

## SECTION VI

# PUBLIC TESTIMONY and RESPONSES

This section of the FEIS contains transcripts of public testimony that was presented at the DEIS public meetings that was held on July 29, 2003, together with responses to the comments raised.

### ~ DEIS ~

The DEIS was issued July 1, 2003, for a 45-day public comment period. During the DEIS public comment period, a public meeting was held on July 29, 2003, at Shoreline Community College. The purpose of the meeting was to provide agencies, organizations and the public an opportunity to present comments regarding the DEIS – in addition to submittal of written comments.

#### Agencies

1. Tim Stewart – City of Shoreline		
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#### Individuals

2. Maxine Woodall	3. Naomi Hardy	4. Ginger Botham
5. Mike Lealas	6. Carol Strickland	7. Beverly Smilanich
8. Arantza Shuey	9. Brenda Graminski	10. Jerry Graminski
11. Anne Calico	12. Robert McMaster	13. Nancy Johnson
14. Bob Barta	15. Pearl Flickinger	16. JoAnna Worthen
17. John Worthen	18. Jim Mayer	19. Krista Tenney
20. Greg Quinn	21. Nancy Bertson	22. Shannon Quinn
23. Tracy Owen	24. Cindy Rhu	25. Dave Kaliman
26. Cecilie Hudson	27. Nancy Quinn	28. Sean Quinn
29. Elizabeth S. Peohlman	30. Roseanne Turner	31. Nancy Winn (ph.)
32. Cynthia Cline (ph.)	33. Ben Shuey	34. Sidney Spoke (ph.)
35. Peter Williams	36. Barbara Bewley (ph.)	

The complete transcript of the DEIS public meeting is contained in *Part A* of this section of the FEIS (beginning with pp. 6-2). *Part B* (pp. 6-56) contains summaries of the comments raised by each of the speakers with responses to the comments they raised. Comments are identified in the transcript by number in the order that the testimony was presented. Responses are provided for substantive comments; expressions of opinions, subjective statements and positions for or against the proposal are acknowledged without further comment. Many of the comments are the same or similar to written comments that were provided by the same person. In those instances, responses to those public meeting comments refer to responses to specific comment letters that are contained in *Section V* of this FEIS.

**Part A**

**TRANSCRIPT  
of the  
SHORELINE COMMUNITY COLLEGE  
MASTER PLAN DEIS PUBLIC MEETING**

**July 29, 2003**

**SHORELINE COMMUNITY COLLEGE**

Transcript prepared by Van Pelt, Corbett & Associates

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SHORELINE COMMUNITY COLLEGE  
CAMPUS MASTER PLAN  
DRAFT EIS PUBLIC HEARING  
TRANSCRIPT OF PUBLIC COMMENTS

COPY

July 29, 2003

7:00 p.m.

Shoreline Community College  
16101 Greenwood Avenue North  
Building 900  
Shoreline, Washington

Catherine A. Decker, C.C.R.

Court Reporter

I N D E X O F T E S T I M O N Y

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MAXINE WOODALL

My name is Maxine Woodall, and my address is 16044 Greenwood Avenue North. And I'm concerned with the configuration at the intersection of Greenwood Avenue, between 160th and Innis Arden Way.

Traffic cutting across -- my husband and I are lucky we're still alive because you can be partially through and students that are probably late, they come zipping through in front of you, where there isn't even room. And I don't see why you have to enter the college at Innis Arden Way. If you did away with that one little quarter of a block and made a right turn from 160th and had a regular signal at 160th, that would stop any cutting in front of traffic trying to go south on Greenwood.

There is much traffic on Greenwood. They come from Innis Arden Way, they come from the Greenwood parking lot, and they come from the east gate. So cars are lined up in a queue, especially between classes, and the radios are full bore, our house shaking.

So if the cars heading north could go down Greenwood into the parking lot and that entrance, it would eliminate the westbound cars from cutting in front and stopping all the traffic heading south on

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1 Greenwood. Thank you.

2  
3 NAOMI HARDY  
4

5 I am Naomi Hardy. I'm the wife of Rene Hardy who  
6 taught here for 35 years before retiring a couple of  
7 years ago. I find this an excellent campus; however,  
8 I'm quite concerned about the traffic in this area, and  
9 I'm concerned about that portion of the DEIS that  
10 concerns traffic.

11 It seems that you didn't explore the traffic  
12 impacts surrounding the area, to understand the depth  
13 of the impact on the surrounding single-family area; in  
14 other words, all the area around here is all single  
15 family, and I believe that you didn't explore it  
16 enough. And because your exploration was limited, you  
17 are limited in your ability to find appropriate  
18 solutions. So I believe there needs to be more  
19 information.

20 I'm here tonight to challenge you to come up with  
21 a proposal that will not further impact our single-  
22 family areas. I'm here tonight to demand that you  
23 don't force your proposal on to others and affect our  
24 safety. And for your education, the students who live  
25 within a mile of Shorewood High School must by state



1 law walk to school, so we need a safe area. And that  
2 means far more than just sidewalks -- I can tell you  
3 far more.

