/e-mail:** (206) 363-9784 coelber.14@juno.com

**Comments**

July 30, 2003: 'Tis the morning after the night before - WOW!!! Am still in a state of shock after attending last night's meeting as re roadway revisions proposed in the Shoreline Community College Campus Master Plan E.I.S.

We moved to the Shoreline area in 1959 at the above address - 44 years ago. Did so primarily due to the great reputation of the Shoreline School District back then. My husband and I were both actively involved in Shoreline community affairs - Little League, Pony League, Shoreline Library Board, PTA Council, etc.- he until his death in 1978 at the age of 49, while jogging at the Shoreline Community College Track.

Twelve years ago, before City of Shoreline was incorporated, King County came up with the same insane, insane proposal for roadway reconfiguration as being proposed now by your E.I.S. Can't begin to count the hours worked and the monies expended that a group of us put forth to defeat this proposal back then but we won the battle so it was all worth while.

Now, up jumps the devil, one more time!!! Could not believe it when your leaders of last night's meeting, Terry McCann and Tim Williams, when asked point blank, acknowledged that they were totally unaware of the situation that we all went through 12 years ago and won the argument with the County. I can only hope and pray that the College, City and School District will cease and desist in their efforts to absolutely destroy our Highland Terrace neighborhood.

Carol L. Bernard  
15558 Palatine Avenue North  
Shoreline, WA 98133-5916

1  
2

**RESPONSE TO COMMENTS FROM CAROL L. BERNARD**  
(Letter #13)

**Comment 1**

The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

Please see the Response to Comment 1 of this comment letter.

Preliminary research by the transportation engineer that was assisting in the *Concept Master Planning* and EIS effort was unable to ascertain the history associated with this intersection; key College staff were not present on-campus 12 years ago, the City did not exist 12 years ago, and a search of King County records was inconclusive.

August 13, 2003

Ms. Beverly Jo Brandt  
Vice President, Administrative Services  
Shoreline Community College  
16101 Greenwood Ave. N.  
Shoreline, WA 98133

Subject: Shoreline Community College Master Plan

Dear Ms. Brandt,

This letter is a response to the Shoreline Community College proposed master plan. We have resided in Shorewood Hills for over eighteen years. During this time, our neighborhood has increasingly been subjected to dangerous and frustrating traffic on Innis Arden Way. We are frequently delayed by the backup that extends down Innis Arden Way to the SCC parking lot lower southwest exit. A fifteen to twenty minute wait is the norm between classes. We often sit idle near the lower exit while cars continue to cut in at the upper (main) exit. Innis Arden Way is the only access available to the 107 families who live in Shorewood Hills Divisions 1 and 2. It is also the street of choice to many more households who live west of us. Wasting time and being late for appointments is bad enough. The thought of an emergency vehicle being stuck in college traffic using precious minutes needed to save the life of a loved one is frightening.

SCC's Master Plan would only make this problem worse by adding more students and their cars to this overburdened neighborhood street. The steep and winding road is often the sight of accidents, (usually cars missing the turns and going off the road), and near misses are a very common occurrence with drivers who carelessly pull in and out of the parking lot without looking both ways first. Placing another parking lot entrance further west down Innis Arden would be very hazardous because the road is much steeper with sharper curves and much less visibility. Cars pulling in and out of a parking lot down there would be much more at risk than at the current entrances.

Because of the traffic situation we are strongly opposed both to the new entrance/exit on Innis Arden Way and to any SCC development that would result in additional traffic on Innis Arden Way. SCC needs to fix the current traffic problems. Some suggestions:

1. Put in a traffic light at the top of Innis Arden for use at prime school hours from morning to afternoon with stop light in use at other times.
2. Stop allowing the use of the main entrance as an exit. Traffic below this exit comes to a halt between classes.
3. Move the main entrance to Greenwood Avenue.
4. Limit on-campus parking to the disabled, faculty, visitor and carpool parking. An off-campus lot could be built closer to Aurora Avenue and students could be shuttled to the campus.

Sincerely,

Nancy Bertson  
515 NW 163<sup>rd</sup>  
Shoreline, WA 98133

**RESPONSE TO COMMENTS FROM NANCY BERTOSON**  
**(Letter #14)**

**Comment 1**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.

**Comment 2**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 3**

The comment is noted. Refer to the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 4**

The *Concept Master Plan* does not include improvements to the existing Greenwood access. If this access were to become a primary entrance, the internal circulation road would have to be realigned and widened to accommodate increased traffic volumes. The location of existing buildings and existing grades would make this a very costly endeavor. In addition, the access is distant from existing and proposed parking supplies and would require vehicles to circulate on-campus and increase the probability of conflicts between vehicles and pedestrians. Improvements to the Greenwood access, as suggested, could result in significant environmental impacts relative to existing plant and related animal habitats on-campus, as well as impacts to Boeing Creek.

**Comment 5**

The City of Shoreline requires the college to provide off-street parking at one space per classroom and one space per five students. Parking-related mitigation contained in *Section III I.* of the DEIS (as well as the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS) notes that preferential parking should be provided for carpooling students and faculty/staff, in addition to reduced parking pass fees. Additional mitigation suggests expanding shuttle service to the off-campus parking site and working with King County-Metro to develop a transit pass and/or pass subsidy for college students, staff and faculty. Please refer to mitigation noted in the revised *Transportation, Circulation and Parking* analysis of *Section III*.

RE: Shoreline Community College Campus Master Plan Public Comments

The plans to revise the N 160<sup>th</sup> / Greenwood Ave N/ Innis Arden Way intersection seem to be just a band aide to fix current traffic congestion. College traffic will still be out of control and will get worse in the future if College growth proposals become a reality. Smart urban planning is what is needed now. Growth is inevitable however, there has to be a limit. The roads as they are can only hold so many cars without major revisions.

Improving this intersection is needed but not as the plan stands now. Faster and more controlled movement of traffic is what is needed. This plan just makes a longer area for students leaving campus to line up to get out. By moving traffic out of the college onto N 160<sup>th</sup> this plan promotes another alternative access route for enterprising students to beat the traffic congestion. Southbound students will have the option to fly down N 160<sup>th</sup> onto 1<sup>st</sup> Ave NW then on to N 155<sup>th</sup> to beat the N 160<sup>th</sup> and Greenwood Ave N intersection traffic congestion. Students parked cars already line the streets of N 160<sup>th</sup>, Palatine Ave N and 1<sup>st</sup> Ave. NW and already use our neighborhood streets to bypass traffic. Focusing improvement on existing major arterials with the smooth and quick flow of traffic around our local neighborhoods is what my neighbors and I would like to see.

Widen the intersection by using some of the southern college greenbelt and maybe a little of the N 160<sup>th</sup> neighborhood buffer triangle if needed. Put in a southbound turn lane on Greenwood Ave N onto N 160<sup>th</sup>. You could move almost twice as many cars through that intersection. Use a censored traffic light to detect the flow volume needs. Smoother faster flow is what is needed. Traffic sprawl is not the answer.

Highland Terrace Elementary School parents use N 155<sup>th</sup> to 1<sup>st</sup> Ave. NW to N 160<sup>th</sup> as a shortcut to avoid the N 160<sup>th</sup> and Greenwood Ave N intersection. You have to watch out for late moms or college students flying down our streets already. Residents of the Highlands also use these streets as a route to and from their back gate. Almost all large trucks and equipment entering the Highlands use the back gate too. The Seattle Golf Club maintenance gate is located at NW 155<sup>th</sup> and 1<sup>st</sup> Ave NW. Dump trucks and trucks with large equipment often park on the N 155<sup>th</sup> and 1<sup>st</sup> Ave NW essentially turning that intersection into a one-lane road. We are already a neighborhood thoroughfare and can handle little more traffic. I can't see why you would encourage more traffic around Highland Terrace Elementary School. The addition of more college traffic could edge our roads up to a dangerous level.

With the intersection revision as it stands, I foresee little traffic improvement, intrusion into local neighborhoods, increased speeding and eventually an accident. When someone gets hurt the bureaucrats will appease the outraged neighborhood with raised curbs next to our sidewalks and traffic islands at our intersections. Our quaint neighborhood will be transformed into an unsightly side street like so many in Seattle. I want our neighborhood to stay the way it is now. No College Traffic Sprawl. Sincerely, Neil Borkowski

15521 1<sup>st</sup> AVE NW, Shoreline, WA 98177 / 206.367.0297 / nrbski@aol.com



**RESPONSE TO COMMENTS FROM NEIL BORKOWSKI**  
**(Letter #15)**

**Comment 1**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

See the revised traffic analysis for a discussion of intersection alternatives.

**Comment 3**

See the revised traffic analysis.

**Comment 4**

As noted, the 'by-pass' mitigation alternative has been dropped. Please see the revised traffic analysis for a discussion of intersection alternatives.

**Comment 5**

The comment is noted.

Ginger Botham  
 16334 Linden Avenue North  
 Shoreline, WA 98133-5620  
[botham@serv.net](mailto:botham@serv.net)  
 206-542-7793  
 July 22, 2003

*Forward to  
 Nicole  
 Wimmer*

RECEIVED  
 JUL 23 2003

SEPA Responsible Official  
 Ms Beverly Jo Brandt  
 Vice President, Administration  
 Shoreline Community College  
 16101 Greenwood Avenue North  
 Shoreline, WA 98133  
[bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)  
 206-546-4532  
 Fax 206-546-5855

Re: DEIS - Shoreline Community College Master Plan

In general the Shoreline Community College Master Plan DEIS is a thoughtful and sensitive plan that protects the character and function of both the college and the community. However, planning for traffic is a problem. In the original master plan, the college avoided traffic problems outside the lot lines of the college, even if the traffic problems were generated or aggravated by the college. **The City of Shoreline (Bob Olander 2/12/03, Andrea Spencer 2/14/03) clearly states that the college must address potential traffic problems and fixes.**

In the DEIS the college (via its consultants) provides traffic data and proposes some fixes to problems identified in public comment to the original master plan.

1. **I dispute the validity of the traffic data at 160-Greenwood-Innis Arden Way based on both traffic numbers collected and time of day. And I dispute how the data has been analyzed; it ignores the a.m. peak and focuses primarily on the p.m. peak traffic. In addition, data for the traffic west of Greenwood on 160<sup>th</sup> is incomplete. I also challenge the proposed 'fix' for 160-Greenwood-Innis Arden.**

Figure 18 following page 106 does not count the large number of cars that use this street (160 W of Greenwood) for backdoor Highlands access/egress, Highland Terrace Elementary and local access/egress. Figure 19 block 10 shows peak P.M. car counts of 47(27 exiting this tiny neighborhood). As the P.M. peak period is AFTER elementary school ends, these 27 exiting cars most likely do not include elementary school traffic. Nor does any of the other Peak PM data. Figure 20 (page 114) shows college off-street parking drops to less than half during Peak P.M. hours; it is reasonable to assume that college on-street parking/access/egress in this area west of Greenwood on 160<sup>th</sup> also drops dramatically during Peak P.M. hours so you are also not counting the college traffic.

*Page 1 of 4*

3 | When you look at Figure 23 (page 120) it is clear that **TWO distinct peak traffic times exist: 7:00 to 9:00 a.m. and 3:00 to 6:00 p.m.** The 7:00 to 9:00 a.m. traffic consists of workforce leaving the neighborhoods, traffic entering/exiting Highland Terrace Elementary, traffic entering Shoreline College. This morning peak traffic has two bottlenecks: entering the college/leaving westerly neighborhoods and entering/exiting Highland Terrace via 160<sup>th</sup> west of Greenwood. **You have not counted the A.M. traffic entering/exiting 160<sup>th</sup> west of Greenwood (or it does not appear in this report) so you do not know how severe this SECOND traffic bottleneck is.** As the roads are currently configured, it is possible to enter/exit Highland Terrace without adding to the other bottleneck of Innis Arden Way.

4 | It is disingenuous to focus only on P.M. peak traffic and ignore A.M. peak traffic in a college master plan when all data demonstrates peak college use is **NOT** during P.M. peak traffic but is during Peak A.M. The college knows that college traffic bottlenecks occur during A.M. hours; during the first week of each quarter the college hires traffic police to 'fix' the bottlenecks in the mornings. (These traffic police function as a 'smart' traffic light; please consider installing a 'smart' traffic light at 160<sup>th</sup> / Greenwood). Any 'fixes' the college proposes **MUST** improve traffic during the A.M. hours because this time period is the traffic bottleneck the college aggravates.

5 | When you analyze the P.M. Peak traffic (figure 19) looking at boxes 3, 9 and 10, it is clear that the P.M. commute does not bottleneck in exactly the same manner that an A.M. commute does. Traffic is predominantly northbound along arterials (not westbound [college] or southbound[jobs]); the next largest traffic is predominantly southbound along arterials or making its way toward those N-S arterials. The smallest portion is homeward or college bound (west).

6 | Figure 26 (traffic circle 'fix') combines two gridlock points, 160 W of Greenwood and Greenwood-Innis Arden Way. If there were no traffic bottleneck at 160 W of Greenwood, then a traffic circle here 'might' possibly minimally improve the intersection of Greenwood-Innis Arden Way. But the cost would be high to the folks west of Greenwood who would have 6,700 ADDITIONAL cars driving on their 25-mph block that abuts Highland Terrace Elementary School. This geographically isolated neighborhood has two exits: 155<sup>th</sup> and 160<sup>th</sup>. **Your 'fix' makes the 160<sup>th</sup> exit unusable to this landlocked neighborhood. Your fix greatly increases the danger to elementary students walking to school.**

7 | Other problems with this 'fix' include restrictive covenants on the land you intend the build a road on, according to neighbors who fought and defeated this proposal 15+ years ago. And your proposal is not a true traffic circle. Two of the four links are one way and two are two  
8 | directional. The west of Greenwood-160<sup>th</sup> link will trigger accidents whenever east or west  
9 | bound 160<sup>th</sup> local traffic intersects with southbound new road 6,700 additional cars intercept. Your traffic circle proposal is very dangerous.

Your DEIS dismisses out of hand the idea of a traffic light at 160<sup>th</sup> and Greenwood as too urban a solution (page 131). Consultants told the task force that neighbors would resent a red traffic light when no traffic was at the intersection (middle of the night). Please note the traffic light one block west at 160<sup>th</sup> and Dayton; this light works well. I am begging you to seriously consider putting in a smart traffic light (light cycles to be triggered by traffic) at 160<sup>th</sup> and Greenwood; police managing traffic the first week of each quarter demonstrate that a 'smart' light will effectively and safely move many cars through this intersection. To further improve this traffic light flow, add a synchronized 'smart' light at the intersection of Greenwood/Innis Arden Way.

10

2. SCC DEIS Table 17 (page 110) has LOS (Level of Service ... A to F) for 1001 PM Peak Intersections. Transportation chapter page 87 (Figure T-1) of Shoreline's Draft Comprehensive Plan (July 11, 1998) has LOS for 1996 (also PM Peak) that shows BETTER current LOS conditions than the SCC DEIS for intersections surrounding Shoreline Community College. I sincerely doubt that traffic conditions in Shoreline have greatly improved between 1998 and 2002. There is a credibility problem here. City of Shoreline's bad LOS require improvement/investment in infrastructure. SCC DEIS better LOS do not require improvement/investment in infrastructure. We need to determine which LOS data is most accurate.

<u>Intersection</u>	<u>'96 City LOS</u>	<u>'02 College LOS</u>
---------------------	---------------------	------------------------

Signalized

Aurora @ 175 <sup>th</sup>	F	E
Dayton @ 160 <sup>th</sup>	C	B
Aurora @ 160 <sup>th</sup>	D	D
Greenwood @ 145 <sup>th</sup>	E	E
Aurora @ 145 <sup>th</sup>	E	D

11

Unsignalized

Greenwood @ Carlyle Hall Rd		C
Dayton/Carlyle/165 <sup>th</sup>		C
Greenwood N SCC Driveway		B
Greenwood S SCC Driveway (Greenwood Place)		B
Innis Arden @W SCC Driveway		B
Innis Arden @ Exit Only SCC Driveway		B
Innis Arden @ Main SCC Driveway		B
Greenwood @ Innis Arden Way		B
Greenwood @ 160 <sup>th</sup>		B

(LOS A = wonderful; LOS F = horrible gridlock)

*Page 3 of 4*

- 12 | 1996 Shoreline population was less than 50,000; 2000 Shoreline population was approximately 53,000. It is reasonable to expect that these traffic intersections surrounding Shoreline Community College have become more heavily used, especially considering the increased enrollment at Shoreline Community College. Instead, SCC DEIS traffic data indicates these intersections have become less heavily used.
- 13 | **My conclusion is that traffic levels in the SCC DEIS have been greatly understated.**

Thank you for listening.

Sincerely,

  
Ginger Betham

cc: Judy Yu  
Paul Haines  
Andrea Spencer

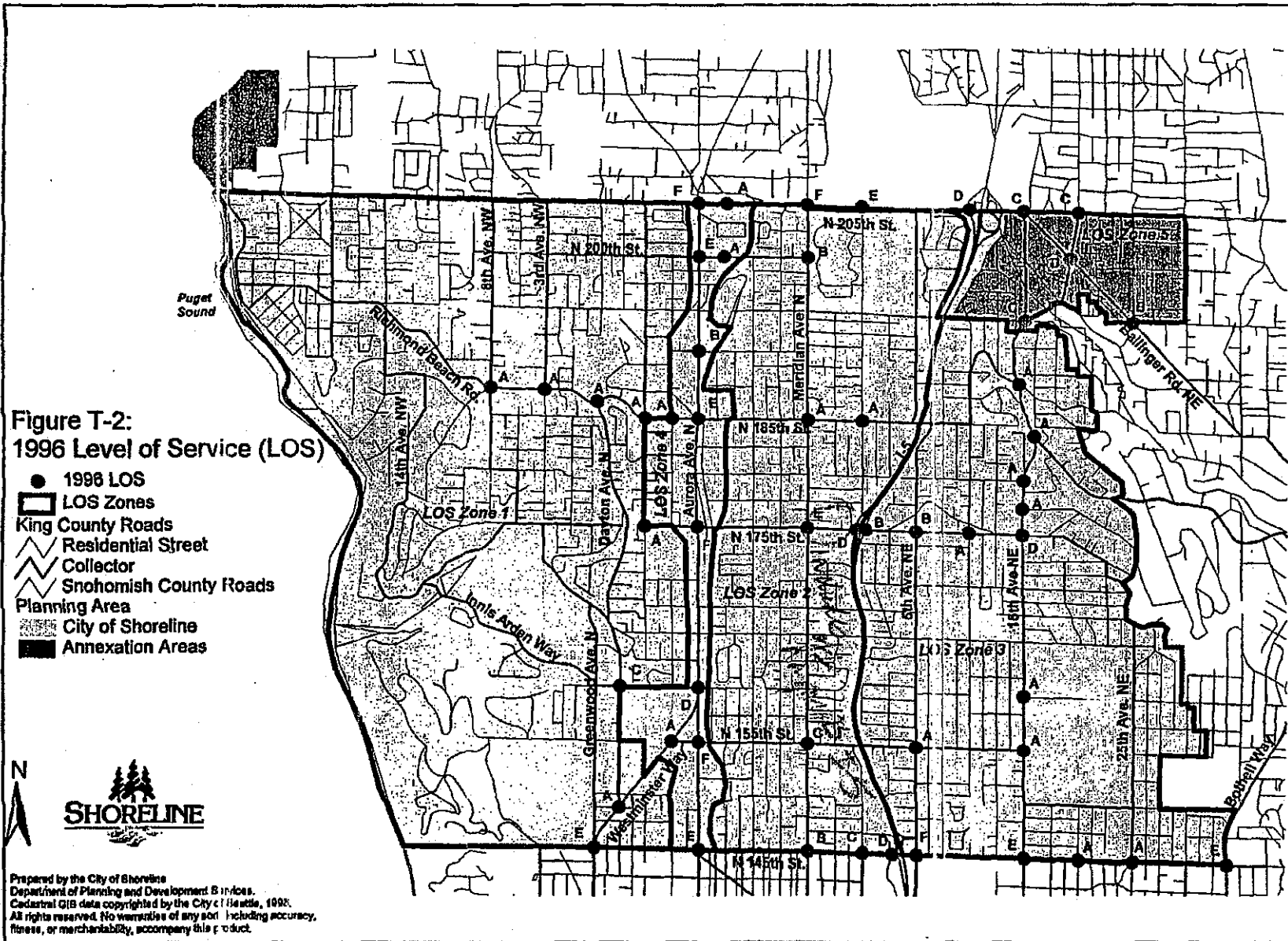


Figure T-2: 1996 Level of Service (LOS)

Figure T-2:  
1996 Level of Service (LOS)

- 1996 LOS
- ▭ LOS Zones
- King County Roads
- ~ Residential Street
- ~ Collector
- ~ Snohomish County Roads
- Planning Area
- City of Shoreline
- Annexation Areas



Prepared by the City of Shoreline  
Department of Planning and Development Services  
Cadastral GIS data copyrighted by the City of Seattle, 1998.  
All rights reserved. No warranties of any sort, including accuracy,  
fitness, or merchantability, accompany this product.

SHORELINE COMPREHENSIVE PLAN-DRAFT- JULY 11, 1998

160% + Annex = D LOS Evening Committee per Kirk McKinley 7/98

intersections, their delay criteria are lower. Control delay at unsignalized intersections include deceleration delay, queue move-up time, stopped delay in waiting for an adequate gap in flows through the intersection, and final acceleration delay.

Levels of service standards in the City of Shoreline are LOS D in Zone 1, West of Aurora Avenue (SR 99) Corridor, and LOS E in Zone 4, Aurora Avenue (SR 99) corridor (Shoreline Municipal Code, Title 20.60.140 Development Code, Adequate streets).

Existing p.m. peak hour levels of service at study intersections are summarized in Table 17. The intersections of Aurora Avenue (SR 99) at N 175<sup>th</sup> Street, and Greenwood Avenue at N 145<sup>th</sup> Street currently operate at LOS E. All other intersections operate at LOS D or better.

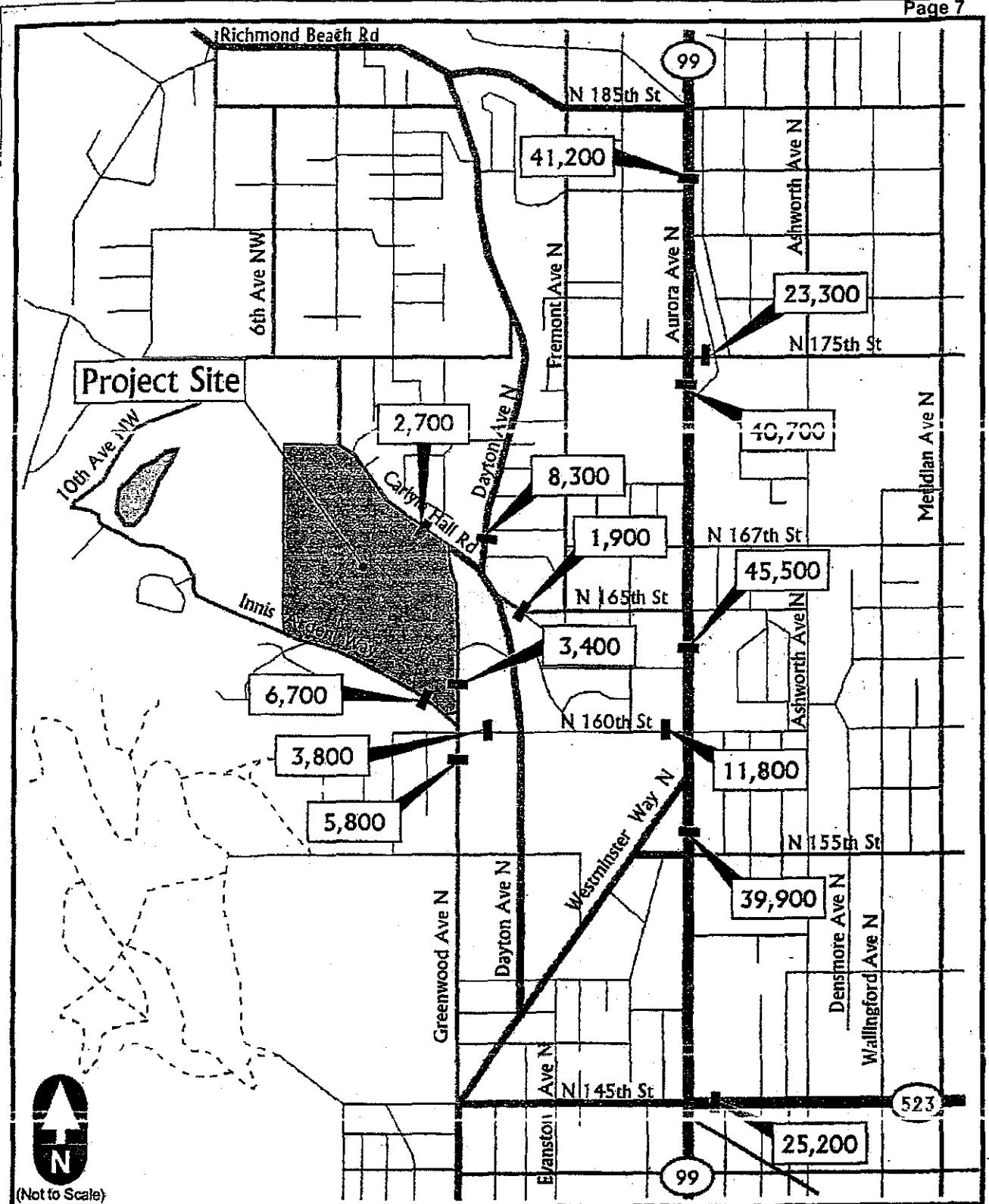
**Table 17**  
**2002 P.M. Peak Intersection Levels of Service**

P.M. Peak Hour Signalized Intersections	Intersection Level of Service	Average Delay (seconds)
SR 99/Aurora Avenue at N 175 <sup>th</sup> Street	E	62
Dayton Avenue at N 160 <sup>th</sup> Street	B	14
SR 99/Aurora Avenue at N 160 <sup>th</sup> Street	D	36
Greenwood Avenue at N 145 <sup>th</sup> Street	E	67
SR 99/Aurora Avenue at N 145 <sup>th</sup> Street	D	49
P.M. Peak Hour Unsignalized Intersections	Intersection Level of Service	Average Delay (seconds)
Greenwood Avenue at Carlyle Hall Road	C	16
Dayton Avenue at Carlyle Hall Road/N 165 <sup>th</sup> Street	C	21
Greenwood Avenue at North Site Driveway	B	12
Greenwood Avenue at South Site Driveway/Greenwood Place	B	12
Innis Arden Way at Western Site Driveway	B	11
Innis Arden Way at Exit Only Site Driveway	B	12
Innis Arden Way at Main Site Driveway	B	14
Greenwood Avenue at Innis Arden Way	B	13
Greenwood Avenue at N 160 <sup>th</sup> Street	B	15

Source: Transportation Engineering Northwest, LLC, 2003.  
LOS A-F - Average LOS for controlled movements (i.e., all stop and yield movements).  
(XX) - Average control delay per vehicle (in seconds).

**Parking Supply and Utilization of Shoreline CC Campus**

A parking utilization and trip generation study was conducted at the Shoreline CC Campus in March 2002 during 2 typical weekday periods to survey existing parking demand by time of day



Source: Transportation Engineering Northwest, 2003



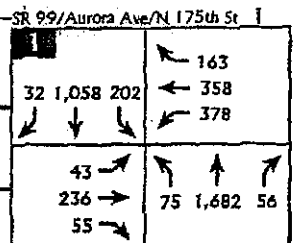
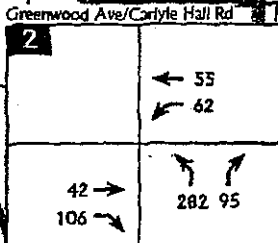
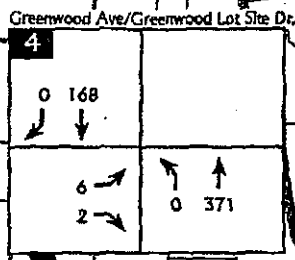
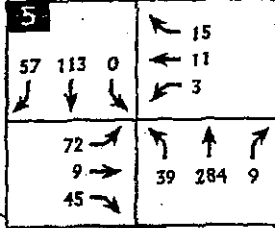
**Shoreline Community  
College Master Plan  
Draft EIS**

**Figure 18**

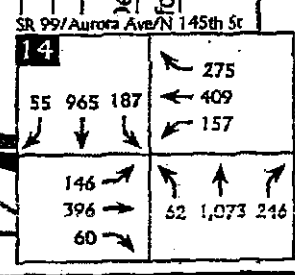
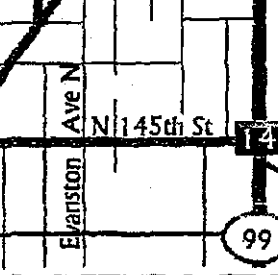
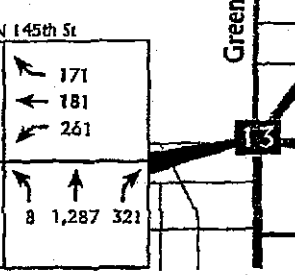
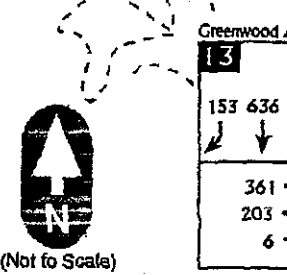
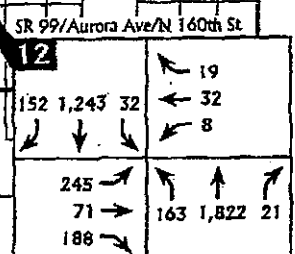
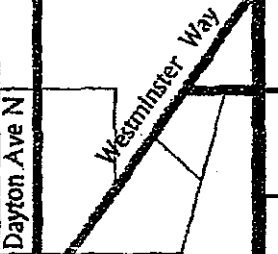
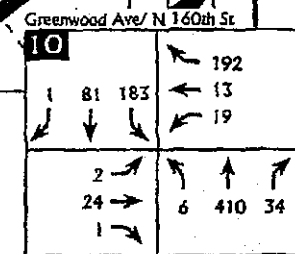
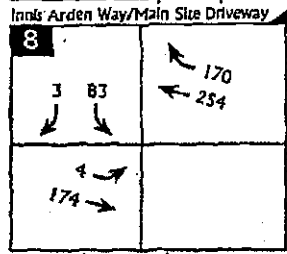
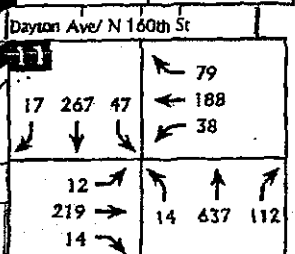
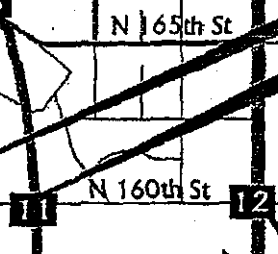
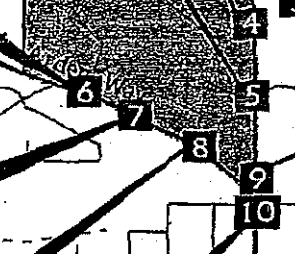
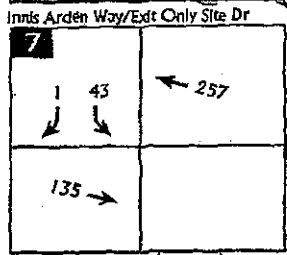
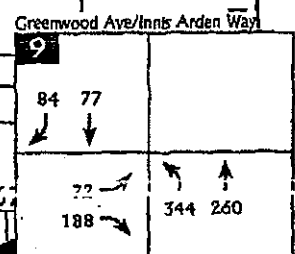
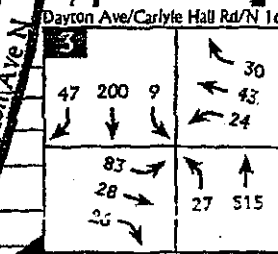
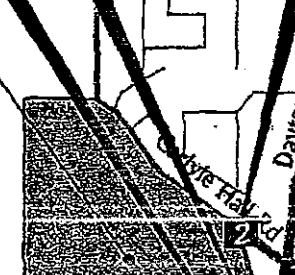
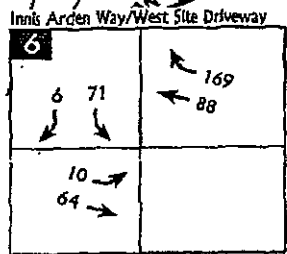
**2002 Average Weekday Daily  
Traffic Volumes**



Greenwood Ave/South Site Driveway



Project Site



(Not to Scale)

Source: Transportation Engineering Northwest, 2003



### Shoreline Community College Master Plan Draft EIS

Figure 19

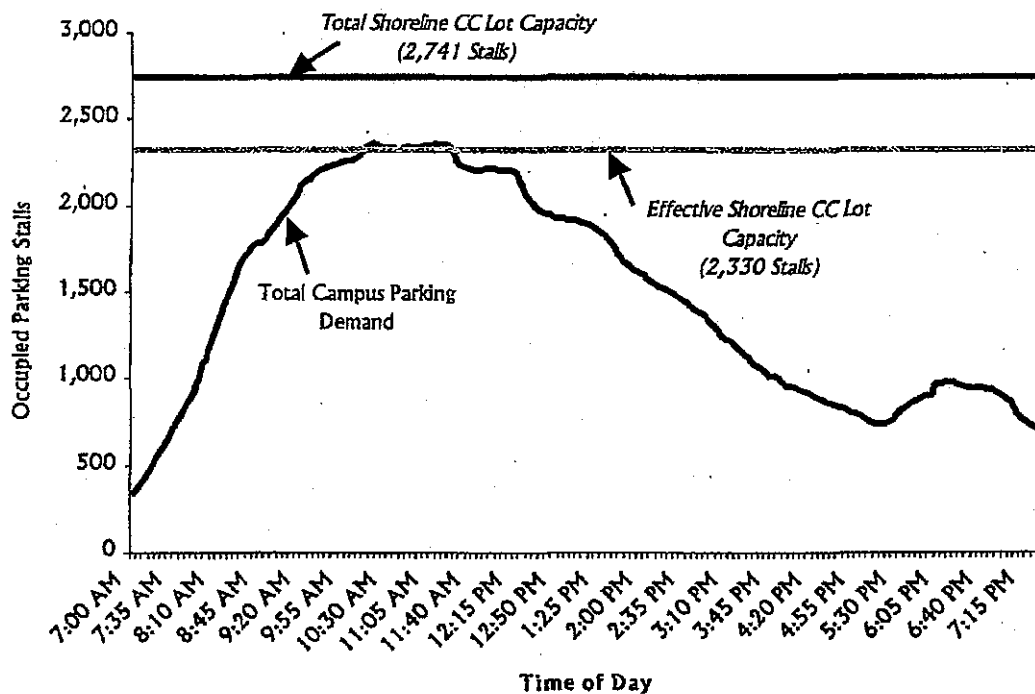
2002 PM Peak Hour Traffic Volumes

- Transit utilization; and
- Walk- and bicycle-trips to and from the site.

Since the parking utilization survey was conducted during the Winter Quarter 2001-2002 academic year, the parking demand was factored by 8 percent to account for Winter Quarter-Fall Quarter variations. Fall Quarter typically represents the highest student enrollment on-campus, and therefore represents the highest annual peak parking conditions.

Figure 20 identifies existing parking demand adjustments during both utilization days with the 8 percent Fall Quarter increase. As shown, a surplus of approximately 377 stalls was observed during peak utilization days.

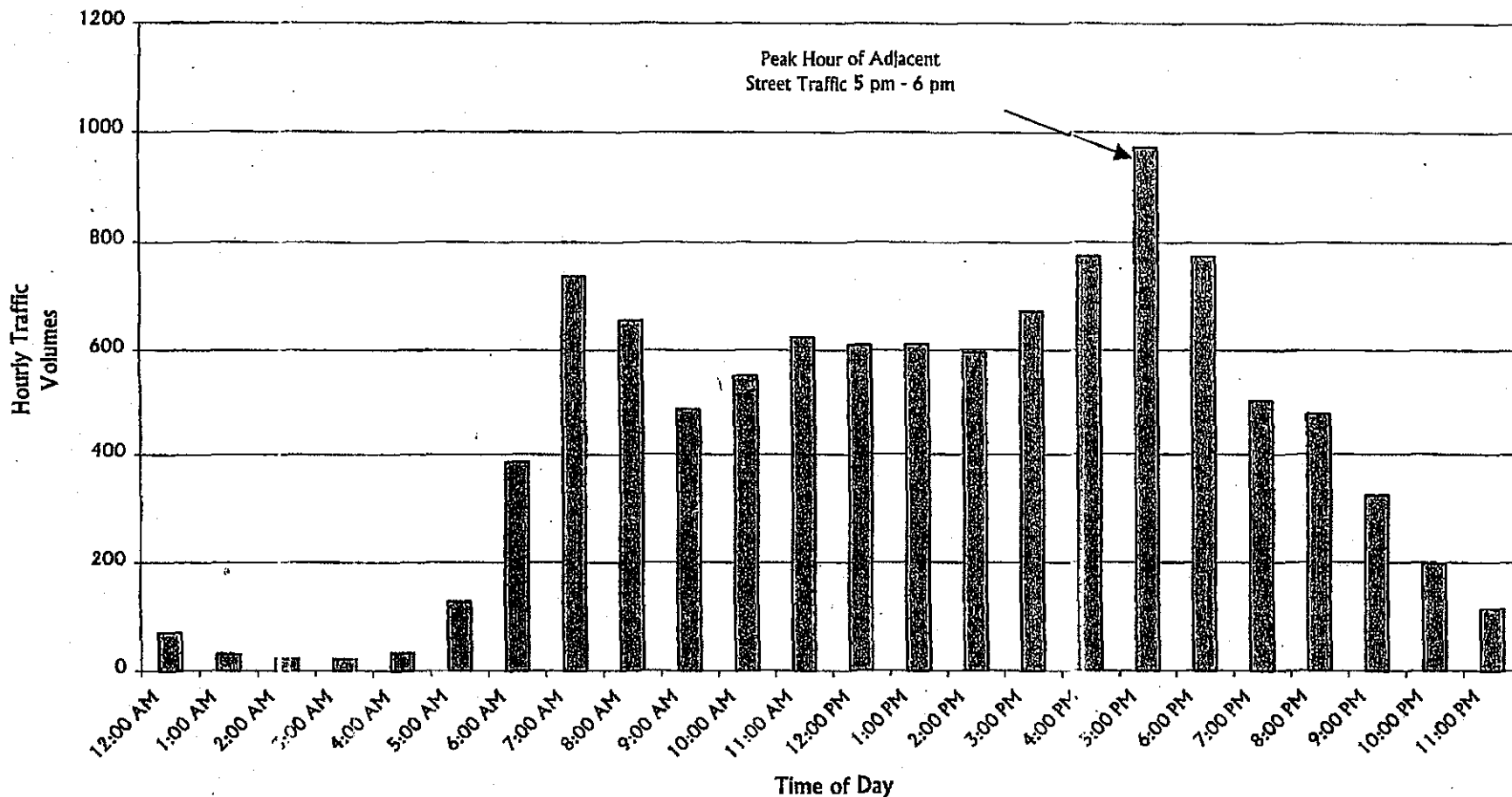
**Figure 20**  
Average Parking Utilization of Off-Street Parking Facilities at Shoreline CC

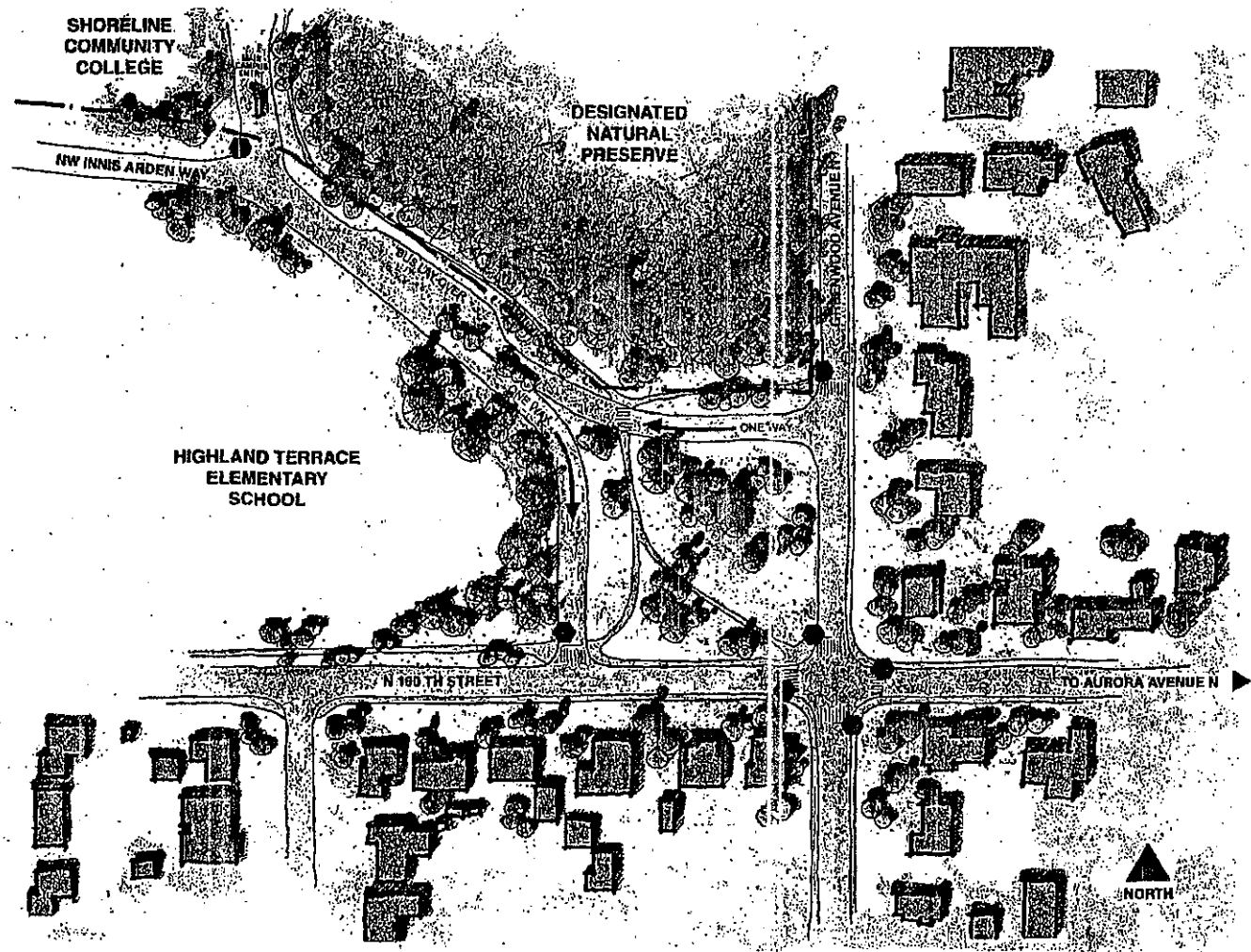


Source: Transportation Engineering Northwest, LLC, 2002.

In general, parking demand is highest during peak times of classes scheduled concurrently. At Shoreline CC, peak loads of scheduled classes typically occur between 9:30 and 12:30 a.m. every weekday. Peak parking utilization rates each survey date of the Campus area occurred at 10:15 a.m. on Tuesday-March 12<sup>th</sup>, 2002, and at 11:15 a.m. on Wednesday- March 13<sup>th</sup>, 2002. This finding is similar to other college and university Campuses as found in the Institute of Transportation Engineer's (ITE) *Parking Generation Manual, 2<sup>nd</sup> Edition*, 1987, indicating that

Figure 23: Peak Traffic Levels of Campus and Adjacent Streets





Source: Transportation Engineering Northwest, 2003

Letter #16  
Page 11

Huckell/Walshman  
Associates, Inc.  
**HWA**

**Shoreline Community College  
Master Plan  
Draft EIS**

**Figure 26**  
**Intersection Reconfiguration of Greenwood Ave/  
N 160th Street/Innis Arden Way Intersection**

**RESPONSE TO COMMENTS FROM GINGER BOTHAM**  
**(Letter #16)**

**Comment 1**

Your concerns regarding traffic are noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

The comment is noted. See the revised traffic study.

**Comment 3**

See the revised traffic analysis for a discussion of AM peak hour traffic volumes.

**Comment 4**

See the revised traffic analysis for a discussion of AM, Midday, and PM peak hour traffic volumes and evaluation of intersection alternatives.

**Comment 5**

The comment is noted. Please see revised traffic study.

**Comment 6**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS and more specifically, the revised *Transportation, Circulation and Parking* analysis that is included in *Section III* of this FEIS.

**Comment 7**

The comment is noted. Please refer to Response to Comment #6 in this comment letter.

**Comment 8**

The comment is noted. Please refer to Response to Comment #6 in this comment letter and see the revised traffic analysis for a discussion of intersection alternatives.

**Comment 9**

The 'by-pass' proposal has been dropped.

**Comment 10**

See the revised traffic analysis for a discussion of intersection alternatives including signalization.

**Comment 11**

Please see the revised traffic analysis for updated LOS findings.

**Comment 12**

See the revised traffic analysis for updated traffic volumes for AM, Midday, and PM peak hour periods.

**Comment 13**

See the revised traffic analysis for updated LOS findings.

**Michele Sarlitto**

**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Saturday, August 16, 2003 8:41 AM  
**To:** Ginger Botham; Michele Sarlitto  
**Subject:** RE: Shoreline Community College DEIS comment letter

Thanks Ginger. I am forwarding them.

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

**From:** Ginger Botham [mailto:foxdusty@yahoo.com]

**Sent:** Thursday, August 14, 2003 9:05 PM  
**To:** Brandt, Beverly; Robin Hohl2; Robin Hohl  
**Subject:** Shoreline Community College DEIS comment letter

Ginger Botham  
16334 Linden Avenue North  
Shoreline, WA 98133-5620  
[foxdusty@yahoo.com](mailto:foxdusty@yahoo.com)  
206-542-7793  
August 14, 2003

SEPA Responsible Official  
Ms Beverly Jo Brandt  
Vice President, Administration  
Shoreline Community College  
16101 Greenwood Avenue North  
Shoreline, WA 98133  
[bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)  
206-546-4532  
Fax 206-546-5855

**Re:** DEIS – Shoreline Community College Master Plan

This evening I attended a Neighborhood Traffic Safety Program meeting sponsored by the City of Shoreline for people living on 165<sup>th</sup> between Dayton and Aurora. This is a 'special' funding program to help neighbors and the city solve their non-arterial traffic/speeding/signage/education program. This NTSP meeting was held because a mailing had been made, complaints had been filed, car plates had been written down and traced to identify if the speeding was local or cut-through, etc. This is a multi-step program designed to improve neighborhood safety.

The complaint was excessive speed, ignoring stop signs/flashing lights on loading/unloading school buses, and the license checks indicated that 80+ percent of the bad driving was coming from cut-through traffic (college and neighborhoods beyond Highland Terrace/Richmond Highlands. The typical speed was greater than 10 miles over the 25-mph speed limit. Sounds familiar, sounds exactly like the area abutting Shoreline Community College. Same problems, just a bit further away.

I am writing this letter to reflect the comments of the 8-10 residents who attended the NTSP meeting. They were not happy to learn that the SCC Master Plan directs more college traffic via the one-way-clockwise on-campus routing onto Greenwood's north exit where the closest route to Aurora is along 165<sup>th</sup>, a quiet residential street that already has too much cut-through traffic.

Thank you for listening.

Sincerely,

**RESPONSE TO COMMENTS FROM GINGER BOTHAM**  
(Letter #17)

**Comment 1**

The concern is noted. Please review the revised *Transportation, Circulation and Parking* analysis that is included in *Section III* of this FEIS.



Letter #18

# Shoreline COMMUNITY COLLEGE

## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: Rachel & David Bukey  
Address: 827 NW 165th St.  
Shoreline, WA 98147  
Phone/e-mail: (206) 542-5286 rbukey@aol.com  
bukey@a-seanet.com

### Comments

We are homeowners in Shorewood Hills II, a subdivision directly across Innis Arden Way from Shoreview Park and the Western edge of Shoreline Community College and members of the Shorewood Hills Homeowner's Association.

We have received a copy of the letter, dated August 7, 2003, from the SHHA Board of Directors to your office regarding the Master Plan and Draft Environmental Impact Statement and would like to add our individual and wholehearted support for the Board's comments and suggestions set forth therein.

We are particularly concerned by how adversely our neighborhood would be effected by increased traffic on Innis Arden Way should your proposal go forward as is. Additionally, the opening of an entry only road into campus from Innis Arden Way just west of 6<sup>th</sup> Avenue NW would be extremely dangerous. We would urge you to look into off campus parking close to the Aurora corridor and not adjacent to a residential area.

Rachel S. Bukey  
Rachel S. Bukey

David B. Bukey  
David B. Bukey

1  
2  
3  
4

**RESPONSE TO COMMENTS FROM RACHEL S. BUKEY  
and DAVID B. BUKEY  
(Letter #18)**

**Comment 1**

The comment is noted.

**Comment 2**

The comment is noted.

**Comment 3**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.

**Comment 4**

The *Preferred Alternative* does not include construction of a standalone parking garage to alleviate potential parking shortages on campus. The College would continue to provide remote off-campus parking at the Westminster retail center with shuttle service to the campus. Use of the remote parking lot is estimated to increase from approximately 55 to 85 vehicles per day to approximately 220 vehicles per day. Expanded shuttle service to the remote site is recommended as mitigation in *Section III* of the DEIS, as well as the revised *Transportation, Circulation and Parking* analysis that is included in *Section III* of this FEIS. The potential deficit in the parking supply would also be addressed by incorporating additional parking beneath new buildings that are proximate to the campus loop road.

# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: Barbara & Michael Bailey  
Address: 15532 Palatine Ave N.  
Shoreline, WA 98133  
Phone/e-mail: 206.436.4341

### Comments

We are against the proposed road on 160<sup>th</sup>. The area is not set up for high traffic volume moving into the neighborhood. Imagine the city buses dumping into our small street. We'd talk about changing the character of the neighborhood. We are also concerned about the increased danger to the Highland Terrace Elementary children. Please describe your traffic plan and what this will do to your community relationships.

Barbara Bailey

1  
2

**RESPONSE TO COMMENTS FROM BARBARA and MICHAEL BULEY**  
(Letter #19)

**Comment 1**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

As noted, the 'by-pass' proposal has been dropped. There would not be an increase in SCC generated traffic volumes on N. 160<sup>th</sup> St. west of Greenwood Ave N.

# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

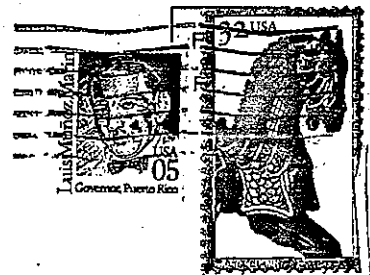
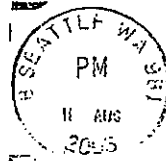
Name: JAMES + DOROTHY CHEN  
Address: 870 NW 165TH PLACE  
SHORELINE, WA 98177  
Phone/e-mail: 206-546-2328 jameschen@foxinternet.com

Comments  
WE ARE SHOREWOOD HILLS II HOMEOWNERS AND  
JAMES WAS A BOARD MEMBER OF SHOREWOOD HILLS  
HOMEOWNERS ASSOCIATION FOR 2 YEARS UNTIL EARLIER  
THIS YEAR. WE TOTALLY SUPPORT OUR CURRENT  
BOARD'S POSITION AS STATED IN ITS LETTER TO YOU  
DATED AUG. 7, 2003.

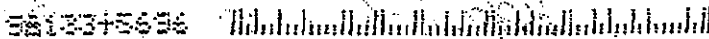
WE PARTICULARLY WISH TO EMPHASISE OUR  
OPPOSITION TO THE PROPOSED AMPHITHEATER, BASEBALL AND  
SOCCER FIELDS. WE ARE ONLY ONE HOME IN BETWEEN

Fold Here

Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133



Ms. Beverly Jo Brandt  
Vice President, Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133



Re: Campus Master Plan Draft EIS Comments

Fold Here

*THE NEARLY FINISHED (CITY OF SHORELINE) BASEBALL FIELDS.  
WE HEAR THE PLAYERS + SPECTATORS' SHOUTING, ETC.  
ALMOST EVERYDAY AND IS QUITE BANNING ON SATURDAY  
MORNINGS. A PROPOSED AMPHITHEATRE COULD MAKE THE  
NOISE LEVEL UNACCEPTABLE AND THE EVENINGS, WHICH  
COULD BE A NIGHTMARE FOR US AND MANY OTHER  
FAMILIAR*

3

2 cont'd

**RESPONSE TO COMMENTS FROM JAMES and DOROTHY CHEN**  
**(Letter #20)**

**Comment 1**

The comment is noted.

**Comment 2**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 3**

The comment is noted. See response to Comment 2 above.

**Michele Sarlitto**

---

**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Wednesday, July 30, 2003 11:58 AM  
**To:** Michele Sarlitto  
**Cc:** Kae Peterson; Bev Brandt  
**Subject:** FW: Concern for Shoreline Community College traffic Revision

For the record

-----  
**From:** Crows4U@aol.com  
**Date:** Wed, 30 Jul 2003 14:49:09 EDT  
**To:** parkermon@msn.com, jyu@shore.ctc.edu  
**Subject:** Re: Concern for Shoreline Community College traffic Revision

Mr. Schulmerich

Received your e-mail concerning the traffic problem at the College. I couldn't agree with you more. It appears to me that the college isn't really trying to deal with the existing problem as well as the future traffic problems. I have gone on record with them that any plans for expansion of the college must deal with solving the traffic problems if they are to get wide community support. Wally Crow

1



**RESPONSE TO COMMENTS FROM WALLY CROW**  
(Letter #21)

**Comment 1**

The comment is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Michele Sarlitto**

---

**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Wednesday, August 13, 2003 5:46 PM  
**To:** Crows4U@aol.com  
**Cc:** Holly Moore; Michele Sarlitto  
**Subject:** Re: August 3,2003 Letter from Dr Holly Moore

Wally,

Thanks for your email and your expressed concerns. We are very committed to developing a solution with the community and will keep proceeding in this manner.

Regards,

--

Judy Yu  
Director of Communications  
Shoreline Community College  
(206) 546-4634

**From:** Crows4U@aol.com

**Date:** Sun, 10 Aug 2003 20:38:25 EDT  
**To:** jyu@shore.ctc.edu  
**Subject:** August 3,2003 Letter from Dr Holly Moore

Judy Yu

I received letter from DR Moore regarding the College's Master plan and the draft Environmental Impact Statement. In her letter she says that the traffic revision as proposed is being rejected and alternatives will be developed. I sincerely hope so. I truly do believe that there are alternatives that will work. The Community is right to demand a common sense plan that will solve the existing traffic and parking problems as well as allow for the College's growth. There is a way and I don't think it takes a high paid consultant to tell us how to do it. Wally Crow

1

**RESPONSE TO COMMENTS FROM WALLY CROW**  
(Letter #22)

**Comment 1**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Michele Sarlitto**  
**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Wednesday, August 13, 2003 3:50 PM  
**To:** Michele Sarlitto  
**Subject:** FW: Shoreline Community College Master Plan and DEIS

—Original Message—

**From:** david.dunaway [mailto:res0awga@verizon.net]  
**Sent:** Wednesday, August 13, 2003 9:22 AM  
**To:** Brandt, Beverly  
**Subject:** Shoreline Community College Master Plan and DEIS

Dear Ms Brandt:

The purpose of this communication is to transmit to you my objection to the proposed land use revisions expressed in the subject SCC Master Plan and DEIS. I live in the quiet neighborhood abutting SCC of Shorewood Hills and am directly, adversely affected by the increased activity of the college, especially the traffic. Accordingly, I wish to address some of those concerns:

Traffic, of course is the the most visible and pervasive objection I have with the college. The traffic plan as it exists today is totally unacceptable to those of us who are forced to ust Innis Arden Way, N. 160<sup>th</sup> and Greenwood Ave. to exit our neighborhood. Congestion every hour on the half hour make transiting that area unacceptable, forcing the addition of a minimum of 20 to 30 minutes to merely get from the 6<sup>th</sup> Ave entrance to Shorewood Hills to the Greenwood intersection. With over 4000 cars per day impacting this congested area, it makes traffic intolerable. I will not go into the rudeness of many of the student drivers!