4  
cont'd

4 I'm asking you to work by creating changes within  
5 the campus to reduce the need to increase the traffic  
6 by the proposed increase of what I understand is as  
7 many as 3000 cars trips. If you do it correctly, you  
8 will also reduce the pollution, both the noise and the  
9 air; and if you do that, if you find a way to contain  
10 it on your campus instead of spreading out on our  
11 neighborhood streets, you will then accurately comment  
12 on your statement and the summary. And it will be true  
13 that the noise will not be insignificant with your  
14 proposal. As it stands now, the noise sending 3000 car  
15 trips around this area will be quite significant, and  
16 it will go further north on Dayton to at least  
17 St. Luke's and probably further than that.

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18 So I believe you really need to look at the  
19 traffic. And I will be adding examples to my proposal  
20 in a letter too. Thank you, very much.

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GINGER BOTHAM

Ginger Botham, 16334 Linden Avenue North, Highland Terrace neighborhood, Shoreline Community College Master Plan Task Force. And I've handed in a letter with some detailed comments.

In general, your plan is lovely the way it protects the buffers, but the part that has to do with traffic is a bigger problem than the one that you're trying to fix. I believe that your data is flawed because the leg of 160th west of Greenwood, you didn't do all-day traffic counts. And in this community you have two peak-hour traffic periods, but they don't behave in the same manner. And you did your study on the afternoon peak-hour traffic, and it doesn't run cars the same way that the a.m. peak hour traffic does.

So you may, and this is a big question, you may have improved the evening. I don't think you have. But you've definitely screwed up the morning even worse than it already is. I'm hoping that what you've got for figure 26 with the little sort of one-way, sort of two-way exaggerated traffic circles doesn't come into being. I think it would be extremely dangerous.

I'll let you listen to my neighbors. They'll give you more detail on what they think would work and what

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9

10

1 they think is wrong. But thank you for listening to  
2 them.

10  
cont'd

3  
4 TIM STEWART

5  
6 Tim Stewart, Director of Planning and Development  
7 Services for the City of Shoreline. The address is  
8 17544 Midvale Avenue North. I would like to read into  
9 the record a letter from city manager Steve Burkett.

10 "The City is very enthusiastic that the college is  
11 preparing a master plan for comprehensive long-range  
12 planning for the growth of the campus. It is our hope  
13 that the plan will successfully guide development of  
14 the campus so that the college may serve its users and  
15 provide positive benefits to the community, without  
16 significant diverse impacts. During the comment period  
17 the City will be providing a letter to provide feed-  
18 back to the college to ensure that the forthcoming  
19 final EIS addresses neighborhood concerns, the  
20 requirements of SEPA, growth management, and the City's  
21 development code. Our comments will ensure that your  
22 proposal includes mitigation for impacts that the  
23 project has on the site and the community, including  
24 nearby neighborhoods.

11

25 "Mitigation that you will be asked to develop in

1 your EIS includes such key things as the impacts of the  
 2 campus's growth on the City's transportation  
 3 infrastructure and impacts of the proposed growth on  
 4 the Boeing Creek drainage basin. The City does look  
 5 forward to working with you as you finalize your EIS  
 6 and submit your master plan for approval later this  
 7 year."

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8  
 9 MIKE LEALES

10  
 11 Yes. My name is Michael Leales, 627 Northwest  
 12 162nd, Shoreline. We are in the Shorewood Hills  
 13 development directly south of Shoreline. And the major  
 14 concerns that I'd like to at least address tonight are  
 15 two. One is the traffic, which the two ladies  
 16 proceeding me mentioned and I think described quite  
 17 adequately, so I won't take time to repeat what they  
 18 said.

19 I would like, though, to continue with the concern  
 20 of the traffic flow continuing down Innis Arden and the  
 21 proposed new entrance towards the new parking facility.  
 22 That street is extremely steep and rather dangerous.  
 23 As a matter of fact, at the entrance of the Shorewood  
 24 Hills section, you cannot see cars coming up the  
 25 hill -- and I realize it's an entrance area. You

12

Transcript of Public Comments

11

1 cannot see cars because of the steepness, the incline  
2 of the hill. That is one concern.

12  
cont'd

3 The other major concern I have relates to the  
4 amphitheater which hasn't been addressed yet. And my  
5 concern is, and it was stressed by I think Tim and  
6 others already tonight, that the college's primary  
7 purpose is for education. And the amphitheater and the  
8 sports field in my mind do not support that, especially  
9 the amphitheater. It will draw more traffic into this  
10 area; and in addition to that, the noise created by the  
11 amphitheater, the way it is currently pictured -- at  
12 least in the drawings that I've seen -- would direct  
13 the noise from the amphitheater directly south, right  
14 into the closest neighboring areas, or at least into  
15 the areas around the college. So I'm concerned about  
16 the amphitheater bringing in a large population of  
17 people on a regular basis, noise at night, and the  
18 noise being directed into the neighborhood.