1

The best alternative to this congestion is to re-establish the main entrance to the school off Greenwood Avenue and close off or severely curtail student traffic to Innis Arden Way. I think it would be worth cutting down a few trees and clearing some brush to establish a new entrance.

2

I was happy to note that the college has scrapped the existing traffic plan from DEIS and is searching for a new traffic engineer. I hope they find someone smarter than the one you had.

3

Many other concerns that I have are also expressed in the letter sent to you by the Board of Governors of Shorewood Hills and I strongly endorse those concerns.

We all recognize the need for the college to expand because of State pressures, but I'm sure there is a way to do that with sensitivity to the surrounding neighborhood and community. If the college is to succeed it must be a good neighbor!

Sincerely,

David L. Dunaway  
16211-6<sup>th</sup> Ave NW  
Shoreline, WA 98177

206-542-1599  
[res0awga@verizon.net](mailto:res0awga@verizon.net)

**RESPONSE TO COMMENTS FROM DAVID L. DUNAWAY**  
**(Letter #23)**

**Comment 1**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS for discussion and evaluation of intersection alternatives.

**Comment 2**

The *Concept Master Plan* does not include improvements to the existing Greenwood access. If this access were to become a primary entrance, the internal circulation road would have to be realigned and widened to accommodate increased traffic volumes. The location of existing buildings and existing grades would make this a very costly endeavor. In addition, the access is distant from existing and proposed parking supplies and would require vehicles to circulate on-campus and increase the probability of conflicts between vehicles and pedestrians. Improvements to the Greenwood access, as suggested, could result in significant environmental impacts relative to existing plant and related animal habitats on-campus, as well as impacts to Boeing Creek.

**Comment 3**

The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

Preliminary research by the transportation engineer that was assisting in the Concept Master Planning and EIS effort was unable to ascertain the history associated with this intersection; key College staff were not present on-campus 12 years ago, the City did not exist 12 years ago, and a search of King County records was inconclusive.

**Michele Sarlitto**  
**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Wednesday, August 13, 2003 4:27 PM  
**To:** Michele Sarlitto  
**Subject:** FW: Master Plan DIES Comments

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

**From:** analog [mailto:analog@ieee.org]  
**Sent:** Tuesday, August 12, 2003 8:02 AM  
**To:** Brandt, Beverly  
**Subject:** Master Plan DIES Comments

Public Comment regarding Campus Master Plan EIS

I am a resident of the Shorewood Hills neighborhood and received a copy of a letter sent to you from the Board of Directors of our Homeowners Association. While I agree with several points made in that letter, I wanted to make known areas where my views differ.

I realize that the population needing the services of community colleges continues to grow. The state has chosen to divert many students from four-year institutions into community colleges, and there is an increasing need for retraining programs for those displaced from their jobs. It seems sensible to me that Shoreline Community College must grow, even if such growth adversely affects some of us living nearby.

1

Such growth means an increase in vehicle trips on our roads and a need for more parking. The intersection of Innis Arden Way, N. 160<sup>th</sup> St., and Greenwood Avenue N. cannot adequately serve the current traffic, especially at the 11:20 or 12:20 class change times. With increased load, some sort of signaling system must be put into effect.

2

Most community college students juggle several obligations in addition to that of student. Their classes are sandwiched between other commitments, so I believe it is important to provide them with convenient parking. The proposed four-level garage seems to be a good option. Shuttling from distant lots would be too time-consuming for most students.

3

The proposed entrance at 6<sup>th</sup> Ave NW seems too dangerous due to the incline and curve of the existing road. Unless extensive modifications were made to Innis Arden Way at that point, I would advise against building a new entrance there. Widening of the road and adding a left turn lane and possibly a peak-use signal at the location of your current lower entrance along Innis Arden Way seems more sensible.

4

I urge you to reconsider the need of the amphitheater, baseball field and soccer field. Are more fields really a good allocation for limited resources? Can't the current soccer and baseball fields be shared? No neighborhoods should have to put up with bright lights. If you do build new fields, I would hope that you could start your games and practices early enough so lights would be unnecessary. Then your student athletes could get home at a reasonable time and concentrate on their homework!

5

Gayle Edwards  
821 NW 165<sup>th</sup> St.  
Shoreline, WA 98177  
(206) 542-7705  
analog@ieee.org

## **RESPONSE TO COMMENTS FROM GAYLE EDWARDS**

**(Letter #24)**

### **Comment 1**

The comment is noted. Please also see the discussion of enrollment contained in the *Key Issues* discussion in *Section IV* of this FEIS.

### **Comment 2**

The concern is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 3**

While shuttle service can be time-consuming for a student, it is a viable option for the student, College, City and community and, as such, was identified as a mitigation measure in the *Transportation* section of the DEIS and remains a viable mitigation measure in the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 4**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened. Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

### **Comment 5**

The comment is noted. Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Ave. N.  
Shoreline, WA 98133

Letter #25

Dear Ms. Brandt,

8/10/2003

Thank you for your responsiveness to the criticisms of the Draft EIS. I am very optimistic that a much better plan can now be constructed. My perspectives on the Draft EIS are based on my experiences as a former student at SCC as well as a new homeowner in the area.

1. Traffic Mitigation: You are proposing to further increase traffic to an area that is already extremely congested, particularly at certain predictable times of the day. I would challenge you to be bold in attempting to mitigate increased traffic congestion. This may be a golden opportunity to actually improve traffic flow to the campus. As other growing businesses routinely do, I would ask that you require increased percentages of your student population to carpool or use rapid transit. Increased parking fees, priority parking for carpools, etc. can serve as effective incentives to get students out of single occupancy vehicles. Off campus parking, with shuttle service to campus, would be an outstanding proposal to lessen traffic through the residential and grade school zones.

2. Traffic Routing: Innis Arden Way is a dangerous and inefficient entrance/exit to the College. I have lived in the neighborhood for only a year, and this is the most dangerous stretch of road I have ever driven. Cars exiting from the college routinely race in front of on-coming traffic. I experience near miss accidents at least monthly from cars exiting the northernmost exit. Adding an additional entrance/exit further north on Innis Arden way would clearly create an even more dangerous intersection. Rather than add another dangerous intersection, I would have you consider closing the existing, northernmost entrance/exit to the campus. The curves and hills around this entrance make the current traffic flow very dangerous. Reconfiguring the intersection to be an "entrance only" would be a good start. I propose making Greenwood Avenue your main entrance/exit to the College. The major congestion would thereby be routed to an arterial more suited to the heavy traffic and it would be much safer.

3. Noise Mitigation: The proposed amphitheater does not fit with the stated goals of the college in the EIS. I cannot think of a worse location for an event venue, high on a hill overlooking residential neighborhoods. The added traffic and noise from this addition is unacceptable. The proposed amphitheater would require demolishing a wonderful forested area. Please remove the amphitheater from your plans.

I look forward to seeing your revised plans.

Sincerely,



Jeff Ernst, M.D.  
16208 5<sup>th</sup> Court NW  
Shoreline, WA 98177  
Shorewood Hills, Division I  
Cc: Scott Jepsen, Mayor

P.S. — A tremendous gift to the community would be a sidewalk from the College entrance down to Shoreview Park.



## **RESPONSE TO COMMENTS FROM JEFF ERNST**

**(Letter #25)**

### **Comment 1**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

The City of Shoreline requires the College to provide off-street parking at one space per classroom and one space per five students. Mitigation in *Section III* of the DEIS (and the revised transportation analysis in *Section III* of this FEIS) requires that preferential parking be provided for student carpools students and faculty/staff, in addition to reduced parking pass fees. Additional mitigation suggests expanding shuttle service to the remote parking site and working with King County-Metro to develop a transit pass and/or pass subsidy for College students, staff and faculty.

The City of Shoreline has created a Residential Parking Zone (RPZ) ordinance and an RPZ has been established in the neighborhoods surrounding the campus with Shoreline Community College paying for the annual renewal. This ordinance restricts parking within the identified zone to permitted residents.

### **Comment 2**

The comment is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 3**

The *Concept Master Plan* does not include improvements to the existing Greenwood access. If this access were to become a primary entrance, the internal circulation road would have to be realigned and widened to accommodate increased traffic volumes. The location of existing buildings and existing grades would make this a very costly endeavor. In addition, the access is distant from existing and proposed parking supplies and would require vehicles to circulate on-campus and increase the probability of conflicts between vehicles and pedestrians. Improvements to the Greenwood access, as suggested, could result in significant environmental impacts relative to existing plant and related animal habitats on-campus, as well as impacts to Boeing Creek.

### **Comment 4**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

### **Comment 5**

The comment is noted. Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened

# Shoreline COMMUNITY COLLEGE

## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: LINDSEY Ernst (4 1/2 yrs.)  
Address: 16208 - 5<sup>th</sup> Ct NW  
Shoreline WA 98177  
Phone/e-mail: 206 542-5591

### Comments

Dear Shoreline Community College,

Please don't add more cars (campus parking)\* so we can walk to Shoreview Park. (700 more autos on campus makes Inis Arden way too dangerous to walk, especially with traffic exiting where the blind curve is). And also please add a sidewalk (Inis Arden way - Greenwood to Shoreview Park) down there to the Park.

(We're also very concerned about amphitheatre noise and traffic. How can we and our children get to sleep in this residential neighborhood with an amphitheatre).

Mom's additional comment

\* Mom's additional comment - Jennifer Ernst

**RESPONSE TO COMMENTS FROM LINDSEY ERNST**  
(Letter #26)

**Comment 1**

The comment is noted. Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.

**Comment 2**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**From:** CGD <catsdogsbirds@earthlink.net>  
**To:** <jyu@shore.ctc.edu>, <council@ci.shoreline.wa.us>  
**Cc:** <aspencer@ci.shoreline.wa.us>  
**Date:** Monday, July 28, 2003 11:13 PM  
**Subject:** Shoreline Comm College plans

---

Hello everyone,

I'm a resident of Shoreline and plan on attending the meeting scheduled for Tues, 7-29 re: Shoreline Comm College multiple phase expansion plans. I've read through a portion of the comprehensive plans downloaded from website. I am particularly concerned with proposed traffic solutions to corner of 160th and Greenwood Av. with the expected growth of SCC and increased in traffic that comes with increased enrollment. I heard from another parent that the new one-way street opening up onto Greenwood (close approximity to Highland Terrace Elementary) is supposes to direct traffic from the college through the smaller streets of the neighborhood--1st Av and 155th connecting back to Greenwood.

1

I hope this is not so. It seems like the least responsible solution regarding the safety of the neighborhood. I don't live in that immediate neighborhood but I do live on a small street, Greenwood Pl (close to 175 and St Luke Pl). I know first hand how students travel through neighborhood streets like my own. They speed. The plan to bring arterial traffic onto streets like 1st Av is a disaster in the making.

2

I've had to deal with the overflow traffic from the college for years, as a homeowner, parent, and driver and I am not impressed with the present solution for increased traffic to SCC. There is a huge problem NOW, before developing and increasing enrollment.

3

Shoreline C.C. does not have immediate access to an arterial like Aurora (99). That is the biggest problem and I don't know how the planning committee can work around that. But I do know that the plan for a one way street directing traffic to the school streets and neighborhood is unexceptable.

4

I'm trying to think of some ideas of my own. See you all at the meeting tomorrow.

Barb CF

barb colavito felts | colavito design | 206.542.7274

**RESPONSE TO COMMENTS FROM BARB COLAVITO FELTS**  
**(Letter #27)**

**Comment 1**

The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

The comment is noted.

**Comment 3**

The concern is noted.

**Comment 4**

The Comment is noted. Please see Response to Comment 1 above.

**Michele Sarlitto**

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**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Friday, August 15, 2003 10:34 AM  
**To:** Michele Sarlitto  
**Subject:** FW: Comments on the EIS regarding the Effect of Master Plan on Barred Owl Habitat

Michele,  
This came in on the 14th and should be included.

Judy

---

**From:** "Fiene, Elizabeth" <efiene@shore.ctc.edu>  
**Date:** Thu, 14 Aug 2003 16:43:38 -0700  
**To:** "Yu, Judy" <jyu@shore.ctc.edu>  
**Subject:** Comments on the EIS regarding the Effect of Master Plan on Barred Owl Habitat

August 14, 2003

I would like to enter some comments for the Environmental Impact Statement.

I am concerned about the development of the forested area adjacent (on the Northwest side), to where the ball fields are to be constructed. A number of us staff at Shoreline Community College have seen a barred owl perched in that area. Jim James has seen a nest there as well. Not only will the loss of contiguous habitat in that area affect the owl, but the proposed lighting could also have a major impact on it and on other wildlife in that area. Artificial lighting disrupts animals' natural sleep cycles. As the owl is a night hunter, this would disrupt its hunting. I am concerned that the development of this area will mean the loss of the Barred Owl. 1

I am further concerned that only one acre of land is to be substituted for mitigation for the 4 acres which will be taken out of natural habitat. The loss of contiguous acreage is a huge problem in the Seattle area for most animals, especially the larger ones. 2

Libby Fiene

Office of Instruction & Prof/Tech

Shoreline Community College

206-546-6926, efiene@shore.ctc.edu

08/15/2003

**RESPONSE TO COMMENTS FROM LIBBY FIENE**  
(Letter #28)

**Comment 1**

This issue is noted and discussed in the DEIS. At this point in the master planning process it is not possible to determine with a high degree of certainty exactly how many trees may be affected by development that is proposed to occur throughout the life of the proposed *Concept Master Plan*. As noted previously, site-specific development proposals would be subject to the City's permit process.

The affect on plant and animal habitats are discussed on pgs. 43 – 60 of the DEIS. Each environmental parameter is analyzed in terms of existing conditions, environmental impacts, mitigation measures and significant unavoidable impacts.

**Comment 2**

The comment is noted. The *Concept Master Plan* no longer includes the construction of a new baseball field, new soccer field or new amphitheater. Thus the approximately four acres of forested habitat would not be removed. The proposed establishment of an additional acre of open space contiguous to the area of concern on the northwest side of the campus would enhance forest habitat and potentially help sustain wildlife diversity and abundance.

**Michele Sariitto**  
From: Judy Yu [jyu@shore.ctc.edu]  
Sent: Wednesday, August 13, 2003 2:48 PM  
To: Michele Sariitto  
Subject: FW: fields

**DEBG (Deb Gilbertson)** <gilberfd@zgj.com>  
Date: Wed, 13 Aug 2003 11:01:41 -0700  
To: <jyu@shore.ctc.edu>  
Subject: fields

Dear Judy,

I am writing to support the proposal to include the use of new sports fields planned for Shoreline Community College for community purposes. My children play soccer and we are in desperate need of more fields for our kids to play on.

1

Thank you for your time.

Sincerely,

Deb Gilbertson



**RESPONSE TO COMMENTS FROM DEB GILBERTSON**  
(Letter #29)

**Comment 1**

Your support for the sports fields is noted.

**Michele Sarlitto**

**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Wednesday, July 23, 2003 9:54 AM  
**To:** Terry McCann; Michele Sarlitto; Tim Williams  
**Cc:** Bev Brandt  
**Subject:** Forwarded Public Comment for DEIS

This letter was sent to the City. Please include.

Judy

From: "Andrea Spencer" <aspencer@ci.shoreline.wa.us>  
Date: Wed, 23 Jul 2003 09:13:36 -0700  
To: <jyu@shore.ctc.edu>  
Subject: Forwarded Public Comment for DEIS

Judy-

Here is a copy of a comment letter the City received in response to the DEIS. I wanted to make sure that it was entered into the record. Thanks.

Best regards,

Andrea Spencer, AICP  
Planner II  
City of Shoreline  
206.546.1418

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

From: Gerard Graminski [mailto:seattlegram@yahoo.com]  
Sent: Wednesday, July 16, 2003 10:47 AM  
To: Andrea Spencer  
Subject: proposal for 160th street intersection

Dear Ms. Spencer,

I have looked at the preliminary plan for a one-way road through what is now part of the urban forest at Highland Terrace elementary school and do not think it is a good option. First, college traffic will be shunted down 1st avenue through the Highland Terrace neighborhood. This increase traffic flow will pass Highland Terrace school where a high concentration of children will be located during school hours. Secondly, the Highland Terrace neighborhood is a residential area and not meant for through traffic. Finally, the urban forest area where the road is proposed to traverse is used as a teaching aid for Mr. Pearson's 4th grade class at Highland Terrace. They clean up the area for a period of time each week to learn about ecology and other facets of nature. Having a road go through this forest will make it impossible for the class to have this training.

I realize that the Shoreline Community College does not want to make a road through their Greenbelt because this will end up cutting down trees. However, the same would happen if the road were to go through the urban forest.

I think a better alternative is to have a light at the intersection to replace the red blinking light. It could be coordinated to let out more traffic from the college during periods where the collage students are getting out of class.

1

2

3

4

**Letter #30**

**Page 2**

Thank you for your assistance.

Sincerely,

Jerry Graminski  
15733 Palatine N.  
Shoreline, WA

---

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SBC Yahoo! DSL - Now only \$29.95 per month!  
<http://sbc.yahoo.com>

**RESPONSE TO COMMENTS FROM GERARD GRAMINSKI**  
(Letter #30)

**Comment 1**

The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

Please refer to Response to Comment #1 of this comment letter.

**Comment 3**

Please refer to Response to Comment #1 of this comment letter.

**Comment 4**

See the revised traffic analysis for a discussion of intersection alternatives.



M a r y   a n d   M a r k   G r i f f i n

Ms. Beverly Jo Brandt  
Vice President, Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133

August 13, 2003

Dear Ms. Brandt,

As neighbors of the college, we are writing to you to express our concerns regarding the college's master plans and the draft EIS statement. Our first concern lies in poor communication with the college. We received no notices of the July meeting, and living within less than a quarter of a mile of the college, we would have expected one. We also think that holding meetings with no notice during the height of the vacation season could be interpreted as acting in bad faith. We have many other concerns, but will primarily address our concerns regarding traffic congestion, parking, safety, and environmental impact.

1

The proposed changes at Shoreline Community College will have an enormous impact on our neighborhood's traffic problems. The college's contributions to traffic problems are already quite burdensome. During the middle of the day when school is in session, it can take 10-15 minutes to advance from 6<sup>th</sup> Ave NW on Innis Arden Way to Greenwood. Nowhere in your plans is there any attempt to mitigate this unacceptable level of traffic congestion; in fact, changing the east entrance off of Greenwood to a service road will no doubt only exacerbate this problem. To allow this situation to become worse puts an unnecessary burden on the college's neighbors. We suggest that more studies and plans be done to look at ways to mitigate this problem. Perhaps studies should be done regarding traffic control signal lights. We suggest that you involve representatives of Shorewood Hills in these traffic plans.

2

3

Parking needs to be addressed with more offsite parking with shuttle service. There are several under-utilized lots in the area that could be used. On-campus parking should be reserved for handicapped and car pools. Building a three-story garage will only add to traffic problems.

4

Our main safety concern regards the proposed entrance off of Innis Arden Way. This entrance was previously abandoned. The referenced location is on a steep hill around a curve that already bears a caution sign. The hill frequently ices up. The area is wooded and hilly with very poor visibility. We cannot imagine a worse place to put an entrance to the College. Aside from the obvious safety concerns, this will add more congestion to Innis Arden Way.

5

Lastly, we will comment on the addition of an amphitheater and sports fields with lights directly across from our neighborhood. This is a residential area. There is no educational need for any of these additions. For the college to claim that these are needed so that the college can become

6

Letter #31

Page 2

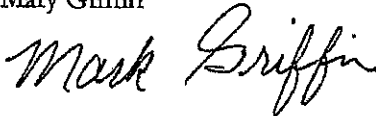
6 | a "community hub" is adding insult to injury. I am not aware of any neighbors who have been  
cont'd | clamoring to amplify music, bright lights, other noise and traffic added to their neighborhood.

7 | We realize you may have read many of these letters to read. You may think it is a waste of time. But we  
would like to bring up one point in summary. In the time it takes you to read this letter and  
twenty others just like it, you could have driven all the way from our house to Greenwood and  
160<sup>th</sup> (a distance of 1/4 mile) during a school week. We do this every weekday. That is a real  
waste of time.

Sincerely yours,



Mary Griffin



Mark Griffin

**RESPONSE TO COMMENTS FROM MARY and MARK GRIFFIN**  
**(Letter #31)**

**Comment 1**

Please refer to the *Key Issues* discussion pertaining to the EIS process and notification procedures, contained in *Section IV* of this FEIS.

**Comment 2**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 3**

See the revised traffic analysis for a discussion of intersection alternatives.

**Comment 4**

The *Preferred Alternative* does not include construction of a parking garage to alleviate potential parking shortages on-campus. The College would continue to provide remote off-campus parking at the Westminster retail center with shuttle service to the campus. In addition, the potential deficit in the parking supply on-campus would be addressed by incorporating additional parking beneath new buildings that are proximate to the campus loop road. As noted in the *Transportation* section of the DEIS (*Section III I.*) and the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS, it is proposed that this off-campus parking area and shuttle service to the campus be maintained.

**Comment 5**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened. Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 6**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 7**

The comment is noted.

**Michele Sarlitto**

---

**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Thursday, August 14, 2003 4:43 PM  
**To:** msarlitto@huckellweinman.com  
**Subject:** masterplan

c/o Amy Stapleton

-----  
**From:** "Cheryl Gruwell" <gruwellfam@worldnet.att.net>  
**Date:** Thu, 14 Aug 2003 11:48:39 -0700  
**To:** <jyu@shore.ctc.edu>  
**Subject:** Master Plan

Judy,

I would like to go on record with Shoreline Community College for strongly opposing the current plan in regards to the acreage currently planned out for the parking garage and the baseball field. My main concerns are Boeing Creek and the old growth trees that are destined to be cut down.

I had the opportunity to watch the city cut down some of our beautiful trees when they created the upper parking lot for the new baseball field at Shoreview Park. It was quite an emotional event for those of us who hike through the park every day. The ironic thing is my daughter (11 yrs old) ended up playing baseball for the first time this last spring so we utilized the new baseball field. The sad part was that people parked all over the sides of the entrance driveway on the grass and everywhere else they could find because they were too lazy to walk from the upper parking lot. | 1

I feel that Boeing creek and vicinity gave enough for Shoreview Park and I realize this is a separate issue but yet it's the same beautiful trees that we want to destroy. Please help us keep our treasured wooded park the same. | 2

Thanks  
Cheryl Gruwell  
gruwellfam@worldnet.att.net



**RESPONSE TO COMMENTS FROM CHERYL GRUWELL**  
(Letter #32)

**Comment 1**

Your concern relative to the issue of potential tree removal is noted and is discussed in the *Plants & Animals* section of the DEIS (pgs. 43 – 60). At this point in the master planning process it is not possible to determine with a high degree of certainty exactly how many trees may be affected by development that is proposed to occur throughout the life of the proposed *Concept Master Plan*. As noted previously, site-specific development proposals would be subject to the City's permit process.

**Comment 2**

As noted previously, the removal of vegetation was analyzed in the DEIS and specific mitigation measures were recommended. These measures include enhancing existing stands of deciduous and conifer-hardwood communities, construction of bioswales to minimize runoff, erosion and contamination, and enhancement of open space in the northeast gravel parking area to restore riparian habitat.

# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: Darlene + Jay Handley  
Address: 16241 6th Ave NW  
Shoreline WA 98177  
Phone/e-mail: 206-542-2456 handley107@aol.com

### Comments

We have significant concerns regarding the impact of the proposed project and find the draft EIS does not adequately characterize or address the project impacts. The major weakness of the project and the EIS is in the expansion and concentration of parking. The impact of traffic on the communities using Innis Arden are significantly greater at present than characterized. It often takes 10-15 minutes to pass the college on Innis Arden when classes are let out. The proposed project with the parking garage focusing a large volume of traffic further west on Innis Arden will disorient the exit from our community to a much greater degree. The proposed traffic revision at 160th and Greenwood will not improve the situation. The project should go back to Engineering, perform a more complete traffic study and consider making the parking entrance at Greenwood with proper signaling and move traffic away from left turns at 160th/Greenwood/Innis Arden intersection. The draft EIS completely misses the mark with respect to the residential community adjoining SCC. SCC has not adequately involved the community in this project and must do so before any further as the next step in the project.

**RESPONSE TO COMMENTS FROM DARLYNE and JAY HANDLEY**  
(Letter #33)

**Comment 1**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

As noted previously, please refer to the revised *Transportation, Circulation and Parking* analysis that is included in *Section III* of this FEIS.

**Comment 3**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS relative to community involvement.

# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

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Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: DOE IS HANSON  
Address: 16020 DAYTON AVE NORTH  
SHORELINE, WA 98133  
Phone/e-mail: 206-546-1522

### Comments

I did not attend meeting due to a Chronic Cough - However I am in agreement with all neighbors I talk with - Over the last year, we have had to put up with very much C.C. students - Litter, trash, blocking driveway, etc - I am grateful that the parking problem has been solved on my street - The people that do the traffic flow suggestions should be required to live in our neighborhood to see the impact - Many of us purchased our homes near Highland Avenue, High School & my daughter attended S.C. for 2 yrs. It is well on to S.C. The College should consider the parking issues & direct traffic away from Elementary School, Greenwood & 160th.  
I wish you luck on this project - But we have no crossing guards on 160th Greenwood & 161st Ave - It is very scary for our young students - The way the College kids go on to as well - It is impossible to be safe making a turn off of 160th toward campus! The neighborhood has taken its toll now for the past 10 yrs! Please come up with a better flow than we are way on Greenwood -

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**RESPONSE TO COMMENTS FROM DORIS HANSON**  
(Letter #34)

**Comment 1**

The concern is noted. Whenever possible, SCC tries to instill in students a sense of responsibility and respect for others.

**Comment 2**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 3**

The comment is noted.

**Comment 4**

As noted, the bypass is no longer a mitigation measure that is being considered. Also, please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

To: Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Ave N.  
Shoreline, WA 98133  
Fax: (206) 546-5855

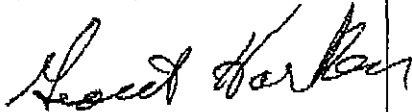
I have put three children through college. I have three college degrees, myself. I am an advocate of education for all our children. However, I must express my disapproval of the current "land improvement" proposal.

Run-off from the new facilities will create pollutants.

Utilizing the parking facilities at Sears makes sense, not to mention less funding required. You would do well to examine your stewardship in this matter.

| 1  
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| 3

Grant Harken



648 NW 163rd  
Shoreline, WA 98177  
(206) 546-2660

**RESPONSE TO COMMENTS FROM GRANT HARKEN**  
(Letter #35)

**Comment 1**

Stormwater impacts are discussed in the DEIS on pgs. 35 – 42. While additional impervious surfaces would be created as a result of the *Expanded Development Alternative*, the volume and rate of runoff would be limited to comply with City of Shoreline codes and standards. Storm drainage flow off-campus is expected to decrease as a result of the storage volume in detention facilities (and other mitigation) associated with individual development projects proposed as part of the *Preferred Alternative*. Water quality is also anticipated to improve as a result of proposed, associated water quality treatment features.

In addition, as noted in the *Fast Sheet* to this FEIS (pg. ii), the *Preferred Alternative* would require permits/approvals from federal, state and local agencies. All facilities would be designed to comply with the City's stormwater management requirements.

**Comment 2**

The *Preferred Alternative* does not include construction of a standalone parking garage to alleviate potential parking shortages on campus. The College would continue to provide remote off-campus parking at the Westminster retail center with shuttle service to the campus, and would incorporate additional parking beneath new buildings that are proximate to the campus loop road.

**Comment 3**

Please review the complete *Concept Master Plan*. The focus of that document supports stewardship and environmentally-responsible campus development.

**Michele Sarlitto**  
**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Tuesday, July 29, 2003 4:30 PM  
**To:** Terry McCann; Michele Sarlitto  
**Subject:** FW: Forwarded Public Comment regarding the Master Plan DEIS

**From:** Andrea Spencer <aspencer@ci.shoreline.wa.us>  
**Date:** Tue, 29 Jul 2003 16:04:42 -0700  
**To:** <jyu@shore.ctc.edu>  
**Subject:** Forwarded Public Comment regarding the Master Plan DEIS

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

**From:** Gerard Graminski [mailto:seattlegram@yahoo.com]  
**Sent:** Tuesday, July 29, 2003 3:58 PM  
**To:** City Council; Andrea Spencer  
**Subject:** 160<sup>th</sup> street intersection proposal

I am forwarding a message from a concerned citizen:

If it counts, I'm very against the idea of putting a road through the urban forest. Having lived at 233 N 160<sup>th</sup> St., I heard enough noise from college traffic (& overly loud music) and city buses, not to mention a few students trying to park in my private driveway.

1

Re: the H. T. community—the amount of traffic and congestion is high enough, we don't need to produce more. Numerous vehicles don't come to a complete stop at Greenwood and N. 160<sup>th</sup> St., and both children and adults are at risk daily. The 4-way blinking red stoplight is horribly inadequate.

2

Highland Terrace now has a higher volume of parents driving children to school, school buses are coming in, and local children walk to school. We have enough problems with getting vehicles to slow down on 160<sup>th</sup> St. during the school year. There have been several times when school crossing guards haven't known whether to trust that drivers will stop, thereby allowing foot traffic to cross at 160<sup>th</sup> St. off of Palatine.

3

I do not want college traffic to interfere with local community or school traffic. Neither the city nor the college should be allowed to make such a decision without a huge majority of the local community and school community present.

4

Mindy Henderson

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Do you Yahoo!?  
 Yahoo! SiteBuilder - Free, easy-to-use web site design software  
<http://sitebuilder.yahoo.com>



**RESPONSE TO COMMENTS FROM MINDY HENDERSON**  
(Letter #36)

**Comment 1**

Your comment is noted. As noted previously, the bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 3**

The comment is noted.

**Comment 4**

Shoreline Community College has prepared a proposed *Concept Master Plan* and will be submitting that document, together with the DEIS and FEIS, to the City for approval of the requested zone reclassification, zoning map change, and adoption of the *Concept Master Plan* as a Special Overlay Zone within the City. As with the *Concept Master Plan* and EIS process,<sup>2</sup> approvals required by the City will be part of a public process with continued opportunities for community involvement.

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<sup>2</sup> see discussion regarding community involvement in Section IV -- Key Issues of this FEIS

**Terry McCann**

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**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Wednesday, July 23, 2003 8:54 AM  
**To:** Terry McCann; Michele Sarlitto; Tim Williams  
**Cc:** Bev Brandt  
**Subject:** FW: Shoreline Community College Master Plan

Please include these comments as part of the public record of the EIS.

Thanks.

Judy

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**From:** "Brandt, Beverly" <bbrandt@shore.ctc.edu>  
**Date:** Tue, 22 Jul 2003 15:07:36 -0700  
**To:** "Stegmeier, Randy" <rstegmei@shore.ctc.edu>, "Yu, Judy" <jyu@shore.ctc.edu>  
**Subject:** FW: Shoreline Community College Master Plan

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

**From:** Debby Howe [mailto:howeconsult@comcast.net]  
**Sent:** Tuesday, July 22, 2003 10:27 AM  
**To:** Brandt, Beverly  
**Subject:** Shoreline Community College Master Plan

We are very concerned about the additional traffic generated from the proposed improvements outlined in the Shoreline Community College Master Plan. The proposed secondary campus entry at the southwest corner of the campus off of Innis Arden Way will add additional traffic to Innis Arden Way and through the community of Innis Arden. Already, the main roads through Innis Arden are very dangerous to walk along. I have almost been hit by vehicles while walking my baby in a stroller along Innis Arden Way near NW 166 St, and near NW 167th St and 15th Ave NW. This new campus entry will add additional traffic and further safety concerns. If the expansions to Shoreline Community College proceed as proposed in the master plan, sidewalks need to be incorporated into the plan to ensure the safety of pedestrians walking to the college, to the nearby elementary school and along Innis Arden roads. The City of Shoreline is aware of the existing safety concerns for pedestrians in Innis Arden and they have discussed the needs for sidewalks along the main arterial of Innis Arden. It would be prudent planning to coordinate with the City of Shoreline to provide sidewalks along the main arterial of Innis Arden including Innis Arden Way, NW 167th Street and 15th Ave NW to reduce the risk of potential pedestrian accidents as a result of increased traffic from the college campus.

1  
2

I appreciate you consideration of this matter.

Sincerely,

Deborah Howe  
1515 NW 167 Street  
Shoreline, WA 98177-3852  
206-542-6146  
howeconsult@comcast.net

**RESPONSE TO COMMENTS FROM DEBORAH HOWE**  
(Letter #37)

**Comment 1**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened. Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

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Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name:

Ms. Cecilie Hudson

Address:

400 N.W. 1163rd St

Shoreline, WA 98177

Phone/e-mail:

cechud@comcast.net

(206) 542-7444

Comments

See Attached - 3 pages

Cecilie Hudson  
400 N.W. 163<sup>rd</sup> St.  
Shoreline, WA 98177  
Email: [cechud@comcast.net](mailto:cechud@comcast.net)

August 11, 2003  
Ms. Beverly Jo Brandt  
V.P., Administrative Services  
Shoreline Community College  
16101 Greenwood Ave. North  
Shoreline, WA 98133

Dear Ms. Brandt,

I am a resident of Shoreview Hills Division I and a member of the Shorewood Hills Homeowners Association.

1 | I have reviewed both the SCC Master Plan and the DEIS; and read President Moore's letter concerning the rejection of the traffic revision. Thank you for being responsive to community concerns.

Here are suggestions regarding this project that go beyond my verbal comments at the July 29 public hearing regarding the DEIS:

2 | 1. **All parking (except for disabled students, visitors, and faculty) should be moved off campus.** There is just no way to adequately mitigate the present traffic problems associated with traffic flow around the intersection of Greenwood Ave. N., Innis Arden Way, and N. 160<sup>th</sup> Street., let alone add an additional 28% burden to Innis Arden Way (DEIS, Pg. 105) by 2015. The Project Trip Distribution on page 128 of the DEIS is incorrect: to say that Innis Arden Way carries a 5% vehicular trip distribution presently seriously disregards the fact that the 2 block length of road between the intersection of Greenwood / Innis Arden Way and the main gate/secondary "gates" out of the parking lots carries 98% of the traffic on and off campus during any hour of the day. In other words, cars in that 2 block section wait upwards of 10 minutes to get TO the stop signs. As a resident who must leave Shoreview Hills neighborhood west of these gates, it is not unusual to wait 20 – 30 minutes in the line of cars to get to that intersection if I leave my house just as classes are let out.

4 | I suggest that the owners of the D.O.T. and Aurora Square Shopping Center (at junction of Westminster Way and Aurora) be contacted to see if space can be leased or purchased for student parking, and then the money that is saved by not building the on-campus parking garage can be used to enhance shuttle service to and from these parking areas.

**2. The Phase II plans to build an amphitheatre, baseball stadium, and soccer field should be scrapped for the following reasons:**

- a. Too much additional traffic flow during afternoon and evening hours on a steep street where children ride bikes and families hike to and from Shoreview park, and where there is little visibility and no sidewalks. 5
- b. Glare from evening events in a residential neighborhood and in a critical habitat for threatened animal species. 6
- c. Potential for damage to Salmonid stream (Boeing Creek) during construction and because of increased impervious surfaces permanently added. 7
- d. Permanent loss of high quality animal species habitat (Pg 53, DEIS). 8
- e. These structures would have to be built on an erosion hazard zone and historically there are problems with silt in Boeing creek when new construction is undertaken in this area. (pg 37) . 9
- f. Due to the fact that there is an unresolved legal issue about responsibility for problems created by storm water drainage in this area between Shorewood Hills Homeowners Assn., SCC and the City of Shoreline (pg 37), it would seem foolish to begin another project that could add to the present problem. According to King County records ( for example: File # C900572, report by J. Tracy and B. Schroeder on 3/29/90), SCC has had problems with storm drainage on that side of campus before. 10

*Instead of the amphitheatre, put more money into the upgrade of the present indoor theatre mentioned in Phase III. This makes more sense in our rainy environment! Use the Shoreview Park facilities next door to your campus OR the Shorewood High School campus to the north at 173<sup>rd</sup> and Fremont for soccer and baseball games.* 11

**3. In Phase I, put the additional Automotive Center off-campus. Let it be integrated with the community near or on Aurora Ave. N. It would be a great benefit to the community and good advertising for the college.** 12

**4. The taking of Shoreline Parks land (west side of your campus) for campus development should be FORBIDDEN. Please work with the City of Shoreline Parks, and Recreation director, Wendy Barry and her board of directors. They just completed a survey of needs assessment for Parks, Recreation, and Open Space (See August 2003 issue of City of Shoreline's CURRENTS, Vol 5, No. 4.) In the survey, city residents indicated that preservation, acquisition, and upgrading of natural areas and nature trails were of highest priority to them. Since your Master Plan Goals include "encouraging and enhancing a strong working relationship with the community" and "respecting the natural environment as a whole" , such a partnership could be beneficial.** 13

14

5. Do not open the closed driveway on the SW corner of campus. It will add to the traffic jam at Innis Arden and Greenwood.

15

6. If traffic cannot be moved off campus, **change the college entrance:**  
*Make a new one on Carlyle Road to the north and/or another one where the service road is now. It would be great to redirect traffic going to and from campus to the north, east, and south along DAYTON as it already has a stop light at N. 160<sup>th</sup> that will manage cross traffic better than the 4-way stop at N. 160th and Greenwood.*

Thank you for the opportunity to comment further on your Master Plan/DEIS.

Sincerely,



Ms. Cecilie Hudson

Cc: Tim Stewart, City of Shoreline  
Wendy Barry, City of Shoreline  
Shorewood Hills Homeowners Association

## **RESPONSE TO COMMENTS FROM CECILIE HUDSON**

(Letter #38)

### **Comment 1**

The comment is noted.

### **Comment 2**

The *Preferred Alternative* does not include construction of a parking garage to alleviate potential parking shortages on campus. The College would continue to provide remote off-campus parking at the Westminster retail center with shuttle service to the campus and would incorporate additional parking beneath new buildings that are proximate to the campus loop road. Use of the remote parking lot is estimated to increase from approximately 45 to 75 vehicles per day to approximately 220 vehicles per day. Expanded shuttle service to the remote site is recommended as mitigation in *Section III* of the DEIS and that recommendation is included as mitigation in the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 3**

The concern is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 4**

The comment is noted. Also, please see the Response to Comment 2 above.

### **Comment 5**

The concern is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 6**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

### **Comment 7**

The concern is noted. Stormwater impacts are discussed in the DEIS on pgs. 35 – 42 and plant and animal habitats are discussed on pgs. 43 – 60 of the DEIS. Each environmental parameter is analyzed in terms of existing conditions, environmental impacts, mitigation measures and significant unavoidable impacts. Mitigation and controls would comply with City of Shoreline codes and standards.



**Comment 8**

Please see Response to Comment 7 above.

**Comment 9**

Please see Response to Comment 7 above. As noted in the *Fact Sheet* to this FEIS, any development project that is built by the College would be subject to approval by the City; this includes: Clearing and Grading Permits, Shoring Permits (if needed) and Building Permits.

**Comment 10**

The comment is noted.

**Comment 11**

The comment is noted.

**Comment 12**

The *Preferred Alternative* does not include construction of a standalone parking garage to alleviate potential parking shortages on campus. The College would continue to provide remote off-campus parking at the Westminster retail center with shuttle service to the campus and would incorporate additional parking beneath new buildings that are proximate to the campus loop road. Use of the remote parking lot is estimated to increase from approximately 45 to 75 vehicles per day to approximately 220 vehicles per day. Expanded shuttle service to the remote site is recommended as mitigation in *Section III* of the DEIS and that recommendation is included as mitigation in the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

A key consideration of the College, the City and the community would be to lessen the number of vehicular trips generated by students, faculty and staff. If a student, faculty and/or staff member was to spend their entire campus time at an off-campus location, this recommendation could work. However, seldom is that the case. Students take a broad range of classes, perform research at the library, meet with instructors, and interact with other students. As such, this would result in an increased number of vehicular trips between the off-campus location and the main campus.

**Comment 13**

Please refer to the discussion concerning development on City property, contained in *Section IV* – Key Issues of this FEIS.

**Comment 14**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened. Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

### **Comment 15**

See the revised traffic analysis for a discussion of intersection alternatives at Greenwood Ave N/N 160<sup>th</sup>. The *Concept Master Plan* does not include improvements to the existing Greenwood access. If this access were to become a primary entrance, the internal circulation road would have to be realigned and widened to accommodate increased traffic volumes. The location of existing buildings and existing grades would make this a very costly endeavor. In addition, the access is distant from existing and proposed parking supplies and would require vehicles to circulate on-campus and increase the probability of conflicts between vehicles and pedestrians. Improvements to the Greenwood access, as suggested, could result in significant environmental impacts relative to existing plant and related animal habitats on-campus, as well as impacts to Boeing Creek.

**Michele Sarlitto**

**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Wednesday, August 13, 2003 4:25 PM  
**To:** Michele Sarlitto  
**Subject:** FW: Shoreline Community College/Highlands Terrace Neighborhood

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

**From:** Johnson, Nancy L. [mailto:NJohnson@deltadentalwa.com]  
**Sent:** Tuesday, August 12, 2003 10:20 AM  
**To:** Brandt, Beverly  
**Subject:** Shoreline Community College/Highlands Terrace Neighborhood

Following is the text of an email I'm sending to Bob Barta from the Highlands Terrace Neighborhood. I wanted to forward it to you since it reflects my husband and my thinking, which may differ from some others the neighborhood may express:

"I've talked about this issue with Bob [my spouse], and we agree that there isn't capacity for the neighborhood to absorb growth in the community college with the current infrastructure. I personally think there could be alternatives that would have less of an impact on the neighborhood. However, I believe that Internet classes are not the way to limit growth at the community college. I've taken Internet classes. While I agree that they are convenient, I have not learned as much from them as from other classes I've taken. I haven't thought through the idea of satellite facilities.

1

You mentioned at the community meeting that you think the college should focus on vocational classes. While I agree that vocational classes are important at community colleges, I don't think they should preclude college prep courses being an additional focus. From a financial perspective, attending a community college is the only way many students are able to take classes to prepare for college. I believe there is great value in community colleges having both vocational and college prep courses.

2

So, while I agree that the community college should not negatively impact the neighborhoods through enrollment expansion without plans on how to move the students without, I also realize there may be options the college can consider to handle infrastructure challenges. I think putting a cap on enrollment without thorough consideration of alternatives would be a copout by the college."

3

Thanks for wrestling with some of the issues around growth and resource challenges and the need to provide a quality community college program.

4

Nancy Johnson  
Corporate Administrator  
Washington Dental Service  
Phone: 206-528-2321  
Fax: 206-525-2330  
Email: njohnson@deltadentalwa.com

#####  
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#####

08/15/2003

**RESPONSE TO COMMENTS FROM NANCY JOHNSON**  
(Letter #39)

**Comment 1**

Please refer to the discussion concerning campus enrollment, contained in *Section IV – Key Issues* of this FEIS.

**Comment 2**

The comment is noted.

**Comment 3**

The comment is noted. All community colleges and university's face a similar challenge.

**Comment 4**

The comment is noted.

# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

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Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: MARION JONES  
Address: 15909-1st N.W  
Phone/e-mail: 363-0470

### Comments

I attended the meeting on July 29. I agree with all of the neighbors in protesting the building of a road, especially on to 160th. I don't think anyone really thought through the impact it would have on the neighborhood. Highland Terrace school traffic would be impacted also. This proposal was struck down in the early part of 1990 - I enjoy the college, took part in Senior week and thoroughly enjoyed the classes. Adding more buildings & students will really cause a traffic mess. Putting in a stop light at 160th & Greenwood might be a solution. It certainly would be cheaper. Please go back to the drawing board & come up with a better solution. Please listen to the neighbors.

Marion Jones

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## **RESPONSE TO COMMENTS FROM MARION JONES**

**(Letter #40)**

### **Comment 1**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 2**

The comment is noted.

### **Comment 3**

The revised traffic analysis discusses a range of intersection alternatives. These alternatives and their evaluation were conducted with extensive community involvement.

David A. Kalman  
400.NW.163<sup>rd</sup>.St.  
Shoreline, WA 98177  
(206) 542-7444; [dakalman@comcast.net](mailto:dakalman@comcast.net)

August 12, 2003

Ms, Beverly Jo Brandt  
Vice President, Administrative Services  
Shoreline Community College  
16101 Greenwood Ave., N.  
Shoreline, WA 98133

Dear Ms. Brandt:

I am adding these written comments to the verbal comments I made during the 7/29/03 public hearing on the SCC DEIS.

1. I have reviewed the letter send by the Shorewood Hills Homeowners Association dated 8/7/03 and fully support its position. That letter speaks for me and many if not all of the residents of the Shorewood Hills neighborhood. 1
2. In particular, I agree with the need for expandable parking capacity along the Aurora corridor so as to avoid increased negative traffic, noise, and safety impacts in the residential areas south and east of campus. 2
3. I also commend the Homeowner's Association for identifying the need for other positive corrective measures, including moving the main entrance to SCC and relocating some programs from the main campus. 3
4. I also join with the Homeowner's Association in opposing the amphitheater and new ball field projects. These amenities have value, but given the availability of other similar facilities, the unavoidable negative impacts on the immediate neighborhoods and sensitive environmental areas and park around SCC outweigh the marginal benefits. 4
5. Finally, I must reiterate what I believe to be widespread frustration with the notification process employed in this environmental review. First, notifications for the Scoping meeting were deliberately minimized to the lowest technically defensible amount (a small (5%?) statistical sample of households). Second, despite assurances to those who attended the Scoping meeting and added their names to the roster of interested parties that they would receive notification of the DEIS meeting, no such expanded notifications were sent. Third, the DEIS public comment meeting was rescheduled from late May when nearly every affected home and group was available to attend, to late July when neither Shoreline School District or Highland Park School, nor many residents were around to participate. I realize that no further public meetings are required under SEPA, unless a significantly modified DEIS is produced. I would urge that, in the future, the College go beyond the minimum requirements to involve the community in developing acceptable alternatives to this Master Plan that meet the most important needs of SCC while respecting the quality of the surrounding environment. 5  
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Sincerely,

  
David Kalman

cc: City of Shoreline, Shorewood Homeowners Association

**RESPONSE TO COMMENTS FROM DAVID KALMAN**  
**(Letter #41)**

**Comment 1**

The comment is noted.

**Comment 2**

The comment is noted, however, the College does not plan on changing the main vehicular entrance to SCC nor relocating an increased number of programs off-campus.

A key consideration of the College, the City and the community would be to lessen the number of vehicular trips generated by students, faculty and staff. If a student, faculty and/or staff member was to spend their entire campus time at an off-campus location, this recommendation could work. However, seldom is that the case. Students take a broad range of classes, perform research at the library, meet with instructors, and interact with other students. As such, this would result in an increased number of vehicular trips between the off-campus location and the main campus.

**Comment 3**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 4**

Please refer to *Section IV – Key Issues* of the FEIS regarding a discussion of the EIS process and notification.

You have been added to our Distribution List (FEIS, *Appendix A*) and, as such, will be notified of the availability of the FEIS. Your name has also been included on the College's list of concerned citizens.

**Comment 5**

Please refer to *Section IV – Key Issues* of the FEIS regarding a discussion of the EIS process and notification, as well as community involvement.

**Comment 6**

Please refer to *Section IV – Key Issues* of the FEIS regarding a discussion of the EIS process and notification.

**Comment 7**

Please refer to *Section IV – Key Issues* of the FEIS regarding a discussion of the EIS process and notification, as well as community involvement.



**Michele Sarlitto**

**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Wednesday, August 13, 2003 10:36 AM  
**To:** Steven Kellitt  
**Cc:** Michele Sarlitto  
**Subject:** Re: SCC Baseball Soccer field, amphitheater and parking garage

Steven,

Thank you for sending your comments to me. I will forward them to our consultants Huckell/Weinman who are compiling all comments for inclusion in the final EIS.

We appreciate the time that you have taken to send us your thoughts.

Judy Yu  
Director of Communications  
Shoreline Community College  
(206) 546-4634

**From:** Steven Kellitt <sdk3k@yahoo.com>

**Date:** Mon, 11 Aug 2003 17:51:21 -0700 (PDT)  
**To:** jyu@ctc.edu  
**Cc:** botham@serv.net, Barblizb@aol.com, skyGeek@aol.com, crows4u@aol.com, cking217@attbi.com, mloper@ctc.edu, plukevich@attbi.com, mackers.five@gte.net, bonniemackey@attbi.com, richard.matthews@hklaw.com, vangellis@aol.com  
**Subject:** SCC Baseball Soccer field, amphitheater and parking garage

**To:** Judy Yu Director of Communications.

I just received information regarding the construction of a parking structure, amphitheater, baseball and soccer field at the Shoreline Community College site.

My wife and I own a home on 10<sup>th</sup> N.W. in Innis Arden and have lived there for about 19 years. The house is located just above Hidden Lake and our property extends to approx. the middle of the lake.

We are very concerned about these projects as we know they will have a negative impact on our home, safety property value and surrounding neighborhood.

Erosion is always a concern in the lake and Boeing creek. Any construction above these areas can and will impact the area with additional runoff, contaminated water, silt and other sedimentation. Habitat will be destroyed.

Sound from athletic fields travels loud and clear in this valley. Additional fields and an amphitheater, especially lighted fields that will be open at night, will definitely be a hardship for anyone living in this area.

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Safety has always been an issue. Students from the college constantly speed on 10<sup>th</sup> N.W. We can always tell what time it is just by when the cars start racing by. It is a safety hazard just going to the mailbox in the afternoon.

5

Shoreline Community College was never designed to be at such high capacity that it would need a large parking structure. This is a residential area and the college needs to recognize that. If it is necessary to build such a structure, build it on highway 99 and provide a shuttle system for the students. On campus parking should be extremely limited, maybe just to faculty only. That would solve the traffic problem. When the classes let out mid-day there generally is a 5-10 minute wait just to get off Innis Arden Way.

6

Most of these neighborhoods were here long before the college. Had these neighborhoods known what they know now the college probably wouldn't exist. Be a good neighbor. Revise these plans, direct student traffic away from the surrounding areas, find ways to reduce noise and pollution instead of increasing it.

7

Further communications and plans of what the college intends to do should be mailed to every resident in this and surrounding areas. Most people seem to be unaware of these plans.

Steven and Denise Kellett  
17000 10<sup>th</sup> Ave. N.W.  
Shoewline, WA 98177

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**RESPONSE TO COMMENTS FROM STEVEN and DENISE KELLETT**  
**(Letter #42)**

**Comment 1**

Your concerns are noted.

**Comment 2**

The concern is noted. Stormwater impacts are discussed in the DEIS on pgs. 35 – 42 and plant and animal habitats are discussed on pgs. 43 – 60 of the DEIS. Each environmental parameter is analyzed in terms of existing conditions, environmental impacts, mitigation measures and significant unavoidable impacts.

**Comment 3**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 4**

The comment is noted. Please also refer to the *Key Issues* discussion contained in *Section IV* of this FEIS regarding traffic and traffic-related safety, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 5**

Please also refer to the *Key Issues* discussion contained in *Section IV* of this FEIS regarding College enrollment.

Whereas the focus of the DEIS (and this FEIS) is to evaluate possible environmental impacts resulting from the *Preferred Alternative*, the *Expanded Development Alternative* and the *Modified Development Alternative*, the *Concept Master Plan* provides a much broader discussion concerning existing and proposed campus facilities. As noted in the *Preface* of the DEIS and this FEIS, both documents (*Concept Master Plan* and the EIS) need to be reviewed for a comprehensive understanding of all aspects of the proposed project.

Under the *Preferred Alternative* presented in this FEIS, the proposed new parking structure would not be constructed.

The College also provides remote off-campus parking at the Westminster retail center with shuttle service to the campus and would incorporate additional parking beneath new buildings that are proximate to the campus loop road. Use of the remote parking lot is estimated to increase from approximately 45 to 75 vehicles per day to approximately 220 vehicles per day. Expanded shuttle service to the remote site is recommended as mitigation in *Section III* of the DEIS and that recommended mitigation is included in the revised *Transportation, Circulation and Parking* analysis (*Section III* of this FEIS).

**Comment 6**

Your concerns are noted. As indicated in *Section II* of this DEIS, the College too has been a part of the Shoreline community for over 40 years.

**Comment 7**

Please also refer to the *Key Issues* discussion contained in *Section IV* of this FEIS regarding the EIS process and notification.

You have been added to our Distribution List (FEIS, *Appendix A*) and, as such, will be notified of the availability of the FEIS. Your name has also been included on the College's list of concerned citizens.

**Michele Sarlitto**

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**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Thursday, August 14, 2003 10:27 AM  
**To:** Michele Sarlitto  
**Subject:** FW: Shoreline Community College Master Plan Draft EIS

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

**From:** kathleen\_keul@hud.gov [mailto:kathleen\_keul@hud.gov]  
**Sent:** Thursday, August 14, 2003 8:21 AM  
**To:** Brandt, Beverly  
**Subject:** Shoreline Community College Master Plan Draft EIS

As a homeowner in the Shorewood Hills Development I across the road from the college, I am extremely concerned about the impact the planned development will have on our community.

The proposed new entrance on Innis Arden Road just west of the entrance to Shorewood Hills would severely impact our ability to access our homes. During peak college hours the road would be congested, and it would be difficult to turn in and out of our community.

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The additional ball fields and theatre, would add a lot more congestion in the area. Our concern is that the only access to our home and community is from Innis Arden Road. It is a two-lane road that was not developed for heavy traffic. Traffic lights at the top of the road may help somewhat but not enough.

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**RESPONSE TO COMMENTS FROM KATHLEEN KEUL**  
(Letter #43)

**Comment 1**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.

**Comment 2**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

# Shoreline

COMMUNITY COLLEGE

## Campus Master Plan EIS DRAFT EIS COMMENT FORM

**Public Comments**

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

**Ms. Beverly Jo Brandt, Vice President**  
**Administrative Services**  
**Shoreline Community College**  
**16101 Greenwood Avenue N.**  
**Shoreline, WA 98133**  
**FAX: (206) 546-5855**  
**E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)**

Please use additional pages, if needed. Thank you for your comments!

**Name:** Susan Kimpton  
**Address:** 403 NW 162<sup>nd</sup> St  
Shoreline, WA 98177  
**Phone/e-mail:** (206) 368-9431 Email [SueKimpton@aol.com](mailto:SueKimpton@aol.com)

**Comments**

Ms. Brandt,

Please, thoroughly consider the arguments listed in the letter from the Shorewood Hills Homeowner's Association, dated August 7, 2003, against the construction of a parking garage with an entry road off Tonis Arden Way. There has to be a better way.

My husband and my children and I have lived in Shorewood Hills I for the past 10 years. During this time, the traffic on Tonis Arden Way has been a continual, constant headache. I do not trust the young drivers on this already dangerous road to drive with caution. Any driver, for that matter, can have difficulty with navigating this sloping, winding road - especially when slick with rain or ice. For this reason, I cannot allow my 11 & 13 year old children to make the short walk to Shorewood Park to play, and I myself am concerned about my safety in walking along this road. In addition, the current traffic congestion is unbearable for all concerned. I implore you to re-consider this plan. It will only make an extremely frustrating and dangerous situation far worse. Sincerely,  
 Thank you. Sue Kimpton

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**RESPONSE TO COMMENTS FROM SUSAN KIMPTON**  
(Letter #44)

**Comment 1**

The comment is noted.

**Comment 2**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.



# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

**Public Comments**

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: SHINJI+SANDY KIMURA  
Address: 525 NW 103rd St.  
SHORELINE, WA. 98177 (SHOREWOOD MILLS I)  
Phone/e-mail: (206) 546-3774  
kimuraw@earthlink.net

**Comments**

My name is Sandy Kimura and my husband, Shinji and I recently purchased a beautiful home in Shorewood Hills. We specifically selected out this area for the peaceful, family oriented setting. The house and all well taken care of, and it is very quiet here. Since moving in 3 months ago, we have noticed and fully aware of the large amount of traffic congestion @ Francis Arden Hwy and 6th Ave. We noticed this also @ the intersection of Greenwood Blvd + Francis Arden way. It is almost impossible to get to this intersection on most afternoons. It usually takes 20-30 minutes to get to this intersection from my home, and I can not leave any other way. The traffic from the school (SCC) also affects the neighborhood around school children as they walk past this congestion and try to get out of Shorewood Hills I & II. There is a lot of pedestrian traffic along Francis Arden way, and I really feel that it is a safety issue as well as congestion issue to develop any more along this route. (Francis Arden way). I do not want the proposed plans for SCC to be installed for the above reasons, but basically it is for the noise level, the traffic congestion (added to the get start one) and the safety issues for children + pedestrians. Please do not continue with the proposal to SCC, but I would like to enjoy my neighborhood with peace + quiet. Thank you very much. Sandy Kimura

**RESPONSE TO COMMENTS FROM SHINJI and SANDY KIMURA**  
(Letter #45)

**Comment 1**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Michele Sarlitto**

**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Wednesday, August 13, 2003 10:32 AM  
**To:** Knight  
**Cc:** Michele Sarlitto  
**Subject:** Re: SCC Master Plan

Ann,  
 Thank you for sending your comments to me. I will forward them to our consultants Huckell/Weinman who are compiling all comments for inclusion in the final EIS.

We appreciate the time that you have taken to send us your thoughts.

—  
 Judy Yu  
 Director of Communications  
 Shoreline Community College  
 (206) 546-4634

**From:** "Knight" <knightfour@earthlink.net>  
**Date:** Mon, 11 Aug 2003 22:50:00 -0700  
**To:** jyu@ctc.edu  
**Subject:** SCC Master Plan

Dear SCC Master Planners,

I love SCC. I've been a part time student and employee there for years. As an academic skills tutor I see the amazing determination of students from all over the world who overcome hardships to learn to tell their stories in a language which is foreign to them in a country whose culture is foreign to them. SCC is a great place. And I see students from the U.S. who have suffered set-backs in their lives but who are encouraged and taught with skill and kindness at SCC and who eventually thrive.

One of the unique beauties of SCC is it's plant life. The trees are numerous and varied and offer profound comfort and interest to those who walk amongst them. Beyond the trees on campus, the forested area adjacent to Hidden Lake and Shorview Park is a unique treasure - full of large Douglas Fir and Cedars with an understory of salal, sword fern, and huckleberry. How blessed SCC is to have this pristine woods, a rarity in an urban center, as a teaching resource and a retreat.

To sacrifice even ½ acre of the forest in this situation would be a grave mistake; I understand that your plan is to destroy four acres. This would be a tragic choice. It would be a short-sighted choice. Can there be any wisdom in trading unspoiled native woods full of magnificent, old trees for a parking garage?

Now I realize, because I've experienced it myself, that parking at SCC is a problem which begs for a solution. May I suggest that there are other options besides destroying the forest. For example, why not lease (or buy) the under-used space in the Sears parking lot and build a multi-storied parking garage there? Those of us who remember the floods and damage to Boeing Creek watershed which resulted from asphaltting the Sears complex find it hard to believe that yet more wooded land would be taken so close to

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Boeing Creek.

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It is tragic that all over this planet the choice to sacrifice natural areas is minute by minute destroying our earth. SCC is a good school. It could become a GREAT school if it embodied in its actions principles of responsible earth stewardship. The forest around shoreline is precious beyond anything which can be built. It should be preserved and cherished as a place of refuge and as a living, breathing source for teaching the profound beauty and complexities of nature in the Pacific Northwest.

Sincerely,

Anne Knight

**RESPONSE TO COMMENTS FROM ANNE KNIGHT**  
(Letter #46)

**Comment 1**

This issue is noted and discussed in the DEIS. At this point in the master planning process it is not possible to determine with a high degree of certainty exactly how many trees may be affected by development that is proposed to occur throughout the life of the proposed *Concept Master Plan*. As noted previously, site-specific development proposals would be subject to the City's permit process.

**Comment 2**

The *Preferred Alternative* does not include construction of a standalone parking garage to alleviate potential parking shortages on campus. The College would continue to provide remote off-campus parking at the Westminster retail center with shuttle service to the campus and would incorporate additional parking beneath new buildings that are proximate to the campus loop road. Use of the remote parking lot is estimated to increase from approximately 45 to 75 vehicles per day to approximately 220 vehicles per day. Expanded shuttle service to the remote site is recommended as mitigation in *Section III* of the DEIS and is included as a recommended mitigation measure in the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

Whereas the focus of the DEIS (and this FEIS) is to evaluate possible environmental impacts resulting from the *Preferred Alternative*, the *Expanded Development Alternative* and the *Modified Development Alternative*, the *Concept Master Plan* document provides a much broader discussion concerning existing and proposed campus facilities. As noted in the *Preface* of the DEIS and this FEIS, both documents (*Concept Master Plan* and the EIS) need to be reviewed for a comprehensive understanding of all aspects of the proposed project.

Under the *Preferred Alternative* presented in this FEIS, the proposed new parking structure would not be constructed.

**Comment 3**

The comment is noted.

839 NW 165<sup>th</sup> Street  
Shoreline, WA 98177  
July 29, 2003

Ms. Beverly Brandt  
Shoreline Community College  
16101 Greenwood Ave. N  
Shoreline, WA 98133

RE: Shoreline Community College (SCC) Master Plan

Dear Ms. Brandt:

A July 15, 2003 News and Update from Shorewood Hills Homeowners Association prompts this letter regarding the above referenced matter.

My husband and I are residents in the Shorewood Hills II development, which I am sure you are aware is located at 9<sup>th</sup> NW and Innis Arden Way (down the hill from the College), and have been residents for 4-1/2 years. During that period of time, I have seen a great deal change in this community – most of the change not necessarily good. Now, SCC is proposing more change and this proposed change is definitely not good. My concerns are as follows:

1. After watching Shoreview Park's remodel with all the dirt and noise for well over a year, asking Shorewood Hills residents (not to mention residents in the Highlands) to accept a parking garage and outdoor amphitheatre goes beyond comprehension. You are asking citizens to accept more intrusion into their peaceful and quiet community. Our community is one of the few executive home communities north of Seattle with such easy access and proximity to downtown Seattle. One of the huge draws to Shorewood Hills is its lovely and peaceful setting. With SCC's proposal, we will lose a great deal of the loveliness of the area and will absolutely lose the peacefulness. Although the Highlands may not suffer through the dirt brought on by construction and not watch the greenery disappear, they will certainly hear the noise - noise from construction and noise from the amphitheatre.

2. I walk Shoreview Park, Innis Arden Way hill, Shorewood Hills I and Shorewood Hills II most mornings Monday-Friday. As the months and years have passed, I have witnessed a great deal more garbage accumulating along Innis Arden Way. As I proceed up the hill and pass the College, the garbage accumulation increases. I see everything from fast food containers, items of clothing, class schedules to tin cans, lipstick tubes and used condoms! The beautiful, tranquil hill is rapidly becoming a dumping ground for garbage and I suspect the primary problem is coming from the attendees at the College. I have seen trash dumped from car windows as the vehicle turns into the parking lot.

**Letter #47**

**Page 2**

Ms. Beverly Brandt

Page 2

July 29, 2003

3

3. Quite often I will hear blaring music from vehicles driving both up and down Innis Arden Way. I often wondered about one truck that would drive up the hill. The owner proudly showed two American flags suspended from the truck's bed but rock music played at high volume and the bass made the asphalt shake. One day I was far enough up the hill to see the truck turn into the College.

4

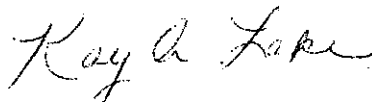
4. As I am sure you are aware, it is virtually impossible to get out onto Greenwood from Innis Arden Way when classes have been dismissed. It could and has taken up to 20 minutes to get from the "holding line on the hill" to the stop sign at Greenwood. If you do not have to deal with mass congestion, then you have to deal with inconsiderate and sometimes just plain stupid drivers. On more than one occasion I have had to jam on my brakes because drivers exiting the College parking lot do not look down the hill and just pull out onto Innis Arden Way. Just last week a female pulled out in front of me as I was accelerating up the hill and I had to swerve my vehicle into the bike/walking lane not to hit her. This has also happened many times when I drive home in the evening. Vehicles exiting the College cause problems.

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5. It is likely adding more traffic on Innis Arden Way will cause very severe problems during inclement weather. Remember December 1998? Remember the total number of cars in the ditch up and down the hill due to ice and snow? Three days went by before some vehicles could be pulled from the ditches. What will happen with additional traffic?

It saddens me to think that residents who have purchased homes in Shorewood Hills I and II with hope that their living environment will remain somewhat constant, peaceful and beautiful now need to deal with this upheaval. I would expect that if every administrator, teacher and employee at the College faced this situation, their feelings and mine would not be that dissimilar.

Very truly yours,



Kay A. Lake

cc: Shorewood Hills Homeowners Association

**RESPONSE TO COMMENTS FROM KAY A. LAKE**  
**(Letter #47)**

**Comment 1**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

Under the *Preferred Alternative* presented in this FEIS, the proposed new parking structure would not be constructed.

Whereas the focus of the DEIS (and this FEIS) is to evaluate possible environmental impacts resulting from the *Preferred Alternative*, the *Expanded Development Alternative* and the *Modified Development Alternative*, the *Concept Master Plan* provides a much broader discussion concerning existing and proposed campus facilities. As noted in the *Preface* of the DEIS and this FEIS, both documents (*Concept Master Plan* and the EIS) need to be reviewed for a comprehensive understanding of all aspects of the proposed project.

**Comment 2**

The comment is noted. Whenever possible, the College tries to instill a sense of responsibility in students and a respect for others.

**Comment 3**

The comment is noted. Please refer to the DEIS (pgs. 64 – 71) for a discussion of noise impacts. Noise generated by individual vehicles when operated on City streets are subject to the State's noise standards for motor vehicles and the City's nuisance restrictions.

**Comment 4**

Your concerns are noted.

**Comment 5**

Please refer to information contained in *Section IV – Other Issues* of this FEIS for detailed information regarding a revised traffic plan.



**Michele Sarlitto**

**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Wednesday, August 13, 2003 9:51 AM  
**To:** Michele Sarlitto  
**Subject:** FW: My opposition to SCC Master Plan DEIS

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

**From:** Kay Lake [mailto:klake830@hotmail.com]  
**Sent:** Tuesday, August 12, 2003 11:39 AM  
**To:** fairley\_da@leg.wa.gov; chase\_ma@leg.wa.gov; kagi\_ru@leg.wa.gov; council@ci.shoreline.wa.us; pds@ci.shoreline.wa.us  
**Cc:** Brandt, Beverly  
**Subject:** My opposition to SCC Master Plan DEIS

Dear Representatives:

I am a home owner in the Shorewood Hills II community in Shoreline, WA. It is my understanding that you have previously been advised of Shoreline Community College's plan for expansion - Shoreline Community College Master Plan Draft of Environmental Impact Study (<http://elmo.shore.ctc.edu/masterplan/>). I am writing to voice my dismay, concern and complete opposition regarding this plan.

- Plan allows SCC to grow 19% in enrollment. This would increase traffic and students by 19% in the residential neighborhoods that surround the college. The infrastructure of streets and available space has reached beyond the stage of compromising the quality of life of the neighborhoods adjacent to the SCC campus. SCC was originally designed to accommodate 2500 full time students - college has more than twice that now with another 19% growth planned! 1
- I would urge all of you to mandate that any increase in enrollment at SCC be accomplished through internet classes and/or satellite classes. SCC presently offers internet classes. This will not only help the students already registered, but will provide access to higher education opportunities for anyone in Washington State who wishes to update their current credentials or pursue classes on the way to a 4-year degree. 2
- Obviously, with SCC's expansion, the College will be adding new buildings. The Master Plan DEIS includes elimination of a sizable portion of open space and forest so that an amphitheater, parking garage and several play-fields can be added to the campus. These old growth trees are not only lovely but are homes to many native birds and wildlife. I would urge you not to allow the destruction of this forest or wildlife. 3
- Safety is a major concern for all residents surrounding SCC. Over the years, SCC's growth has degraded the safety of pedestrians and endangered the school children attending Highland Terrace Elementary School (across the street from Shoreline Community College). Additional traffic at the College will further impact the safety of school children as well as local residents. 4

I walk Shoreview Park, Innis Arden Way hill, Shorewood Hills I and Shorewood Hills II most mornings Monday-Friday. As the months and years have passed, I have witnessed a great deal more garbage accumulating along Innis Arden Way. As I proceed up the hill and pass the College, the garbage accumulation increases. I see everything from fast food containers, items of clothing, class schedules to tin cans, lipstick tubes and used condoms! The beautiful, tranquil hill is rapidly becoming a dumping ground for garbage and I suspect the primary problem is coming from the attendees at the College. I have seen trash dumped from car windows as the vehicle turns into the parking lot. Quite often I will hear blaring music from vehicles driving both up and down Innis Arden Way (approximately 6:30 am). I often wondered about one truck that would drive up the hill. The owner proudly showed two American flags suspended from the truck's bed but rock music played at high volume and the bass made the asphalt shake. One day I was far enough up the hill to see 5

08/15/2003

**Page 2**  
the truck turn into the College.

6 | Please take a good - long - hard - look at the SCC Master Plan DEIS. This is not the answer. Shoreline Community College should not be allowed to expand under this proposal and quite possibly, not be permitted to expand PERIOD.

Thank you.  
Kay A. Lake  
839 NW 165th Street  
Shoreline, WA 98177  
206-533-2104  
[klake830@hotmail.com](mailto:klake830@hotmail.com)

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08/15/2003

**RESPONSE TO COMMENTS FROM KAY A. LAKE**  
**(Letter #48)**

**Comment 1**

Comment is noted. Projected growth figures by both the College and the State Board for Community Technical Colleges and Shoreline Community College anticipate an increase in student enrollment of 5-10% over the next 10 years. The college has several distance learning programs and a satellite facility, however not all fields of study can be adequately accommodated by distance learning. To accommodate the increase in enrollment and the condition of existing facilities the college has proposed several improvements that are necessary. These improvements include, among others, constructing new buildings, remodeling existing facilities and improving traffic circulation.

**Comment 2**

Mandating increases in enrollment to be accommodated through Internet classes or via satellite facilities is not possible. Please refer to *Section IV – Key Issues* of the FEIS regarding a discussion of campus enrollment.

A key consideration of the College, the City and the community would be to lessen the number of vehicular trips generated by students, faculty and staff. If a student, faculty and/or staff member was to spend their entire campus time at an off-campus location, this recommendation could work. However, seldom is that the case. Students take a broad range of classes, perform research at the library, meet with instructors, and interact with other students. As such, this would result in an increased number of vehicular trips between an off-campus location and the main campus.

**Comment 3**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

At this point in the master planning process it is not possible to determine with a high degree of certainty exactly how many trees may be affected by development that is proposed to occur throughout the life of the proposed *Concept Master Plan*. As noted previously, site-specific development proposals would be subject to the City's permit process.

Under the *Preferred Alternative* presented in this FEIS, the proposed new parking structure would not be constructed.

**Comment 4**

The comment pertaining to safety is noted. Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.

**Comment 5**

Whenever possible, the College tries to instill a sense of responsibility in students and a respect for others. Noise generated by individual vehicles when operated on City streets are subject to the State's noise standards for motor vehicles and the City's nuisance restrictions.

**Comment 6**

Please refer to the discussion concerning enrollment contained in *Section IV – Key Issues* in this FEIS. It should also be noted that the College has been part of the Shoreline community for over 40 years.

**Michele Sarlitto**

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**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Saturday, August 16, 2003 8:36 AM  
**To:** Michele Sarlitto  
**Subject:** FW: My opposition to SCC Master Plan DEIS

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

**From:** Kay Lake [mailto:klake830@hotmail.com]  
**Sent:** Friday, August 15, 2003 3:21 PM  
**To:** FAIRLEY\_DA@leg.wa.gov  
**Cc:** Brandt, Beverly; bbarta@appleisp.net; erobkt@aol.com; res050gd@gte.net  
**Subject:** RE: My opposition to SCC Master Plan DEIS

Dear Senator Fairley:

Thank you for your quick response to my August 12<sup>th</sup> letter.

After reading your reply, I wanted to make the following comment. I wholeheartedly support higher education. My immediate family holds degrees from Duke, Penn State, Columbia, NYU, F & M, UC Berkeley, Cal State Chico and Colorado State. The degrees range from B.S. to MBA, J.D. and LL.M. True, none of the above are Community Colleges. However, my middle daughter, after graduating from Colorado State chose to attend the Police Academy at Golden West Community College in Huntington Beach, CA (reported to be one of the finest training facilities in the country). Golden West CC is situated in the heart of the City of Huntington Beach. The College is flanked by a 4-lane road on the South and West side and a 2-lane road on the North. There are also bike paths and sidewalks. The College is also flanked by many stores such as small strip malls, restaurants, furniture stores, a nursery, gas stations, etc. My point is, the College was designed to "fit" into an environment where it could keep its students, the City residents and customers of the neighboring businesses safe. There are sidewalks to walk on, bike paths to help keep riders safe and stop lights to keep the flow of traffic regulated and safe.

Shoreline Community College is not flanked by streets large enough to handle what the College is proposing. The College is in a neighborhood zoned residential. Further, I have heard many people say that Innis Arden Way is like a country road! And, it is. What will happen when winter hits and the added traffic slips and slides off Innis Arden Way into the ditch. Remember the winter of 1998? It took days to get the cars out of the ditch up and down Innis Arden Way. Further, there are no sidewalks, there are no bike paths and there are no stop lights.

1

In a continuing effort to strive for higher education available to everyone, I would suggest that internet class offerings and satellite classes be considered. These avenues will not only help the students already registered, but provide access to higher education opportunities for anyone who wishes to update their credentials or pursue classes toward a four year degree.

2

Again, I do thank you for your response and I greatly appreciate any and all that you do to make the feelings of many, many homeowners around the College known.

Kay A. Lake

>From: "Fairley, Sen. Darlene"  
>To: 'Kay Lake'

08/18/2003

>Subject: RE: My opposition to SCC Master Plan DEIS

>Date: Thu, 14 Aug 2003 09:43:03 -0700

>

>Kay-

>I believe that community colleges are essential in making higher education

>accessible to people who could otherwise not afford it. More and more

>working adults are choosing education at community colleges because class

>schedules are tailored to accommodate people with jobs. As you stated, it is

>anticipated that Shoreline Community College's enrollment will grow by 19

>percent over the next ten years.

>

>It is essential that the college work with the community to ensure that this

>growth is not detrimental to surrounding neighborhoods. The college

>recently rejected a proposal to redesign an intersection at the main

>entrance. This decision was partly influenced by concerns raised by

>community members. The college's master plan includes the goals of

>minimizing impact on its neighbors through a variety of approaches. I

>expect the college to live up to these goals, and it is important for

>community members such as yourself to make your voices heard throughout the

>planning process.

>

>I usually meet with college officials throughout the Legislative session. I

>will be sure to bring this issue into the conversation and will let them

>know that I expect them to work closely with neighbors to address their

>concerns.

>

>Thank you for your message.

>

>-Darlene .

>

>-----Original Message-----

>From: Kay Lake [mailto:klake830@hotmail.com]

>Sent: Tuesday, August 12, 2003 11:39 AM

>To: Fairley, Sen. Darlene; Chase, Rep. Maralyn; Kagi, Rep. Ruth;

>council@ci.shoreline.wa.us; pds@ci.shoreline.wa.us

>Cc: bbrandt@shore.ctc.edu

>Subject: My opposition to SCC Master Plan DEIS

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>Dear Representatives:

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>

>

>I am a home owner in the Shorewood Hills II community in Shoreline, WA. It

>is my understanding that you have previously been advised of Shoreline

>Community College's plan for expansion - Shoreline Community College Master

>Plan Draft of Environmental Impact Study

>(<<http://elmo.shore.ctc.edu/masterplan/>>). I am writing to voice my dismay,

>concern and complete opposition regarding this plan.

08/18/2003

>  
>  
>  
>\* Plan allows SCC to grow 19% in enrollment. This would increase  
>traffic and students by 19% in the residential neighborhoods that surround  
>the college. The infrastructure of streets and available space has reached  
>beyond the stage of compromising the quality of life of the neighborhoods  
>adjacent to the SCC campus. SCC was originally designed to accommodate 2500  
>full time students - college has more than twice that now with another 19%  
>growth planned!  
>  
>\* I would urge all of you to mandate that any increase in enrollment  
>at SCC be accomplished through internet classes and/or satellite classes.  
>SCC presently offers internet classes. This will not only help the students  
>already registered, but will provide access to higher education  
>opportunities for anyone in Washington State who wishes to update their  
>current credentials or pursue classes on the way to a 4-year degree.  
>  
>\* Obviously, with SCC's expansion, the College will be adding new  
>buildings. The Master Plan DEIS includes elimination of a sizable portion  
>of open space and forest so that an amphitheater, parking garage and several  
>play-fields can be added to the campus. These old growth trees are not only  
>lovely but are homes to many native birds and wildlife. I would urge you  
>not to allow the destruction of this forest or wildlife.  
>  
>\* Safety is a major concern for all residents surrounding SCC. Over  
>the years, SCC's growth has degraded the safety of pedestrians and  
>endangered the school children attending Highland Terrace Elementary School  
>(across the street from Shoreline Community College). Additional traffic at  
>the College will further impact the safety of school children as well as  
>local residents.  
>  
>I walk Shoreview Park, Innis Arden Way hill, Shorewood Hills I and Shorewood  
>Hills II most mornings Monday-Friday. As the months and years have passed,  
>I have witnessed a great deal more garbage accumulating along Innis Arden  
>Way. As I proceed up the hill and pass the College, the garbage  
>accumulation increases. I see everything from fast food containers, items  
>of clothing, class-schedules to tin cans, lipstick tubes and used condoms!  
>The beautiful, tranquil hill is rapidly becoming a dumping ground for  
>garbage and I suspect the primary problem is coming from the attendees at  
>the College. I have seen trash dumped from car windows as the vehicle turns  
>into the parking lot. Quite often I will hear blaring music from vehicles  
>driving both up and down Innis Arden Way (approximately 6:30 am). I often  
>wondered about one truck that would drive up the hill. The owner proudly  
>showed two American flags suspended from the truck's bed but rock music  
>played at high volume and the bass made the asphalt shake. One day I was  
>far enough up the hill to see the truck turn into the College.  
>  
>  
>  
>Please take a good - long - hard - look at the SCC Master Plan DEIS. This  
>is not the answer. Shoreline Community College should not be allowed to  
>expand under this proposal and quite possibly, not be permitted to expand  
>PERIOD.

08/18/2003

Page 4

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>  
>Thank you.  
>  
>Kay A. Lake  
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>839 NW 165th Street  
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>Shoreline, WA 98177  
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>206-533-2104  
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>klake830@hotmail.com

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**RESPONSE TO COMMENTS FROM KAY A. LAKE**  
(Letter #49)

**Comment 1**

The comment is noted. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding a revised traffic plan.

**Comment 2**

Please refer to the discussion of campus enrollment contained in *Section IV – Key Issues* of this FEIS. Projected growth figures by both the College and the State Board for Community Technical Colleges and Shoreline Community College anticipate an increase in student enrollment of 5-10% over the next 10 years. The college has several distance learning programs and a satellite facility, however not all fields of study can be adequately accommodated by distance learning. To accommodate the increase in enrollment and the condition of existing facilities the college has proposed several improvements that are necessary. These improvements include, among others, constructing new buildings, remodeling existing facilities and improving traffic circulation.

August 11, 2003

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Ave. N.  
Shoreline, WA 98133

Subject: Shoreline Community College Master Plan and Draft Environmental Impact Statement

cc. Tim Stewart, City of Shoreline Planning and Development Services Director, City of Shoreline Council Members: Scott Jepsen, mayor; Kevin Grossman, deputy mayor; John Chang, Rich Gustafson, Ron Hansen, Linda Montgomery, Bob Ransom

Dear Ms. Brandt,

I have read the letter directed to you by the Shorewood Hills Homeowners Association Board and want you to know that I wholeheartedly agree with the comments submitted by Ed Robinson, President of that Board. In addition, I feel the need to emphasize some points further.

It is very disturbing to me that the environment, wildlife habitat and passive recreational needs of the community are continually being ignored or severely short changed. I am appalled that trees/habitat that are a part of Shoreview Park will be included in this project. It is especially disappointing since the Shoreline Park Department's own survey of community needs shows that the most important needs are for "trails, natural areas and nature trails".

1

There will be tremendous erosion of the hillside further imperiling the wildlife and the housing development across the road from this development. There is precious little habitat available for the wildlife in Shoreline and what there is the developers have turned into housing. **Surely we could and do expect more from our publicly owned facilities in terms of representing the unprotected wildlife and the passive recreationalist.** This development will force an already overstressed area that is currently used for passive recreation and wildlife habitat to be even more intensely utilized.

2

It appears that you have forgotten that you are located in an area that is exclusively residential. Building an amphitheater in a clearly residential area is inviting all sorts of conflicts and complaints and would seem to be incompatible with the surrounding community.

3

I would have thought that the tremendously expensive development of the Little League field at Shoreview Park would be a lesson in how foolish it is to build in environmentally challenged area with steep slopes that have major erosion and drainage problems. That is certainly not how I want my tax money spent.

4

I urge you to reconsider your decision and develop a different plan.

5

Sincerely,

Jo Anne Laz  
911 NW 165<sup>th</sup> Place  
Shoreline, WA 98177

**RESPONSE TO COMMENTS FROM JO ANNE LAZ**  
**(Letter #50)**

**Comment 1**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

The issue of potential tree loss is noted and discussed in the DEIS. At this point in the master planning process it is not possible to determine with a high degree of certainty exactly how many trees may be affected by development that is proposed to occur throughout the life of the proposed *Concept Master Plan*. As noted previously, site-specific development proposals would be subject to the City's permit process.

Under the *Preferred Alternative* presented in this FEIS, the proposed new standalone parking structure would not be constructed.

**Comment 2**

Please refer to information contained in *Section III* of the DEIS relative to stormwater management. Stormwater drainage flow off-campus is estimated to decrease as a result of the proposed detention facilities. In addition, the water quality is expected to increase as a result of the proposed water quality treatment features and inclusion of these features when remodeling existing buildings. Construction of the new facilities could cause temporary localized increase in erosion and sedimentation, however proposed mitigation measures will reduce this impact.

The *Preferred Alternative* would create a number of on-campus recreational improvements including enhanced pedestrian trail connections between buildings, parking lots, and open space. Existing vegetative buffers would be enhanced to approximately 125 feet.

**Comment 3**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

The intent of the *Concept Master Plan* and this associated EIS is to publicly convey the College's long-range development plans, consistent with mandated State Higher Education requirements and to seek City approval. As noted previously, Shoreline Community College has been a part of the Shoreline community for over 40 years.

**Comment 4**

The comment is noted.

**Comment 5**

The comment is noted.

July 30, 2003

Ms. Beverly Jo Brandt  
Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133

Subject: Shoreline Community College Master Plan And Associated  
Environmental Impact Statement

Cc: City of Shoreline Council  
City of Shoreline Planning

Dear Ms. Brandt.

We are one of the many neighbors of Shoreline Community College ( SCC) who disagree with some aspects of the SCC Master Plan and most of the associated EIS. First, let it be stated that we have utilized the services of SCC, for education as well as outdoor exercise, using the track facility and walking on the campus. The campus has, in the past, offered a serene environment.

During recent years the campus population has grown such that traffic of students, going to and fro, presents an unsafe traffic environment, major neighborhood parking and traffic issues, and abuse of the neighborhood environment due to trash being left by those students who park in the area. This sets the tone for the remainder of the letter, which will identify three major concerns and offer some suggestions.

After reading the SCC Master Plan it is concluded that the college was intended to be a *community* college. It was initially structured to handle a full time enrollment of approximately 2500 students, and evidently has grown to approximately 8500, with projections going higher. The college was built in an existing and developing residential area. The college has grown to be more than a 'community ' college, more a regional college. Students come from afar outside the Shoreline community. Proposals being presented want to grow the college even more, increasing traffic, upsetting the environment and destroying existing natural habitat areas. It would appear the college has grown beyond it's limits to function in a residential community without negative impact to the residents. It's time to stop growth and manage the existing population.

Now let's address some specifics. There are quite a few concerns but this letter will only address three. (1) Traffic/Parking and the proposed solution, (2) Sports Complex and Amphitheater, (3) Impact on Natural Habitat

**1. TRAFFIC/PARKING**

The existing traffic situation on Innis Arden Drive, Greenwood Avenue, and NW160th during early morning, mid-day, and evening is extremely congested and poses an unsafe situation.

**Innis Arden**

2 Traffic backs up on Innis Arden during hours where students exit from the college such that it could take as long as 15 minutes to travel east from 6<sup>th</sup> NW to Greenwood Avenue. The Shorewood Hills community of 107 lot owners can only enter/exit via Innis Arden Way, and must travel that street.

3 At other times students disregard driving etiquette, pulling onto Innis Arden from the college, immediately in front of oncoming cars. Many times I have had to brake quickly. Additionally, the Plan proposes opening a street exiting Innis Arden into a new road to the proposed new garage parking area. It's hard to believe the proposal sets the entrance on a steep winding portion of Innis Arden Way where lack of viewing distance will certainly contribute to accidents. No additional road should be placed in this location along Innis Arden Way.

4 The current EIS proposes more traffic on Innis Arden Way, an already over-capacity situation. Adding traffic, to travel further west, on Innis Arden Way is dangerous and not an acceptable solution. Retain only the two existing entrances on Innis Arden Way, the main entrance and the parking entrance. Use these to access any parking additions.

**Greenwood Avenue and 160th( north and south 160<sup>th</sup>)**

5 The intersection of Greenwood Ave. and 160th is a nightmare during heavy traffic times of early AM, mid-day and 4:00-6:00 PM. It's difficult to separate Greenwood and 160<sup>th</sup> problems. Traffic backs up on Greenwood Avenue, both north and south and 160<sup>th</sup> east. The four way blinking stoplight does not allow traffic to flow effectively north/south and east/west. A Stoplight( red, yellow, green ) is a better solution, regardless of other changes.

6 The existing traffic volume poses traffic issues, on Greenwood, from 155<sup>th</sup> to Carlyle, and on 160<sup>th</sup>, from the Highland Terrace Elementary school, at 1<sup>st</sup> NW to Aurora Avenue. Residents, parents of students, and students traveling by foot and in cars, to and fro of Highland Terrace Elementary, and the Highlands Terrace community, face unsafe situations during peak hours. With the projected increase of SCC student size, a sports complex, and amphitheatre, traffic is increased and traffic peak times are extended not only during the week, but also into the weekend. A suggested solution is to NOT allow student parking on campus. Instead of building parking garages, use the space for educational buildings if you must. If a parking garage is a solution, and I agree it is a viable alternative, locate it away from the campus and bus the students, or heaven forbid, have them walk a few blocks. Remember, this is a Community College, not a regional college. It is in the middle of a community, which should have priority relative to environmental impact.

**Proposed Innis Arden modification to 160th**

The proposed traffic flow from Innis Arden to 160th poses an unacceptable and unsafe solution to the Highland Terrace neighborhood south of Highland Terrace elementary school and Highland Terrace School. This modification will significantly contribute to additional traffic 'forced' down residential streets of Highland Terrace, where children play, and residents walk setting the unsafe stage for an accident. Additionally, the 'woody' habitat, used by Highland Terrace students will be destroyed, leaving them without a natural habitat for learning, which they use today. A major thoroughfare will be created where traffic is already heavy enough, directing traffic from Aurora along 160<sup>th</sup>, then west on Innis Arden Way, past the college, into the residential area.

7

**Parking**

As stated earlier, the college was originally intended to serve approximately 2500 students. Now it is closer to 8500 and growing. When will it be recognized that the residential environment is not receptive to the parking growth that increases with the student growth, not to mention the traffic growth. The residential streets and the physical layout of the community and college do not accommodate the parking. Students park in the neighborhood, blocking driveways, driving unsafe on residential streets, climb school fences seeking the shortest path to the college entrance, and basically abuse the neighborhood. There have been many, long standing complaints from the community to the college, on these issues, and little has changed. A parking garage, on campus, is not the best solution. If I understand one of the college's pleas, using campus space for a parking garage is not in the best interest of the college, let alone the community. If a parking garage must be built, and there are funds available, build it off campus and either bus the students or have them walk a few blocks. There must be availability of potential parking garage space on the area where Sears is located just west of the college.

8

**2. SPORTS COMPLEX AND AMPHITHEATER**

What in heavens name are the Master Planners thinking? There already exists traffic congestion issues, negative community and environmental impact issues and a community that is very dissatisfied with the college expansion impact. To add insult to injury a proposal is also being presented that will not only extend the congestion beyond the normal school hours but into the night and weekends. That's seven days out of seven the community needs to deal with traffic, people, coming into the area, and general congestion. The community doesn't need another sports complex. We already have one that has just been completed. We don't need an amphitheater bringing with it additional noise into the night, and also the traffic. Additionally, the lighting from both the facilities will have a negative impact on those affect neighbors. We don't need these negative impacts, on the community and on the natural habitat, that these bring.

9

**3. IMPACT ON NATURAL HABITAT AND GENERAL ENVIRONMENT**

The current college environment has many wooded areas. Some are set aside, by the college, for study areas of the natural habitat. The proposed building of a parking garage, amphitheater, and sports complex infringes upon some of these areas. Additionally, surface water and surface water flow will be increased upon an area where the soil does

10

10  
cont'd

not readily accept heavy flows without erosion. The Master plan does address the need for water control, however eventually the water must go somewhere, other than into the ground, where it goes today. The negative impact of the current proposal affects wooded areas beyond the college. The wooded area by Highland Terrace School, at 160<sup>th</sup> and Greenwood is an example.

11

Noise to the community, emitting from the sports complex, and the amphitheater will be annoying. Lighting from the sports complex and amphitheater is highly probable to effect neighbors. The noise will not be limited to daylight hours. The lights will also be an annoying distraction to the community. Neither of these complex additions are acceptable to the majority of the surrounding community.

### SUMMARY

12

The college is supposed to be a community college, originally envisioned to serve 2500 students. It is now at 8500 students. It currently offers the community both recreational and educational services, as it does for many others, not part of the community. It is not intended to be a 'regional' college offering services beyond the level of its physical capability. It is a college in the midst of a community. The community existed before the college. The college selected the limited area, for the institution, and has grown to the point where proposals for expansion have a negative impact on the community. The effects, that the college is proposing, go beyond the college boundaries. The proposals negatively impact the neighboring community, and the environment.

13

The only traffic revision at this time, should be a stop light at 160<sup>th</sup> and Greenwood. Innis Arden Way should not be extended to 160<sup>th</sup>.

14

There should be no additional entrance from Innis Arden Way to service a proposed parking garage. The proposed location is dangerous, located on a steep and somewhat blind area of the street. Additionally, the location negatively impacts the natural habitat.

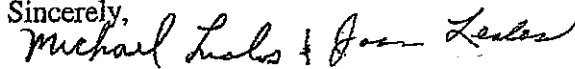
15

No sports complex nor amphitheater should be built. As stated earlier one sports complex is enough for the area, and the city has just finished a sports complex near and just west of the college. It, along with the amphitheater will bring more traffic into the area, extend the traffic congestion to seven days a week, and increase the noise emitting into the neighborhood. These will certainly lay the foundation for a request to install lighting, which will emit to the community, furthering the negative environmental impact.

16

The traffic proposal has raised safety issues for the Highland Terrace school students and the residents of Highland Terrace. The traffic issues go beyond the immediate college area from 155<sup>th</sup> and Greenwood to Carlyle Way, and from Aurora to West beyond the college, into the community.

Sincerely,



Michael and Joan Lealos

627 NW 162<sup>nd</sup>

Shoreline WA. 98177

**RESPONSE TO COMMENTS FROM MICHAEL and JOAN LEALOS**  
**(Letter #51)**

**Comment 1**

Shoreline Community College, with programs for university transfer, career and professional training, adult learning and high school programs has experienced a high level of use. Projected growth figures by both the College and the State Board for Community Technical Colleges and Shoreline Community College anticipate an increase in student enrollment of 5-10% over the next 10 years. To accommodate the growth in attendance and effectively utilize the campus the college has adjusted its classroom hours and established a satellite facility. However to accommodate the projected increase in students on campus, development of new campus facilities and renovation of existing facilities is necessary.

**Comment 2**

The comment is noted.

**Comment 3**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.

**Comment 4**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 5**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 6**

The *Preferred Alternative* does not include construction of a standalone parking garage to alleviate potential parking shortages on campus. The College would continue to provide remote off-campus parking at the Westminster retail center with shuttle service to the campus and would incorporate additional parking beneath new buildings that are proximate to the campus loop road. Use of the remote parking lot is estimated to increase from approximately 45 to 75 vehicles per day to approximately 220 vehicles per day. Expanded shuttle service to the remote site is recommended as mitigation in *Section III* of the DEIS.

Whereas the focus of the DEIS (and this FEIS) is to evaluate possible environmental impacts resulting from the *Preferred Alternative*, the *Expanded Development Alternative* and the *Modified Development Alternative*, the *Concept Master Plan* provides a much broader discussion concerning existing and proposed campus facilities. As noted in the *Preface* of the



DEIS and this FEIS, both documents (*Concept Master Plan* and the EIS) need to be reviewed for a comprehensive understanding of all aspects of the proposed project.

Under the *Preferred Alternative* presented in this FEIS, the proposed new standalone parking structure would not be constructed.

A key consideration of the College, the City and the community would be to lessen the number of vehicular trips generated by students, faculty and staff. If a student, faculty and/or staff member was to spend their entire campus time at an off-campus location, this recommendation could work. However, seldom is that the case. Students take a broad range of classes, perform research at the library, meet with instructors, and interact with other students. As such, this would result in an increased number of vehicular trips between the off-campus location and the main campus.

#### **Comment 7**

The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

#### **Comment 8**

Please see the response to Comment 6 above.

#### **Comment 9**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

#### **Comment 10**

Stormwater impacts are discussed in the DEIS on pgs. 35 – 42. While additional impervious surfaces would be created as a result of the *Expanded Development Alternative*, the volume and rate of runoff would be limited to comply with City of Shoreline codes and standards. Storm drainage flow off-campus is expected to decrease as a result of the storage volume in the detention facilities planned in the *Expanded Development Alternative* and water quality is anticipated to improve as a result of proposed water quality treatment features.

In addition, as noted in the *Fast Sheet* to this FEIS (pg. ii), the *Preferred Alternative* would require permits/approvals from federal, state and local agencies. All facilities would be designed to comply with the City's stormwater management requirements, which are consistent with the Department of Ecology's stormwater management requirements.

#### **Comment 11**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 12**

Please see the response to Comment 1 above.

**Comment 13**

See the revised traffic analysis for a discussion of intersection alternatives.

**Comment 14**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.

**Comment 15**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 16**

The comment is noted.

**Michele Sarlitto**

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**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Thursday, July 31, 2003 10:20 AM  
**To:** Michele Sarlitto  
**Subject:** FW: Draft EIS Comments

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

**From:** D.K. Miles [mailto:res02t4z@gte.net]  
**Sent:** Wednesday, July 30, 2003 8:05 AM  
**To:** Brandt, Beverly  
**Subject:** Draft EIS Comments

Ms. Beverly Jo Brandt,

I attended the public meeting 7/29/03. I am opposed to any further development as outlined in the plans presented. | 1

I am a neighbor to the College, and in the past, have favored all development plans for the College, the park and the new baseball field. I feel the area has now been developed to the maximum, considering the area available and the traffic access. | 2

Please find a new location for any further development.

Thank you,  
D.K. Miles  
17066 10th Ave NW  
Shoreline, Washington 98177  
206 542 8580

**RESPONSE TO COMMENTS FROM D.K. MILES**  
(Letter #52)

**Comment 1**

The comment is noted.

**Comment 2**

The comment is noted. Please see the discussion regarding campus enrollment contained in *Section IV – Key Issues* in this FEIS.

RECEIVED  
AUG 13 2003

CHARLES H. MONTANGE  
ATTORNEY AT LAW  
426 NW 162ND STREET  
SEATTLE, WASHINGTON 98177  
(206) 546-1936  
FAX: (206) 546-3739

13 August 2003

Ms. Beverly Jo Brandt  
Vice President, Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133

Re: comments on draft EIS in support  
of Campus Master Plan;  
R.C.W. 42-17-260 informational request

Dear Ms. Brandt:

I am a resident and taxpayer in the City of Shoreline, and I have been since 1992. I reside, as the letterhead on this indicates, at 426 NW 162d, in Shorewood Hills Division One, essentially immediately south of the amphitheater and ballfields which are proposed in the College's draft EIS. I am a member of the board of directors of Shorewood Hills Homeowners Association. Although I believe that most of the 105 member families of SHHA would share the views expressed in this letter, or similar views, these comments are on behalf of myself personally, and my family. While I certainly support public education, including the kinds of programs which Washington State's community college program seeks to provide, I do not believe that this entitles a community college to have some kind of blank check to disrupt or export its problems to adjacent residential neighborhoods, particularly when mitigations and alternatives that would dramatically reduce such impacts have evidently never been considered by the community college in question.

1. Comment period is inadequate and unreasonable. I begin by noting that the comment period on the draft EIS is inadequate and unreasonable. Despite my request, no copy of the master plan or draft EIS was made available for my review, or for review of SHHA, or to my knowledge any of the 105 member families of SHHA prior to July 1. The six week comment period in July and August is deficient for multiple reasons.

First, the only way formally to obtain land use information from or about government entities proposing land use actions is by public disclosure request. It is no secret that it takes months for King County, which has most such information about the College, to process a request. A six week comment period is

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3 | vastly inadequate to allow such requests to be made so as to  
cont'd | allow commenters to file fully informed comments.

4 | Second, the College is in litigation with SHHA, and is  
basically refusing to supply information responsive to germane  
public disclosure requests anyway, using the litigation as an  
excuse.

5 | Third, July and August are the primary vacation months for  
families with school-age children, if not for families in  
general. My family traditionally leaves in early July for two  
to three weeks. This summer was no exception. As a result of  
vacation and work-related travel, I was unable even to obtain a  
copy of the draft EIS, much less review it, until August 1.  
One cannot review a 170 page EIS and take informed action in  
response to a document with so many manifest errors in so short  
a time.

6 | Fourth, all these factors combine to render it impossible  
for the neighborhood associations to organize an efficient and  
meaningful response to the EIS. We simply do not have the time  
to retain our own traffic and environmental consultants, let  
alone review existing King County files, in six summer weeks at  
the time of year when most King County families take vacations.

7 | Recommended solution: Announce an extension of the comment  
period for 12 weeks from the date of the announcement of the  
extension. Alternatively, issue a supplemental draft EIS, and  
afford at least 12 weeks comment on that and the prior draft to  
the extent the prior draft was not modified.

8 | 2. Failure to analyze impacts on neighborhoods. Like  
Shoreline's two high schools, the College is located in a  
residential neighborhood. The draft EIS recognizes that when  
the College was initially proposed, it was projected to have a  
maximum of 2500 students.<sup>1</sup> It is reasonable to conclude that  
this number is not simply a reflection of the extant population,  
but also in part of the character of the location of the  
College: residential. In any event, the projected number of  
students is roughly equivalent to the enrollment in what are  
now the two high schools serving Shoreline.

9 | But the College has moved well beyond the initial projected  
limit. Indeed, the College now has the equivalent of  
approximately 5600 "full time equivalent" students<sup>2</sup> -- roughly  
three times the enrollment in Shoreline's high schools. Since  
most students at the College are part time, the total number of  
students at the College is closer to 9000, according to the  
draft EIS at p. 5. This is roughly four to five times the

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1 Draft EIS, at p. 4. King County has been unable so far  
to locate any documents relevant to the initial  
projections/limitations on enrollment from land use records.

2 Draft EIS at p. 5.

student population of Shoreline's high schools.<sup>3</sup> Since the College has no residential facilities and is entirely commuter, the single passenger vehicular traffic volume in adjacent residential communities which it generates is tremendous when it is in session: far beyond any comparable educational institution or comparable public or private institution in Shoreline. In addition, the College hosts many heavy traffic generating special events (ranging from political speakers like Dan Quayle and Howard Zinn to religious revivals, car club rendezvous, and karate tournaments). In contrast to the College, the two educational institutions which it most resembles (Shorewood and Shorecrest high schools) offer dedicated school bus service to their students. Moreover, major special events -- especially outdoor events -- take place not at the high schools but at ballfields located in the vicinity of I-5.

The road network in the impacted area of Shoreline was designed to serve a residential community on the "ravine" side of Seattle -- low density traffic flowing into a few collectors. It was not designed to serve a high volume institution. As a result, the College is currently heavily congesting Innis Arden Way and Greenwood from approximately 7 AM until 1 PM every day, as well as off and on at sporadic times until approximately 6 PM (and later on "event" nights). People in adjacent Shorewood Hills, in order to get out of their neighborhood, frequently face backed up cars all the way from Greenwood down to the entry into the College immediately east of 6th Avenue and Innis Arden Way -- roughly 1/3 to 1/2 mile. The back up relieves very slowly because of the uncontrolled five-way intersection where Greenwood and Innis Arden meet. Turns northward from Innis Arden onto Greenwood (such as one would make to pick up a sick student at Shorewood High School, or to deliver forgotten homework) are sometimes virtually impossible due primarily to college-related traffic, even when, after ten to fifteen minutes of delay, one finally gets to the intersection. In order to save time or out of sheer frustration, local drivers are forced to cut through the College campus, which is of course poorly designed for that purpose. In addition, commuting students, upset at the delay they also face, are known to speed, cut in front of cars, and generally create unsafe conditions. This is particular dangerous to bicycle commuters (like my wife), for the students like most drivers tend not to notice bicyclists as the students spur their cars into or out of the College parking lots. (Incidentally, it would be nice if the College could develop some meaningful incentives to encourage some of its students to bicycle to the College.)

The draft EIS fails to analyze any of these impacts on the adjacent neighborhoods, and thus fails entirely as a document to

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<sup>3</sup> One of those high schools is actually shared with another City: Lake Forest Park.

inform decisionmakers of the relevant environmental impacts of the proposal.

Other traffic-related impacts which the draft EIS fails to consider include:

16 (a) safety. Due to the high traffic volume on Innis Arden Way and Greenwood due to the College, it is unsafe for children to walk to Highland Terrace Elementary School, whose only access is effectively via the five-way intersection at Innis Arden Way and Greenwood. The draft EIS should analyze the existing problem and propose mitigation, rather than ignore the fact that the proposed increase in enrollment will add to the problem.

17 (b) trash. During the school year, Innis Arden Way looks like a dumping ground for glass bottles, soft drink cans, fast food paper, newspaper litter, and car trash. The junk makes bicycling Innis Arden Way hazardous, because the broken glass will flatten tires. (Perhaps this -- in addition to lack of any other incentives -- is why virtually no College students bicycle to the College.) The junk commences at the College's western entrance to Innis Arden Way and proceeds all the way up to the sensitive area cleaned by students of Highland Terrace Elementary School at Innis Arden and Greenwood. The trash then extends up and down Greenwood from the College. The streets look a bit like Sofia, Bulgaria, or Bucharest, Roumania, after the fall of the communist dictatorships when no one cared about cleanliness or the impact of their actions on anyone they did not know.

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19 Literally, the clientele of the College is exporting its trash to the residential neighborhoods they traverse to and from the College. The College appears to be doing nothing to even begin to address this cost it is imposing on the neighborhoods. My family cleans the street twice a year as a public service, and so far as we can tell, the College does nothing to correct or to mitigate the problem. The College-traffic related debris certainly conflicts with the purpose of the sensitive area protections otherwise protecting the vegetation between Shorewood Hills and the College. The draft EIS should analyze how to clean the mess up.

20 (c) noise. Again, the College is located in a residential area, surrounded by sensitive protected areas. The increased traffic volumes which the College proposes, and the increased noise impacts on flora, fauna, families, and the environment generally from an amphitheater and new ballfields directly across from Shorewood Hills are unanalyzed.

21 (d) parking. It is no secret that College students, virtually all of whom commute by car, have no financial incentive to pay any parking fee to the College. As a result, many students park off-campus in residential neighborhoods. The College could easily remedy this problem by providing in its catalogs that any student parking in a residential neighborhood will be expelled, as University of Washington does. Instead, the College views such an approach as customer unfriendly, and basically proposes only to exacerbate the problem by expanding.

The College does propose to construct a parking garage in



order to foster the expansion. Either the garage will be constructed at taxpayer expense, in which case state taxpayers will be subsidizing inefficient commutes by single occupancy vehicles, or the College will charge students more for parking. If the latter, students will have more incentive to park in residential neighborhoods, exacerbating the adverse safety, noise and congestion impacts on the local community. If the former, then ironically Shorewood Hills residents (and residents of other neighborhoods such as Innis Arden and Highland Terrace) will be subsidizing the College in exacerbating an unanalyzed traffic, safety, noise, and trash burden on their neighborhood.

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As a mitigation of the traffic impact, the College should impose sanctions on any student parking in a residential neighborhood (and stop ignoring the problem or pretending it belongs to the City). This mitigation could also serve as an alternative to the need for a parking garage. As additional mitigation, the College needs to construct sidewalks adjacent to Innis Arden Way, and institute a trash collection program to keep Innis Arden cleaned of College-related debris on a regular basis. This could be paid for by a suitable fee charged all students, and would be far more fair than visiting the cost of the trash on the neighborhoods adjacent to the College. Finally, the College should provide free parking if it does not penalize students who fail to park on campus. The College in no event should continue to export its traffic congestion, parking, debris, noise and safety problems off campus.

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3. Alternatives generally. The draft EIS analyzes three alternatives: (i) the proposed 20% enrollment expansion and construction to accompany it; (ii) the same, less the outdoor amphitheater and the baseball and soccer field; and (iii) no action.

These are faulty choices. An obvious alternative to construction on campus is to move entire departments and vocational alternatives to a new campus. The College's mock-new car dealership and auto service center could readily be moved in its entirety to a highly compatible location on Aurora Avenue, which in Shoreline has many other new or used car dealers. Clearly a car dealership is more compatible with Aurora than with Innis Arden, Highland Terrace, or Shorewood Hills. Another alternative is to develop further facilities in the large building which has long been looking for a lessee adjacent to Central Market on Westminster Way, which structure would be closer to the College's parking lot at the same location in any event, and which may obviate the need for any new parking garage. Yet another alternative may be to acquire the Washington Department of Transportation building for further College space. This structure is also located proximate to the College's remote parking lot, and in any event has ample parking and much better access than the College itself.

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The College's preferred alternative, which encompasses an outdoor amphitheater and new baseball and soccer fields, is not

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a realistic alternative at all. The College is not a residential campus but a commuter campus with many part-time students (presumably people with regular work who are upgrading their skills by taking courses in the spare time). It is my understanding that the average age of the students is in the late-20's or early 30's. It is unclear what demand exists for such facilities for a student body in with this kind of demographic. Presumably the demand for such facilities would be far less than for a college serving an undergraduate population comprised solely of teenagers and low-20's. Moreover, during the regular College school year, the local climate is quite cold and rainy, limiting the utility of such facilities assuming arguendo that there was a demand of any significance for such facilities from the College's student population. On the other hand, the proposed entertainment and play facilities would impose a heavy burden on the immediately adjacent residential communities. You can be certain that the residents of Shorewood Hills would not appreciate noisy outdoor rock concerts or theatrics across from their entrance when their children are trying to do homework or go to bed, nor do any adults with whom I have spoken relish the idea for themselves generally. Moreover, the glare from lights would be disruptive as well. Again, so far as I have had time to review it, the draft EIS does not really discuss in a meaningful fashion adverse impacts. Additionally, all the College's proposed new play and entertainment centers in question are in environmentally sensitive areas. Based on a review of prior land use materials associated with the College, portions of the land in question may be landslide areas. In any event, the area contains forested areas, including a "look-out" enjoyed by students and local residents, which provides animal habitat. There has been enough wildlife disruption flowing from the new baseball field and other "upgrades" constructed across from Shorewood Hills Division Two in Shoreview Park. More ball fields for summer sports, let alone an outdoor theatre, are totally unjustified for a commuter campus whose focus is on a winter-centered student population.

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4. Informational request. Pursuant to RCW 42.17.260 and any other applicable authority, I request that you make available for inspection and copying the following documents:

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(i) All filings or submissions by or on behalf of Shoreline Community College, and all decisions by any regulatory authority with jurisdiction, relating to regulation of the use of land by Shoreline Community College at its campus on Innis Arden Way in Shoreline that pre-date January 1, 1990, including traffic and parking.

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(ii) All documents relating to the projected limit of 2500 students referenced in the draft EIS at p. 4.

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(iii) All documents (other than the draft EIS) which purport to analyze the impact of the College or its proposed expansion on the adjacent residential neighborhoods.

(iv) All documents relating to any program by the College to pick up College-related debris and trash scattered along Innis Arden Way and Greenwood Avenue.

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5. Surface water run-off. Finally, the College has been named as a cross-defendant by Shorewood Hills Homeowners Association (SHHA) in a suit relating to approximately \$500,000 in expenses incurred by SHHA to mitigate (without admission of liability) erosion of a ravine due to surface water run-off. According to expert analysis performed for SHHA, a substantial amount of the surface water run-off derived from the College, via a storm culvert under Innis Arden Way which fed into a drainage system entering the ravine. The culvert has recently been plugged (it is not clear by whom, but I suspect agents either of the College or the City). However, it was evidently open and according to photographs taken by SHHA members, functioning as late as 2000 or 2001. Yet the College has denied any responsibility for the erosion and thus costs of mitigation. Given the photographs, one has to be skeptical either of the College's ability to master the facts concerning its surface water drainage, or of the College's willingness to assume responsibility for the kinds of problems to which it contributes. In all events, the College needs to analyze its stormwater drainage and show the communities that its existing facilities are not adversely impacting their neighbors or the environment, before the College exacerbates problems by expanding. It would be very helpful if the College would actually work with its neighbors to share joint problems rather than attempt to foist them off as it appears to be doing in connection with the \$500,000 costs incurred by SHHA.

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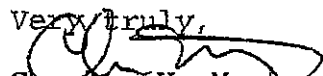
Conclusion. A substantial extension of time should be given to allow citizens a reasonable opportunity to secure information and expert advise for meaningful comment. The impact analysis, alternatives analysis, and mitigation measures considered in the draft EIS are deficient, and must be redone. A 20% expansion of enrollment in the circumstances imposes too great a burden on the adjacent neighborhoods to be supported on the basis of this EIS, and the alternative of expanding without burdening the environment with the additional congestion, noise, and hazards posed by the outdoor play and entertainment facilities is equally deficient. The College should figure out ways to mitigate the adverse impacts of its existing facility on Innis Arden Way before adding to those adverse impacts. I have attempted to identify some things to do in that regard in the letter above and would be delighted to participate in a meaningful discussion further to explore these and related ideas.

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Very truly,  
  
 Charles H. Montange

**RESPONSE TO COMMENTS FROM CHARLES MONTANGE**  
**(Letter #53)**

**Comment 1**

Please refer to the discussion concerning the EIS process and notification, together with community involvement that is contained in *Section IV – Key Issues* in this FEIS. You have been added to our Distribution List (FEIS, *Appendix A*) and, as such, will be notified of the availability of the FEIS. Your name has also been included on the College's list of concerned citizens.

**Comment 2**

That is not true; merely contact the agency that is processing the pending application. The application and supporting data is public information.

**Comment 3**

King County has no jurisdiction. This project is sponsored by Shoreline Community College; under SEPA regulations, as a State agency, they can serve as their own SEPA Lead Agency. In the *Fact Sheet* of this FEIS, a list of permits and approvals that will be required is provided. Most of the key authorizations would be provided by the City of Shoreline.

**Comment 4**

SCC is unable to comment on on-going litigation.

**Comment 5**

There is no provision in the SEPA regulations concerning vacation schedules. Please refer to the discussion of the EIS process and notification, as well as community involvement, which are contained in *Section IV – Key Issues* of this FEIS.

**Comment 6**

The concern is noted. As noted on pg. 5-1 of this FEIS, five other neighborhood associations were able to provide comments on the DEIS. SEPA provides for a 30-day public comment period with the possibility of up to a 15-day extension. Because of the time of the year when the DEIS was issued, at the outset SCC issued the DEIS for a 45-day public comment period and held a DEIS public meeting to provide an additional opportunity – in addition to the submittal of written comments – for agencies, organizations and individuals to learn more about the project and provide public testimony.

**Comment 7**

The comment is noted.

### **Comment 8**

The comment is noted. The DEIS (pgs. 72 – 104) describes the land use character, as well as the *Comprehensive Plan* and zoning for the project site and surrounding area. As noted in the DEIS and this FEIS, SCC has been a part of the Shoreline community for over 40 years.

### **Comment 9**

Please refer to information concerning campus enrollment that is contained in *Section IV – Key Issues* of this FEIS.

### **Comment 10**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 11**

Refer to the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 12**

The comment is noted. Please see the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 13**

Please refer to the revised traffic report.

### **Comment 14**

The comment is noted. Please refer to the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS with particular emphasis on mitigation measures.

### **Comment 15**

Neighborhood-related impacts are analyzed throughout the DEIS (e.g., water, noise, land use, aesthetics/light and glare, transportation/circulation and parking, and public services and utilities).

### **Comment 16**

Please see the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 17**

The concern is noted. Whenever possible, SCC tries to instill in students a sense of responsibility and respect for others.

**Comment 18**

Your comment is noted.

**Comment 19**

Your comment is noted. The College does all that it can to instill “good neighbor” values in its student population.

**Comment 20**

Noise-related environmental impacts are discussed in the DEIS (pgs. 64 – 71). Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 21**

SCC is required by the City’s Development Code to provide on-site parking. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

Whereas the focus of the DEIS (and this FEIS) is to evaluate possible environmental impacts resulting from the *Preferred Alternative*, the *Expanded Development Alternative* and the *Modified Development Alternative*, the *Concept Master Plan* provides a much broader discussion concerning existing and proposed campus facilities. As noted in the *Preface* of the DEIS and this FEIS, both documents (*Concept Master Plan* and the EIS) need to be reviewed for a comprehensive understanding of all aspects of the proposed project.

Under the *Preferred Alternative* presented in this FEIS, the proposed new standalone parking structure would not be constructed.

The City of Shoreline has created a Residential Parking Zone (RPZ) ordinance and an RPZ has been established in the neighborhoods surrounding the campus with Shoreline Community College paying for the annual renewal. This ordinance restricts parking within the identified zone to permitted residents.

**Comment 22**

The comment is noted. Please refer to the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 23**

See response to Comment 21 above.

**Comment 24**

The comment is noted.

**Comment 25**

Please refer to the discussion of EIS alternatives that is contained in *Section IV – Key Issues* of this FEIS.

**Comment 26**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 27**

The concerns are noted. Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 28**

The College has a policy on public records in which all public records of the college, as defined in WAC 132G-276-020 and RCW 42.17.020 are deemed to be available to public inspection and copying pursuant to these rules, except as otherwise prohibited by law.

**Comment 29**

Comment is noted. Please see the Response to Comment # 28.

**Comment 30**

Comment is noted. Please see the Response to Comment # 28.

**Comment 31**

Comment is noted. Please see the Response to Comment # 28.

**Comment 32**

The College cannot comment on litigated matters.

**Comment 33**

The College cannot comment on litigated matters.

**Comment 34**

The College cannot comment on litigated matters.

**Comment 35**

The comment is noted. An extension was granted as part of the DEIS public comment period. No additional DEIS comment period is authorized or warranted.

**Comment 36**

As SEPA Lead Agency, SCC believes that the scope of analysis and the level of detail contained in the EIS analysis is adequate and sufficient for decision-making associated with the proposed *Concept Master Plan* -- and consistent with EISs that have been prepared for other college and university master plans in the Greater Seattle area.

**Comment 37**

Refer to the discussion concerning campus enrollment that is contained in *Section IV – Key Issues* of this FEIS.

**Comment 38**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS. That analysis is the product of additional research and significant involvement by the City and the community. See also the discussion in *Section IV – Key Issues* relative to community involvement.



# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: m/m Charles N. Mullavey  
Address: 505 NW 163 Shoreline WA 98147  
Phone/e-mail: (206) 546 4213

Comments: We do not favor the proposal unless Arden Way is widened to a four lane highway with sidewalks

There is no way we need more traffic - lanes added way is backed up sometimes 1 hr  
There needs to be another location for the school, it's no longer a small college. The students park everywhere - there also needs to be sidewalks the students have no safe place to walk.

**RESPONSE TO COMMENTS FROM Mr. And Mrs. Charles Mullauey**  
**(Letter #54)**

**Comment 1**

Comment is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS. Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.

**Comment 2**

The College has no intent to relocate. Please refer to the discussion of campus enrollment contained in *Section IV – Key Issues* of this FEIS.

**Michele Sarlitto**  
From: Brandt, Beverly [bbrandt@shore.ctc.edu]  
Sent: Thursday, August 14, 2003 3:59 PM  
To: Michele Sarlitto  
Subject: FW: scc master plan

—Original Message—

**Warren** [mailto:loydarch@earthlink.net]  
Sent: Thursday, August 14, 2003 2:16 PM  
To: Brandt, Beverly  
Subject: scc master plan

I'm writing to underscore my support for the letter sent from the Shorewood Homeowners Association in relation to the proposed master plan. I am especially concerned about safety issues at the intersection of Greenwood Ave & Innis Arden if the plan were implemented and feel that a new entrance at 6<sup>th</sup> NW would have a negative impact for local residents.

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Thank you

E. James Nelson

**RESPONSE TO COMMENTS FROM E. JAMES NELSON**  
(Letter #55)

**Comment 1**

The comment is noted.

**Comment 2**

Comment is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS. Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.

658 N.W. 163rd Street  
Shoreline, WA 98177  
August 7, 2003

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Ave. N.  
Shoreline, WA 98133

**Re: Campus Master Plan Draft EIS**

Dear Ms. Brandt:

I am a resident of Shorewood Hills Division I and, after reading the entire Master Plan and the Draft Environmental Impact Statement and attending the public meeting July 29, I am submitting my comments in this form.

1. I believe the College failed to inform the community of its plans and its meetings regarding the Master Plan/DEIS in a responsible way. Why was there no posting of meeting notices on the college periphery? Why were not neighbors in Shorewood Hills Divisions I and II and Highland Terrace neighborhood consistently notified? I have been told that the college relied on lists from the City and did what it was legally required to do. But the college should have realized that its plan would impact a wide area, and, as a responsible neighbor, it should have blanketed that area of impact with mailings.

2. The impacts of a projected 19 percent student body growth on this part of Shoreline are unacceptable. The college was designed for 2,500 FTE students. You project that by 2010 there will be 6,830 FTE students and a total of 9,884 students in all. That is an unacceptable number of students for the infrastructure of this residential area to handle. I agree with one of the speakers at the July 29 meeting who said that the college must limit growth and serve only the population it can handle now without jeopardizing our community with additional growth. You are not a university; you are a community college. Your size should be in keeping with that designation.

Realistically, I don't see that limit happening; if I did, I could end my letter at this point. So I will continue with some specific points related to the DEIS.

**3. TRAFFIC AND STREET REVISIONS**

A. The proposal to reopen an old campus road just west of 6th Ave. NW off of Innis Arden Way invites disaster even if it is opened as a one-way entry only. That entry would be

3  
cont'd

just over the crest of a hill coming from the east, as most traffic would, and on a curve. I can guarantee you that there will be rear-end accidents after rear-end accidents there as people slow to make the turn in. Those of us who live in Shorewood Hills Divison I know the danger; we are often tailed too closely as we slow at the top of that crest to try to see enough to turn left into 6th Ave. NW. In the winters when we have ice or snow, the entry would be unusable. Trying to slow to turn off that road, or turn left into it from Innis Arden coming from the west would be impossible. I urge you not to reopen that road even as a one-way entry.

4

B. The traffic studies included in the DEIS were difficult for a non-traffic engineer to follow, but I was struck that many of the studies were done between 5 and 6 p.m. in the evening when traffic moves pretty clearly north and south on Greenwood Ave. and pretty clearly east and west on N.160th without a lot of exiting from Innis Arden Way onto Greenwood. The hellish part of the traffic mess at the multiple intersection of Innis Arden Way, Greenwood Ave and N. 160th is during the morning hours through every class change until early afternoon. When school is in full session, traffic exiting from the college between classes can back up nearly to the present west entrance on Innis Arden Way. For us leaving our neighborhood, the wait in line to get up to the intersection at Greenwood Ave. can be as long as 12 to 15 minutes. (I found your traffic studies amusing noting traffic pauses measured in seconds!) Now, with increased student population, you say there will be an estimated 1800 daily new vehicle trips with a total project trip generation of 2,865 daily trips and 245 trips between 5 and 6 p.m. (p. S-16). If I understand the DEIS, 39% of that volume would be on Innis Arden Way (p. S-16). That is an unacceptable increase in traffic volume.

5

C. I was glad to receive the August 3, 2003 letter from Holly Moore saying that in response to the public outcry at the the July 29 meeting the college is recommending that the traffic revision (Figure 26, Master Plan) for the Innis Arden Way/Greenwood Ave./ N. 160th intersection be rejected and that other alternatives to the traffic issues be developed.

6

In the DEIS (p.131) it says that signals at this complicated intersection "would be an urban treatment that conflicts with the neighborhood character." To begin with, the existing traffic from the college (not to mention future traffic generation) conflicts very greatly with the "neighborhood character" already. But the other side of the coin is that to increase safety and keep a traffic flow, even without any expansion of the student population and resulting traffic, a red-amber-green signal may not be a bad idea. Perhaps it could be a full signal during peak use times and revert to a flashing red at non-peak times, or perhaps it could be a "smart signal," responding to traffic volumes.

7

D. One of the goals of the Master Plan is said to be to generate more student use of public transportation. That is an unrealistic goal because of the nature of your student population. Many of your students are working and must have the flexibility to move back and forth from work to school and school to work at all hours of the day and evening. Buses just don't get them to and from efficiently enough. You cannot buck a whole generational mindset that the private car is the only way to get places and base your planning on success in bucking that mindset.

#### 4. PARKING GARAGE

Rather than have a parking garage on campus, which would draw more cars to the roads in the immediate area of campus, build a garage off-campus (at DOT? behind Sears complex?) and run constant shuttles to and from campus. Have limited parking on campus for guests, staff, the disabled, and for carpools. The plan you propose would include spaces for 3,437 on-campus cars at one time. That is too many cars creating too much traffic, noise, and pollution.

Another alternative would be to build it on the already existing parking area on the north side of the campus off of Carlyle Hall Road. A multi-story garage could be connected to the campus by stairs and elevators.

#### 5. AMPHITHEATER, SOCCER AND BASEBALL FIELDS

If there must be re-development of the campus, I strongly urge you NOT to build the amphitheater, soccer and baseball fields and supporting field house and parking which you propose along the western boundary of the campus on land shared by the City and College. The noise from those three facilities would be extremely disturbing for those of us who live in Shorewood Hills. Sound carries from that part of campus very clearly. When the Volkswagon Club has its annual get-together in the southwest corner of campus and uses a portable loudspeaker, we can hear the announcer very clearly on NW 163rd Street. I cannot imagine the sound from an amphitheater production with full sound system. I can imagine the sound from soccer and baseball: we already get a lot of that that carries up the hill from the Park. More of it would not be welcomed.

I also do not like the fact that the proposed facilities would be lighted at night (til 10 or 11 p.m.) That means that we would not only have light pollution but noise pollution until late at night and the accompanying traffic on Innis Arden Way.

I would urge you to follow the Modified Plan and not build the amphitheater, soccer and baseball field, field support house and amphitheater parking. Instead restore that "Pit" parking area, as it is referred to, as a natural habitat, thus expanding the inventory of natural areas of the Shoreview Park and the campus.

#### 6. NATURAL HABITAT DESTRUCTION

It is disturbing to me that the parking garage and the proposed sports fields and amphitheater development would cause permanent loss of a high quality habitat, possibly the highest quality habitat on campus. According to your DEIS, 4.1 acres of mature forest would be removed--a forest which contains trees that meet the classification of "Significant Trees" and of "Landmark Trees" (DEIS, p. 53), a part of an area "classified as 'Urban Natural Open Space' under the Washington State Department of Fish and Wildlife's Priority Habitats and Species Program." (DEIS, p.54) I find this unacceptable in this time when we need to preserve natural habitats not only for the benefit of bird, animal and plant species, but for the benefit of the human species which enjoys the recreational, restorative powers of natural areas. In that area which would be impacted by the garage and baseball field over the past several years I have watched the barred owl family that nests there and often watched pileated woodpeckers as well as other species of woodpeckers and other birds as well as Douglas squirrels. Once again, I urge

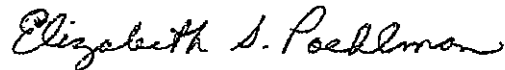
12  
cont'd

you to build a parking facility that does not impact precious natural habitat and that you not build the other three facilities you propose for that area. Restoration of that area as a natural connector to the existing Shoreline Park area would be a boon for wildlife and for people who enjoy it.

13

In closing, I reiterate what I said at the outset: I believe that planned expansion of student population at the college is the basic flaw of the Master Plan and DEIS. There should be no expansion of student population, no expansion of traffic volume, and no added "amenities," including the amphitheater, baseball field, soccer field, field support building, amphitheater parking, or on-campus parking garage.

Sincerely yours,



Elizabeth S. Poehlman

Cc.:

Shoreline City Council Members

Tim Stewart, Planning and Development Services



**RESPONSE TO COMMENTS FROM ELIZABETH S. POEHLMAN**  
(Letter #56)

**Comment 1**

The concern is noted. Please refer to the discussion of the EIS process and notification -- as well as community involvement -- that is contained in *Section IV – Key Issues* of this FEIS.

**Comment 2**

The comment is noted. Projected growth figures by both the College and the State Board for Community Technical Colleges and Shoreline Community College anticipate an increase in student enrollment of 5-10% over the next 10 years. The college has several distance learning programs and a satellite facility, however not all fields of study can be adequately accommodated by distance learning. To accommodate the increase in enrollment and the condition of existing facilities the college has proposed several improvements that are necessary. These improvements include, among others, constructing new buildings, remodeling existing facilities and improving traffic circulation.

**Comment 3**

Please refer to information contained in *Section IV – Other Issues* of this FEIS for detailed information regarding a revised traffic report. Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened.

**Comment 4**

Please refer to information contained in *Section IV – Other Issues* of this FEIS and, more specifically, the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS. The traffic analysis provides additional details concerning traffic operations during the AM and PM peak hours.

**Comment 5**

The comment is noted. The bypass is no longer a mitigation measure that is being considered.

**Comment 6**

The comment is noted. Please refer to information contained in *Section IV – Other Issues* of this FEIS and, more specifically, the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 7**

Your comment is correct. It is far more difficult for community colleges to achieve reduction in single occupant vehicle use – compared with a 4-year institution – because students often need their cars to get to part-time or full-time jobs before or after class. None-the-less, the College

has proposed in the DEIS (*Section III I.*) and in the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS measures to reduce vehicle trips.

**Comment 8**

The *Preferred Alternative* does not include construction of an on-campus parking garage to alleviate potential parking shortages on campus. The college would continue to provide remote off-campus parking at the Westminster retail center with shuttle service to the campus and would incorporate additional parking beneath new buildings that are proximate to the campus loop road. Use of the remote parking lot is estimated to increase from approximately 45 to 75 vehicles per day to approximately 220 vehicles per day. Expanded shuttle service to the remote site is recommended as mitigation in *Section III* of the DEIS and that recommendation has been carried forward and included as part of the mitigation that is proposed in the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 9**

The comment is noted. Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 10**

The comment is noted.

**Comment 11**

The comment is noted.

**Comment 12**

This issue is noted and discussed in the DEIS. At this point in the master planning process it is not possible to determine with a high degree of certainty exactly how many trees may be affected by development that is proposed to occur throughout the life of the proposed *Concept Master Plan*. As noted previously, site-specific development proposals would be subject to the City's permit process. In addition, potential environmental impacts to plant and animal habitats are discussed on pgs. 43 – 60 of the DEIS in terms of existing conditions, environmental impacts, mitigation measures and significant unavoidable impacts. See also information in *Section III* and *Appendix B* of this FEIS.

**Comment 13**

Please refer to the discussion concerning campus enrollment that is contained in *Section IV – Key Issues* of this FEIS.

15720 Palatine Ave N.  
Shoreline, WA 98133

Ms. Beverly Jo Brandt, Vice President  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline WA 98133

Re: Shoreline Master Plan EIS

Dear Ms. Brandt:

This is in response to the Shoreline Master Plan EIS.

The following issues are of great concern to me:

- 1. The diversion of traffic from Innis Arden to 160<sup>th</sup>. We need a light at 160<sup>th</sup> and Greenwood—**NO DIVERSION OF TRAFFIC** into a road that already deals with children walking, crossing the street, parents picking up kids, school buses etc 1
- 2. We do not want an **Amphitheater, running tract and a ball field** in our back yard. We do not want the noise, traffic and all of the other negatives that go with it in our family oriented neighborhood. 2
- 3. I believe that the college needs to drop its enrollment to the 4000 to 5000 enrollment level at Shoreline College. If you want to increase enrollment do it at satellite schools. Our infrastructure was never intended to handle the 9600 cars a day that we have on Greenwood. 3
- 4. College parking should be on campus or Sears's parking lot. We do not want to keep up the continual **COLLEGE PARKING** in our neighborhood. 4

I truly hope that you and the board at Shoreline College will be a good neighbor and rethink your Master Plan.

Thanks

Sincerely,

Pat Prince



cc: City of Shoreline Council  
Shoreline Community College Board

## **RESPONSE TO COMMENTS FROM PAT PRINCE**

**(Letter #57)**

### **Comment 1**

The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comment 2**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

### **Comment 3**

Please refer to the discussion concerning campus enrollment that is contained in *Section IV – Key Issues* of this FEIS.

### **Comment 4**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS. The *Preferred Alternative* does not include construction of an on-campus parking garage to alleviate potential parking shortages on campus. The college would continue to provide remote off-campus parking at the Westminster retail center with shuttle service to the campus and would incorporate additional parking beneath new buildings that are proximate to the campus loop road. Use of the remote parking lot is estimated to increase from approximately 45 to 75 vehicles per day to approximately 220 vehicles per day. Expanded shuttle service to the remote site is recommended as mitigation in *Section III* of the DEIS and mitigation as part of the revised traffic report.

The comment is noted. Whereas the focus of the DEIS (and this FEIS) is to evaluate possible environmental impacts resulting from the *Preferred Alternative*, the *Expanded Development Alternative* and the *Modified Development Alternative*, the *Concept Master Plan* provides a much broader discussion concerning existing and proposed campus facilities. As noted in the *Preface* of the DEIS and this FEIS, both documents (*Concept Master Plan* and the EIS) need to be reviewed for a comprehensive understanding of all aspects of the proposed project.

Under the *Preferred Alternative* presented in this FEIS, the proposed new standalone parking structure would not be constructed.

A key consideration of the College, the City and the community would be to lessen the number of vehicular trips generated by students, faculty and staff. If a student, faculty and/or staff member was to spend their entire campus time at an off-campus location, this recommendation could work. However, seldom is that the case. Students take a broad range of classes, perform research at the library, meet with instructors, and interact with other students. As such, this

would result in an increased number of vehicular trips between the off-campus location and the main campus.

The City of Shoreline has created a Residential Parking Zone (RPZ) ordinance and an RPZ has been established in the neighborhoods surrounding the campus with Shoreline Community College paying for the annual renewal. This ordinance restricts parking within the identified zone to permitted residents.

# Shoreline COMMUNITY COLLEGE

## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: Edward + Katherine Robinson  
Address: 16217-6<sup>th</sup> NW Shoreline, WA  
Phone/e-mail: 206-546-5512

### Comments

ADDITIONAL TRAFFIC ON INNIS ARDEN WAY  
IS UNSAFE AND UNACCEPTABLE TO THE  
NEIGHBORHOOD. ALREADY IT OFTEN TAKES 15-  
20 MINUTES TO EXIT SHOREWOOD HILLS AND  
GET TO GREENWOOD WHEN CLASSES OR EVENTS  
ARE STARTING OR ENDING

The amphitheater, baseball and soccer fields are not  
acceptable to bring so close to a residential neighborhood.  
The evening hours would be especially annoying.

**RESPONSE TO COMMENTS FROM EDWARD and  
KATHERINE ROBINSON**  
(Letter #58)

**Comment 1**

The comment is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Michele Sarlitto**

---

**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Wednesday, August 13, 2003 5:44 PM  
**To:** Ryu, Cindy  
**Cc:** Michele Sarlitto  
**Subject:** Re: Shoreline Community College Master Plan

Cindy,

Thank you very much for your email and your interest in this issue. We appreciate your feedback and the suggestion that you have presented. I will forward your email to our consultants so that they may include this comment in the final EIS.

Also, I am hoping that you received a letter from the President of College Dr. Holly Moore giving you an update on our decision to ask for more traffic studies and to have the traffic revision proposal removed.

Regards,

--  
 Judy Yu  
 Director of Communications  
 Shoreline Community College  
 (206) 546-4634

**From:** "Ryu, Cindy" <SWA85401@allstate.com>  
**Date:** Mon, 11 Aug 2003 17:14:30 -0400  
**To:** <jyu@shore.ctc.edu>  
**Subject:** Shoreline Community College Master Plan

Comments to: Draft EIS Statement Comment on the Shoreline Community College Master Plan:

I am a Shoreline resident residing at 1434 NW 198th Place Shoreline, WA 98177  
 I also am a Shoreline merchant with an Allstate Insurance Company agency at 15215 Aurora Ave N  
 Shoreline, WA 98133  
 I & my husband own commercial property at 15001 - 15033 Aurora Ave N Shoreline, WA 98133 AKA  
 Westover Plaza  
 I am a candidate for Shoreline City Council Position #2.

While I was doorbelling in the neighborhood around Shoreline Community College, some residents voiced their concern about the proposed traffic revision that would feed all of southbound (outbound) traffic from Shoreline Community College onto North 160th which is a residential street with an elementary school in the next block. So I attended the July 29, 2003 final Draft EIS meeting along with the neighbors. Among the comments were an overwhelming majority of the speakers' concern about traffic safety and specifically the intersection at 160th and Greenwood. | 1

An alternative I would like to suggest to you is a full traffic signal at this corner. This would probably cost more than the original proposal. However, this intersection has been a problem for a long time and perhaps | 2



2 | this is the time to bite the bullet and invest proper time and resources to alleviate the hesitation and backup  
cont'd | that occurs due to the current design. I have asked the neighbors to look into whether the previous studies  
referred to by some of the community speakers included a full traffic light at this corner.

3 | No matter how this particular issue gets resolved, I believe a good faith effort to investigate and work out a  
reasonable solution on the part of the Shoreline Community College leadership will be noted by your  
neighbors and the City. I look forward to a collaborative efforts between the College, the neighbors and the  
City.

Cindy Ryu  
(206) 362-2692 Work  
(206) 362-8832 After-Hours

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conditions, and exclusions detailed in the insurance contract issued at purchase. Quotations  
on insurance are provided as estimates and are not an insurance contract.

**RESPONSE TO COMMENTS FROM CINDY RYU**  
(Letter #59)

**Comment 1**

The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

Please refer to information contained in the revised traffic analysis for a discussion of intersection alternatives.

**Comment 3**

The revised *Transportation, Circulation and Parking* analysis that is included in *Section III* of this FEIS is a compromise that included participation by the College, the City and the community.

Michele Sarlitto

From: Judy Yu [jyu@shore.ctc.edu]
Sent: Tuesday, July 29, 2003 9:27 PM
To: Michele Sarlitto
Subject: FW: Concern for Shoreline Community College traffic Revision

Please enter this name

From: "James Schulmerich" <parkernon@msn.com>
Date: Wed, 30 Jul 2003 03:06:52 +0000
To: JYU@CTC.EDU
Cc: BOTHAM@SERV.NET, BARBLIZB@AOL.COM, skyGeek@AOL.COM, crows4u@AOL.COM,
cking217@attbi.com, mloper@CTC.EDU, plukevich@attbi.com, mackers.five@gte.net,
bonniemackey@attbi.com, kamotts@AOL.COM, coltca@comcast.net
Subject: Concern for Shoreline Community College traffic Revision

I have reviewed the plans set forth for the traffic revision at the intersection of 160th & Greenwood, and am deeply concerned about its effect on the neighborhood. I truly feel the plan has not been fully thought out.

My concern is essentially two-fold:

- 1. The project is unsafe (as deemed ten years ago the last time this plan was attempted); and
2. It does nothing to address the traffic flow in and out of the college.

The access to the main entrance to the College on Innis Arden Way currently allows one lane in and one lane out. The new plan calls for one lane in and one lane out. Currently, in order to enter Innis Arden Way from 160th or Greenwood, it is necessary to go thru the 4-way stop at 160th & Greenwood. The new plan still forces cars to wait at the 4 way stop at Greenwood & 160th. Where is the fix?

Additionally, there is a belief that redirecting traffic onto 160th will "encourage" traffic to split and also leave the college by way of 1st NW. This forces traffic into a quiet residential street, as well as creating a new traffic snarl at the corner of 155th & Greenwood. Because there is no light at the corner of 155th & Greenwood, vehicles will be essentially trapped at that intersection during peak hours, waiting for an opening amongst the throngs of vehicles leaving the college by the more direct route at 160th. Instead of alleviating the problem, the new traffic revisions simply spread the problem out over more streets. Though conventional wisdom would lead one to believe spreading traffic out means lighter traffic, the contrary is the unfortunate outcome.

The only change the revision creates is forcing traffic onto 160th prior to entering Greenwood (or continuing E bound on 160th towards Aurora Ave N). 160th is the main roadway into Highland Terrace Elementary School, as well as a quiet residential neighborhood. Redirecting traffic onto 160th puts children at risk (the peak hours for the college in the AM are the same as the arrival time for children at the Grade school). This will force children now to cross not one busy intersection, but two. For these very reasons, the project was previously deemed unsafe. What has changed?

The EIS concedes a possible alternative to this plan would be to put in a signalized light at this intersection. Unfortunately; the EIS also states that this would "conflict" with the "neighborhood character." How a signalized light would conflict with the character, but redirecting heavy traffic into a school zone and residential neighborhood and eliminating a greenbelt and stand of old growth trees does not conflict is beyond me.

A signalized light is the only answer to alleviating the traffic problem. With proper use of technology, the light

Letter #60

Page 2

FW: Concern for Shoreline Community College traffic Revision

Page 2 of 2

2

could easily be programmed to function as a 4 way stop in non-peak hours.

cont'd

Thank you for taking the time to hear my concern, and fully considering the implications of the revisions.

Sincerely,

James Schulmerich

---

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08/01/2003

**RESPONSE TO COMMENTS FROM JAMES SCHULMERICH**  
(Letter #60)

**Comment 1**

The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

Please refer to information contained in *Section IV – Other Issues* of this FEIS for detailed information regarding a revised traffic plan. The revised traffic analysis contains a discussion of intersection alternatives.

**Michele Sarlitto**

**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Thursday, August 14, 2003 4:46 PM  
**To:** msarlitto@huckellweinman.com  
**Cc:** jyu@shore.ctc.e.du  
**Subject:** FW: sports fields for all!

Forward by Amy Stapleton on Judy's behalf

**From:** Rob Simpson <rob@robsimpson.org>

**Date:** Thu, 14 Aug 2003 11:00:11 -0700 (PDT)  
**To:** jyu@shore.ctc.edu  
**Subject:** sports fields for all!

Hello,

I'm writing to you on behalf of the Shorelake Soccer Club, which has been supporting youth soccer since 1965 in the Shoreline/north King County area. My position(s) are many, and varied, so I'll not take your time to explain them.

Please accept my "vote" to encourage SCC to include the community in any and all ventures that would serve young people in their desire to play sports, and to enjoy recreation.

Thank you for your valuable time.

Rob Simpson - Referee Assignor  
Shorelake Soccer Club  
Shoreline, WA

**RESPONSE TO COMMENTS FROM ROB SIMPSON**  
(Letter #61)

**Comment 1**

The comment is noted. Please also refer to the discussion of community involvement that is contained in *Section IV – Key Issues* of this FEIS.

15738 Palatine Avenue North  
Shoreline, WA 98133  
July 22, 2003

Judy Yu  
Director of Communications  
Shoreline Community College  
16101 Greenwood Avenue North  
Shoreline, WA 98133

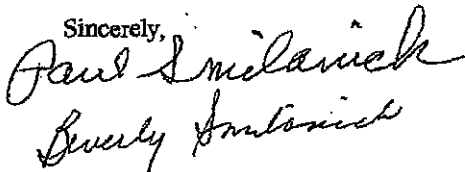
Dear Ms Yu

While reviewing the Environmental Impact Statement we couldn't believe that you are planning to feed Innis Arden Way into 160<sup>th</sup>. It is not only a residential neighborhood, there is an elementary school on the street.

Please take into consideration the elementary school traffic. It is a heavily traveled street when the elementary school is in session. We feel it is far too dangerous for the children and the residents of the immediate area to reconfigure.

There needs to be a counter used on the street when only the elementary school is in session and then again when college and elementary schools are both in session. There would be even more queues than there are now with the change. Since it does not operate deficiently except at certain hours, it would make far more sense to put a light at the corner, or someone directing traffic would be less expensive for the taxpayers. Please reconsider the proposed plan of feeding Innis Arden Way into 160<sup>th</sup>.

Sincerely,



Paul and Beverly Smilanich



**RESPONSE TO COMMENTS FROM PAUL and BEVERLY SMILANICH**  
(Letter #62)

**Comment 1**

The comments are noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

**Ms. Beverly Jo Brandt, Vice President**  
**Administrative Services**  
**Shoreline Community College**  
**16101 Greenwood Avenue N.**  
**Shoreline, WA 98133**  
**FAX: (206) 546-5855**  
**E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)**

Please use additional pages, if needed. Thank you for your comments!

**Name:** Paul Smilanich  
**Address:** 15738 Palatine Ave N  
Shoreline 98133  
**Phone/e-mail:** 206-362-7757

### Comments

.....

See Attached

*Judy  
you*  
RECEIVED  
AUG 04 2003

- 1 | A spotted owl was seen in the woods by me and my grandson adjacent to the east side of the college in July 2002. It was seen again July 27, 2003 by David Mathews and his son. It was seen in the area of the proposed baseball and soccer fields and Amphitheater.
- 2 | We have traffic and parking problems all day. We do not need to add evening and night traffic, noise, litter, etc.
- 3 | It has become a very dangerous area for our elementary school children. We have been told we cannot have constant police protection. Why compound the problem?
- 4 | We definitely do not want Innis Arden Way to feed into 160<sup>th</sup>. The impact of Metro buses would be devastating and dangerous.
- 5 | The college should move more of its programs off campus to alleviate the traffic and parking problems. It would be better to have a satellite campus and get enough room for growth rather than building more on an over crowded campus.

Respectfully submitted

*Paul Smilanich*  
*Beverly Smilanich*

Paul and Beverly Smilanich  
15738 Palatine Avenue North  
Shoreline, WA 98133  
206-362-7757

**RESPONSE TO COMMENTS FROM PAUL and BEVERLY SMILANICH**  
**(Letter #63)**

**Comment 1**

The comment is noted. Environmental impacts relative to plant and animal habitats are discussed on pgs. 43 – 60 of the DEIS. Each environmental parameter is analyzed in terms of existing conditions, environmental impacts, mitigation measures and significant unavoidable impacts.

**Comment 2**

The comment is noted.

**Comment 3**

The concern is noted. Please refer to information contained in *Section IV – Key Issues* of this FEIS for discussion concerning campus enrollment.

**Comment 4**

Comment is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 5**

Please refer to the discussion of campus enrollment that is contained in *Section IV – Key Issues* of this FEIS.

Projected growth figures by both the College and the State Board for Community Technical Colleges and Shoreline Community College anticipate an increase in student enrollment of 5-10% over the next 10 years. The college has several distance learning programs and a satellite facility, however not all fields of study can be adequately accommodated by distance learning. To accommodate the increase in enrollment and the condition of existing facilities the college has proposed several improvements that are necessary. These improvements include, among others, constructing new buildings, remodeling existing facilities and improving traffic circulation.

RECEIVED

AUG 11 2003

City Manager's Office

15738 Palatine Avenue North  
Shoreline, WA 98133  
August 7, 2003

Mayor Scott Jepson  
City of Shoreline  
17544 Midvale Avenue North  
Shoreline, WA 98133

Dear Mayor Scott Jepson,

In reviewing the Campus Master Plan EIS, it shows a change of Innis Arden Way to feed into N 160<sup>th</sup> Street west of Greenwood Avenue North. This would be very dangerous for the children that go to Highland Terrace Elementary School. It would mean more traffic going past the school. It would mean Metro busses would have to use N 160<sup>th</sup>, a heavily traveled street.

1

The consensus of the neighbors is the community college has outgrown the property they have. The college should move more of its programs off campus to alleviate the traffic and parking problems rather than overcrowd the campus further. A satellite campus elsewhere for growth would make more sense.

2

Before the city decides anything, we would like to see counters east and west of Greenwood on N 150<sup>th</sup>, also, Greenwood Avenue North from 145<sup>th</sup> to 160<sup>th</sup>. The figures in the EIS report about the number of cars parked on Palatine and in our area were nowhere near what we have parked here. The staggered classes has made it so there are cars coming and going all day long. The average parked here in a day would be 150, besides the cars looking for a place to park and there are none, so they race back down the street, up past the elementary school hunting for a place to park. It has gotten worse each year to the point it is not acceptable!

3

We can only hope that the College, City of Shoreline and Shoreline School District will cease in there efforts to absolutely destroy our Highland Terrace neighborhood.

Sincerely,



Paul and Beverly Smilovich

**RESPONSE TO COMMENTS FROM PAUL and BEVERLY SMILANICH**  
(Letter #64)

**Comment 1**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

Please refer to the discussion of campus enrollment that is contained in *Section IV – Key Issues* of this FEIS.

**Comment 3**

The comment is noted. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

# Shoreline

COMMUNITY COLLEGE

## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

Public agencies, affected tribes, organizations, and individuals are invited to submit written comments on the Draft EIS. Comments may address alternatives, environmental issues, impacts, appropriate impact mitigation measures, or the types of permits or approvals that may be necessary. Comment forms may be left at the sign-in table at the July 29th public hearing or sent to Shoreline Community College. Mailed comments must be received no later than 5:00 PM on August 14, 2003. Please address comments to:

Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

8-10-03

Please use additional pages, if needed. Thank you for your comments!

Name: Warren K. Smith & Dorothy E. Smith  
Address: 618 N. W. 163rd St.  
Shoreline, WA, 98177  
Phone/e-mail: 206-364-4183

### Comments

We fully endorse the comments to you in the August 7th letter from the Board of Directors, Shoreline Homeowners Association. 1  
Your plan will only increase the existing traffic congestion and hazards on Innis Arden Way. 2  
The proposed entry road into the campus west of 6th Ave. N. W. will be in a dangerous place on a curve and just under the crest of the hill. It will cause a severe loss to our homes which back on Innis Arden Way, of loss of quiet, loss of tranquility from a severe increase in traffic in our back yards, and increased air pollution. Also the noise generated from the amphitheater and night lighting there will be a severe infringement on our rights to quiet liveable homes. 3  
We vigorously urge that you abandon plans for the new entrance from Innis Arden Way and access instead from Carlyle Road and/or from Greenwood Ave. between 160th and Carlyle Road. We urge you abandon the proposed location of the amphitheater. 4  
If you need such a facility, consider locating it as part of the baseball field where seating will serve both purposes, and the noise and light pollution will be far removed from residential areas.  
Your proposal to increase parking fees for single occupant vehicles will force more students to park on our residential streets. This will negate the college's 5

Letter #65

Page 2

previous commitments to discourage students parking in our residential areas.

6 | While we have respect for the needs of the college, the college should have respect for the nearby residents and the obligation to not infringe on these neighbors' rights to peace and quiet and to increase of impediments to ingress and egress via Innis Arden Way.

7 | The Shoreline Planning Commission and city authorities should reject changes in zoning and issuance of permits for the College Plan as proposed -- to protect the adjacent neighbors.

Sincerely,

*David R. Smith*  
*David R. Smith*

c.c. Tim Stewart, City of Shoreline Planning and Development Services Director  
City of Shoreline City Council members: Scott Jepsen, mayor; Kevin Grossman, deputy mayor; John Chang, Rich Gustafson, Ron Hansen, Linda Montgomery, Bob Ransom.



**RESPONSE TO COMMENTS FROM WARREN K. SMITH and  
DOROTHY E. SMITH  
(Letter #65)**

**Comment 1**

The comment is noted.

**Comment 2**

The concern is noted. The bypass is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 3**

Under the *Preferred Alternative* presented in this FEIS, the proposed new access from Innis Arden Way would not be re-opened. Refer to the revised *Transportation, Circulation and Parking* analysis contained in *Section III* of this FEIS.

**Comment 4**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 5**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 6**

The comment is noted. The College is an allowed land use that has been part of the community for over 40 years.

**Comment 7**

The comment is noted.

*It is not a public meeting... for the purpose of... Shoreline Community College*

# Shoreline

COMMUNITY COLLEGE

## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

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Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: Carol Strickland  
Address: 15709 1st Ave NW  
Shoreline WA 98133  
Phone/e-mail: c.strickland@comcast.net

### Comments

If intersection reconfiguration occurs (160<sup>th</sup> / Innis Arden Way / Greenwood Ave) the following will happen:

- ① 1<sup>st</sup> Ave NW will become an alternate arterial for south bound traffic.
- ② Heavy traffic will be routed past Highland Terrace Elementary School.
- ③ Instead of a "smart" traffic light at Greenwood and 160<sup>th</sup>, there would be two traffic-jamming stop signs to go past to travel east on 160<sup>th</sup>.
- ④ Routing traffic through a residential neighborhood will increase safety issues on our street, will disrupt the quality of life for us. Already we have been heavily impacted by students speeding and parking in front of our homes all day.
- ⑤ the neighborhood was here first - respect that -

→ **5. WHAT WERE YOU THINKING?** (legitimate question)

I support putting a traffic signal at Greenwood + 160<sup>th</sup>

1  
2  
3

**RESPONSE TO COMMENTS FROM CAROL STRICKLAND**  
**(Letter #66)**

**Comment 1**

Comment is noted. Please see information contained in *Section III* of this FEIS for more-detailed information concerning the proposed traffic plan. The 'by-pass' proposal has been dropped. See the revised traffic analysis for a discussion of intersection alternatives.

**Comment 2**

The proposed 'by-pass' proposal was a technical solution that focused on improving the efficient movement of vehicles. It did not take into account impacts to the residential street and school operations. Please note that this proposal has been dropped.

**Comment 3**

See the revised traffic analysis for a discussion of intersection alternatives including signalization.

# Shoreline

COMMUNITY COLLEGE



## Campus Master Plan EIS DRAFT EIS COMMENT FORM

### Public Comments

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Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: Victoria Thompson  
Address: 15739 1st Ave. N.W.  
Shoreline, WA. 98177  
Phone/e-mail: 206 367-4746 stvic2001@msn.com

### Comments

I live on 1st Ave. N.W. and speed is a problem! Added traffic would bring much ~~more~~ congestion that would bring many ~~more~~ more problems. I think that a traffic light would be the best thing at 16th & Greenwood. I also think that speed bumps would be the best thing on my street if the traffic continues to increase. I also believe that the collage needs to rethink their entrances & exits that are currently being used to help the traffic on Inw's Arden Wy.

1  
2

**RESPONSE TO COMMENTS FROM VICTORIA THOMPSON**  
**(Letter #67)**

**Comment 1**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Comment 2**

The comment is noted.

**Michele Sarlitto**

**From:** Peter Tripple [pltripp@hotmai.com]  
**Sent:** Wednesday, August 06, 2003 3:56 PM  
**To:** jyu@shore.ctc.edu; InnisArdenBoard@aol.com; jyu@ctc.edu; bbrandt@shore.ctc.edu  
**Cc:** botham@serv.net; Barblizb@aol.com; SkyGeek@aol.com; Crows4U@aol.com; cking217@attbi.com; mloper@ctc.edu; plukevich@attbi.com; mackers.five@gte.net; bonniemackey@attbi.com; richard.matthews@hkiaw.com; VANGELLIS@aol.com; Council@ci.shoreline.wa.us; CMO@ci.shoreline.wa.us; jeh.cpa@verizon.net; csolle@earthlink.net; azs13@comcast.net; jacobsmichaell@qwest.net; kmtaber1@attbi.com; d.fosmire@comcast.net; rlowell@verizon.net; loyslamb@webtv.net; msarlitto@huckellweinman.com; tmccann@huckellweinman.com; GBouari@hotmail.com; pltripp@hotmai.com  
**Subject:** Re: SCC Masterplan & draft EIS

Ms Yu,

The residents of Shorewood Hills I and II are very much opposed to the SCC Masterplan and concur with many of the sentiments of the residents of Innis Arden.

1

The negative impact to Shorewood Hills I and II will be enormous. Our ability to park on our own streets will be affected (if not impossible). Our ability to leave and return to our homes will be greatly affected. The proposed building of a soccer field, baseball field and amphitheater that will be lighted up to 10 PM will have a negative impact on the quality of living in our community and the value of our property.

2

Shoreline Community College was not chartered to be a regional college of 10,000 students. It was designed to be a community college of not more than 2,500 students serving this area only. This proposed expansion violates the original charter that was agreed upon with its neighbors at the time the college was proposed.

3

The proposal does not adequately address environmental issues regarding land use, protection and traffic impact.

4

Why were alternatives not explored such as creating another campus? Perhaps behind Sears on property that is more convenient for commuter students. The Blue Cross Buildings are not really being used and could be refurbished to address many of the colleges need for admin space as well as various classes.

5

Why have the needs of those students that do not drive not been addressed? Why did the plan NOT address reduction of automobile traffic instead of increasing it in the area? Couldn't the college run trams (buses) from the Sears/Blue Shield parking lots every 5 to 10 minutes instead of building a multi million dollar parking garage?

6

Many of us feel that there has not been the adequate time for review and adherence to State Environmental Impact Requirements regarding a project of this scope. The individual notification of the proposed project to all residents affected did not take place. There was no public notification clearly posted at the entrances of the College. The Hearing was scheduled at a time when many individuals in the area may be away and the time and place of it was not published adequately.

7

8

Shoreline Community Colledge should address the concerns of its neighboring communities and revise the plan. The City of Shoreline should not permit the plan to be implemented until all concerns have been resolved.

It is time that Shoreline Community College acted in good faith and as a responsible neighbor.

Peter L. Tripple  
647 NW 163<sup>rd</sup> Street  
Shoreline, WA. 98177

**From:** Judy Yu <jyu@shore.ctc.edu>  
**To:** <InnisArdenBoard@aol.com>, <jyu@ctc.edu>, <bbrandt@shore.ctc.edu>  
**CC:**  
<botham@serv.net>, <Barblizb@aol.com>, <SkyGeek@aol.com>, <Crows4U@aol.com>, <cking217@attbi.com>, <mloper@ctc.edu>, <plukevich@attbi.com>, <mackers.five@gte.net>, <bonniemackey@attbi.com>, <richard.matthews@hklaw.com>, <VANGELLIS@aol.com>, <Council@ci.shoreline.wa.us>, <CMO@ci.shoreline.wa.us>, <oltripple@hotmail.com>, <jeh.cpa@verizon.net>, <csolle@earthlink.net>, <azs13@comcast.net>, <jacobsmichaell@qwest.net>, <kmtaber1@attbi.com>, <d.fosmire@comcast.net>, <r.lowell@verizon.net>, <loyslamb@webtv.net>, Michele Sarlitto <msarlitto@huckellweinman.com>, Terry McCann <tmccann@huckellweinman.com>  
**Subject:** Re: SCC Masterplan & draft EIS  
**Date:** Wed, 06 Aug 2003 08:26:27 -0700

Dear Mr. Rasch,

I apologize for the oversight in not providing you with a copy of the CD.

I assumed that this had been taken care of and was not aware that a CD had not been mailed out.

Thank you also for your comments that will be forwarded to our consultants at Huckell Weinman (via this email) and that will be made part of the public record of the EIS submitted to the City of Shoreline.

Sincerely,

Judy Yu  
Director of Communications  
Shoreline Community College  
(206) 546-4634

**From:** InnisArdenBoard@aol.com  
**Date:** Wed, 6 Aug 2003 11:02:32 EDT  
**To:** jyu@ctc.edu, bbrandt@shore.ctc.edu  
**Cc:** botham@serv.net, Barblizb@aol.com, SkyGeek@aol.com, Crows4U@aol.com, cking217@attbi.com, mloper@ctc.edu, plukevich@attbi.com,

mackers.five@gte.net, bonniemackey@attbi.com, richard.matthews@hklaw.com,  
VANGELLIS@aol.com, Council@ci.shoreline.wa.us, CMO@ci.shoreline.wa.us,  
pitriple@hotmail.com, jeh.cpa@verizon.net, csolle@earthlink.net,  
azs13@comcast.net, jacobsmaichael@qwest.net, kmtaber1@attbi.com,  
d.fosmire@comcast.net, r.lowell@verizon.net, loyslamb@webtv.net

Subject: SCC Masterplan & draft EIS

Dear Ms. Yu:

First, I would like to say that I am very disappointed. About six weeks ago, I sent you a e-mail and requested a copy of the master plan on CD. You wrote back and told me that either you or the firm which put the plan together, would mail me a copy. I never received a copy of the plan. I have since acquired information regarding the plan from other sources. However, I am disappointed that you did not follow through on your promise. I hope that this is not how Shoreline Community College plans to deal with the surrounding neighborhoods during this proposed development.

Secondly, our community is very concerned that the plan which was developed failed to look at the impact the increased traffic will have on our neighborhood. For years, residents of our community who live on Innis Arden Way and 10<sup>th</sup> NW and those who live on the collector arterial (which runs along NW 167<sup>th</sup> to 15<sup>th</sup> NW to 14<sup>th</sup> NW to Springdale Court to NW 188<sup>th</sup> to 15<sup>th</sup> NW exiting to Richmond Beach Road) have complained about the increase in traffic and more importantly the increase in vehicles speeding along these routes when Shoreline Community College is in session. Those people who live along 10<sup>th</sup> NW are especially impacted when college is in session because many student exit north on Innis Arden Way and use 10<sup>th</sup> NW to cut over to Carlyle Hall Road, Dayton Avenue and Greenwood Avenue. Other Innis Arden residents are concerned because students also use 8<sup>th</sup> Avenue NW. The Shoreline Community College traffic uses southbound 8<sup>th</sup> NW to NW 180<sup>th</sup>, then to 6<sup>th</sup> NW and down the hill to NW 175<sup>th</sup> and then along 10<sup>th</sup> NW to the college via Innis Arden Way NW.

Most all of the streets in Innis Arden have a 25 mph speed limit. Studies were done in our neighborhood by the City of Shoreline while Shoreline Community College was in session. The studies indicated that the 85<sup>th</sup> percentile speed on our streets were in the 32-36 mph range. This is especially dangerous in our community because there are a lot of pedestrians and we do not have sidewalks. In some places, especially on 10<sup>th</sup> NW, we do not even have shoulders for pedestrians to walk on!

The City of Shoreline has recognized that the speeding in and through our neighborhood is a dangerous situation. They have been working with us to alleviate and/or calm this problem. However, the solutions we have discussed did not anticipate the increased traffic that will occur if SCC increases its student body and consequently the traffic associated therewith.



Your draft EIS has not even looked at the potential impact your proposed project will have on our community of five hundred and forty families. Some of your mitigation plans call for routing more traffic onto Innis Arden Way:

Yet your study fails to take into account the impact this will have on the collector arterial route which exits north to Richmond Beach Road or east onto 10<sup>th</sup> NW. Does the college think that students will not use these routes? Why has the firm which drafted the EIS ignored the impact this proposed project will have on the Innis Arden community? The increased traffic will not only effect the noise and traffic in our community, but it will negatively effect the safety of pedestrians walking through our community.

Additionally, the proposal calls for building a soccer field, baseball field and amphitheater that will be lighted up to 10 PM. Some of the long time Innis Arden resident have stated that when the college was originally planned and built, there was an agreement with Innis Arden that this would not occur. I did not see an analysis of the impact of noise and light would have on the residents on 10<sup>th</sup> NW in the report. Can you imagine living on a relatively quiet street (when school is not in session) and then all of a sudden having a baseball field, soccer field and amphitheater with lighting being built practically in your backyard? And then on top of that having to deal with the noise and lighting until 10 PM at night!

Because of the deficiencies in the draft EIS, because the report does not even consider the impact this proposed project will have on the five hundred forty families in Innis Arden, we are opposed to this project at this time.

Michael J. Rasch  
President  
Innis Arden Club, Inc.  
PO Box 7222  
Shoreline, WA 98133

**RESPONSE TO COMMENTS FROM PETER L. TRIPPLE**  
**(Letter #68)**

**Comment 1**

The comment is noted.

**Comment 2**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS. Also, please refer to *Section IV – Key Issues* regarding the potential impacts and mitigation associated with the proposed amphitheater and sports fields.

**Comment 3**

Please refer to the discussion of campus enrollment that is contained in *Section IV – Key Issues* in this FEIS.

**Comment 4**

The analysis of land use is evaluated in the DEIS on pgs. 72 – 98 and transportation impacts are evaluated in the DEIS on pgs. 105 – 150 as well as in *Section III* of this FEIS. The analysis of environmental impacts associated with these two environmental parameters is consistent with the level of analysis for a *Concept Master Plan* and consistent with environmental impact analyses that have been performed for other colleges and universities in the Greater Seattle area.

**Comment 5**

Please refer to the discussion of EIS alternatives that is contained in *Section IV – Key Issues* of this FEIS.

**Comment 6**

See the revised traffic analysis for a discussion of transit service to the campus. The existing shuttle provides service 15 minutes between the campus and the Sears lot.

**Comment 7**

Please refer to the discussion of the EIS process and notification, as well as community involvement that is contained in *Section IV – Key Issues* of this FEIS.

**Comment 8**

The comment is noted.

Re: Shoreline CC Development

**Michele Sarlitto**

---

**From:** Judy Yu [jyu@shore.ctc.edu]  
**Sent:** Sunday, August 03, 2003 12:01 PM  
**To:** Jim Watson  
**Cc:** Bev Brandt; Michele Sarlitto  
**Subject:** Re: Shoreline CC Development

Thank you for your concern and for taking time to send us a note on this. I will forward this to our consultants who will make sure that your email becomes part of the public record in the Environmental Impact Statement.

Could you please give me your address so that we can be sure to include you on any future mailings?

Regards,

--  
Judy Yu  
Director of Communications  
Shoreline Community College  
(206) 546-4634

**From:** "Jim Watson" <jimdebwat@seanet.com>

**Date:** Fri, 1 Aug 2003 17:35:40 -0700  
**To:** <vangellis@aol.com>, <richard.matthews@hklaw.com>, <bonniemackey@attbi.com>, <mackers.five@gte.net>, <plukevich@attbi.com>, <mloper@ctc.edu>, <cking217@attbi.com>, <crows4u@aol.com>, <crows4u@aol.com>, <skyGeek@aol.com>, <jyu@ctc.edu>, <Barblizb@aol.com>  
**Subject:** Shoreline CC Development

As a resident of Innis Arden who can see and hear the playfield from my house I am concerned about the plans for expansion of the playfield. I certainly support development of recreational opportunities for all but I do hate to see more trees being cut down. | 1

Hopefully we can all continue to work and play well together. How do we promote more interaction between the CC and the Innis Arden community so that needed projects can proceed with a minimal of unhappiness? | 2

Thanks, in advance, for your help,

Jim Watson

**RESPONSE TO COMMENTS FROM JIM WATSON**  
(Letter #69)

**Comment 1**

Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.

**Comment 2**

Please refer to the discussion of community involvement that is contained in *Section IV – Key Issues* of this FEIS.



### Campus Master Plan EIS DRAFT EIS COMMENT FORM

**Public Comments**

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Ms. Beverly Jo Brandt, Vice President  
Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133  
FAX: (206) 546-5855  
E-mail: [bbrandt@shore.ctc.edu](mailto:bbrandt@shore.ctc.edu)

Please use additional pages, if needed. Thank you for your comments!

Name: MAXINE WOODALL  
Address: 16044 GREENWOOD AVE N  
Phone/e-mail: 206 546 5469 maxine.woodall@gte.net

**Comments**

No street is more affected than Greenwood Ave. between 160<sup>th</sup> and Carlyle Hall Road by the College. My house is 5 houses N of 160<sup>th</sup>. I get asphyxiated when I work in my yard from cars queued up waiting to get through the 2 stop signs to go south. Cars roadblock shake my house with their volume. A regular signal light will let more cars through faster. Eliminating the Inaja Arden entrance on Greenwood and extending the greenbelt to 160<sup>th</sup> and making a road into the college on 160, the main entrance would make traffic safer on Greenwood and move traffic faster.

I am a 35 yr resident of my house and my children attended Shoreline School. I know you can't stop progress, but you can stop dangerous intersections.

The corner house on 160<sup>th</sup> + Greenwood (NE corner) always parks cars on the sidewalk. We need that corner clear for safety to walkers + school kids.

P.S. Peak time starts at 7:00 am, not 9:30 am.

(OVER)

Why does Shoreline continue allowing this?

Fold Here

Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133

Place 1<sup>st</sup>  
Class  
Postage  
Here

Ms. Beverly Jo Brandt  
Vice President, Administrative Services  
Shoreline Community College  
16101 Greenwood Avenue N.  
Shoreline, WA 98133



Re: Campus Master Plan Draft EIS Comments

Fold Here

4

If you make a left turn on Greenwood into Innis Arden way you need another stop sign on Greenwood, E side of street so the turners have to stop before crossing Greenwood.

**RESPONSE TO COMMENTS MAXINE WOODALL**  
**(Letter #70)**

**Comment 1**

See the revised traffic analysis in *Section III* of this FEIS for a discussion of intersection alternatives including signalization.

**Comment 2**

The comment is noted.

**Comment 3**

With the Residential Parking Zone that was recently implemented by the City and the College, parking on this corner may not be as much of a problem as in the past. If this continues to present a traffic hazard, however, the City should be contacted for follow-up and remedial action.

**Comment 5**

Please refer to the *Key Issues* discussion contained in *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

**Michele Sarlitto**  
**From:** Brandt, Beverly [bbrandt@shore.ctc.edu]  
**Sent:** Wednesday, August 13, 2003 5:27 PM  
**To:** Michele Sarlitto  
**Subject:** FW: Draft EIS Comment Form

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

**From:** Wendy Zieve [mailto:wzieve@comcast.net]  
**Sent:** Sunday, August 10, 2003 9:39 PM  
**To:** Brandt, Beverly  
**Subject:** Draft EIS Comment Form

Ms. Beverly Jo Brandt, Vict President  
Administrative Services  
Shoreline Community College

Wendy Zieve and David Matthews  
15748 Palatine Ave. N.  
Shoreline, WA 98133  
206-364-3734

On July 27<sup>th</sup>, 2003 David and our son Nate were thrilled to see a spotted owl in the woods to the west of the college. They can point out the exact spot because they stood in awe and watched it for about 15 minutes. Any kind of development or disruption of the tiny remaining habitat would be untenable and completely unacceptable.

Wendy Zieve and David and Nate Matthews



**RESPONSE TO COMMENTS FROM WENDY ZIEVE and  
DAVID and NATE MATTHEWS  
(Letter #71)**

**Comment 1**

The comment is noted. Potential environmental impacts on plant and animal habitats are analyzed on pgs. 43 – 60 of the DEIS – in terms of existing conditions, environmental impacts, mitigation measures and significant unavoidable impacts.