13

19 I might say that as a neighbor, I do utilize the  
20 facility here. I use the track quite often and I  
21 referee soccer and use the field here and participate  
22 in community events. So I do appreciate what the  
23 college has done. I think that's it for tonight.  
24 Thank you.

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CAROL STRICKLAND

Hi. My name is Carol Strickland, and my home is at 15709 First Avenue Northwest, which is -- if you go down 160th, turn right, go past the school, and then turn left again, First goes north the south, parallel to Greenwoos.

If this configuration for the roundabout goes from the college, dumping directly onto North 160th Street, the traffic to avoid going south on Greenwood is going to turn right. It's going to go past the school. The school also has heavy use by parents picking up and dropping off their children, and children walking to and from school. Then they'll turn left, the only way you can go. Then they'll south on First Avenue to get around the traffic glitch at the four-way stop on Greenwood Avenue. In other words, you're making First Avenue Northwest an artery, just as Greenwood is today.

There are no stop signs. From where you turn right on 160th, you turn left on First, you go down two blocks, turn left again, there are no stop signs until you get to Greenwood. So a student logically would take the shortest, fastest route, making our street dangerous.

Already we're impacted by the college. And

15

1 instead of putting this extra road, which would route  
2 the students past a residential neighborhood, I support  
3 having a stoplight at 160th and Greenwood. Right now  
4 having to take turns to a busy student who is late for  
5 class makes a really dangerous situation. And I'm  
6 really shocked that the City hasn't done something to  
7 make this a safer place. Thank you.

15  
cont'd

8  
9 BEVERLY SMILANICH

10  
11 I'm Beverly Smilanich. My address is 15738  
12 Palatine Avenue North. And my big concern is Innis  
13 Arden Way coming onto 160th. We have an elementary  
14 school on 160th. The kids are already in danger by the  
15 kids who come there to park, can't find a place and go  
16 racing on down the street. So it just doesn't seem  
17 logical at all to run that into a residential area.

16

18 On the amphitheater, I understand there are two  
19 other locations that that could be put at, and I think  
20 that would be much better because we already have much  
21 more traffic than the college realizes. We can look  
22 out from our front porch and we can see traffic backed  
23 up to the exit out of here. And that's not 10 cars,  
24 that's more like 30 or 40. I think where you took  
25 tolls of how much parking there was on our street and

17

18

1 all over, they're way under what -- we have at least  
2 150 cars on our street every day looking for a place to  
3 park. And then one leaves and then somebody else  
4 parks. So all day long, it's nothing but a parking  
5 lot. So I'm wondering how the comments will be  
6 addressed. Thank you.

18  
cont'd

19

7  
8 ARANTZA SHUEY

9  
10 My name is Arantza Shuey and I live at 15717 First  
11 Avenue Northwest. I'm a neighbor of Carol Strickland,  
12 and I have very much the same concerns that she has.  
13 And I think that with the revision you are proposing on  
14 160th and Innis Arden Way, you're going to convert  
15 First Avenue Northwest into a thoroughfare. And I  
16 don't think that would be very wise to do. Thank you.

20

17  
18 BRENDA GRAMINSKI

19  
20 I'm Brenda Graminski. I live at 15733 Palatine  
21 Avenue North. I first want to start by saying that I  
22 actually all-in-all enjoy having the college in the  
23 neighborhood. Our family has used it for many events.  
24 I've sat in on courses. And in general I like the idea  
25 of having a college in this area.

21



1           But I have three main concerns with this proposal  
2 of the new road, Innis Arden, being moved through what  
3 we call the "urban forest," which is that little  
4 triangular piece of forest between the soccer field,  
5 the Highland Terrace Elementary School and north  
6 Greenwood.

7           The first concern is, of course, the safety of the  
8 kids at Highland Terrace Elementary School. This is a  
9 wonderful school, but we have another wonderful school  
10 in this neighborhood, and that is Highland Terrace and  
11 it's loved and used by many families in this  
12 neighborhood and even some families from north Seattle 22  
13 and the Broadview neighborhood. There's already a lot  
14 of traffic, and it already is pretty busy, especially  
15 between 8:00 and 9:00 in the morning and 3:00 and 4:00  
16 in the afternoon. And we're talking about pushing  
17 traffic just a little further south into a neighborhood  
18 that is not set up for high traffic areas.

19           My second concern has to do with the impact on the  
20 environment. The urban forest, although it's small, is  
21 home to a lot of native plants and native animals. And  
22 it is maintained and used by the kids at Highland  
23 Terrace as a teaching tool. 23

24           My other concern about building a road through  
25 there is where is all that drainage, where is all that 24

1 waste and soil and everything that's dug up going to  
 2 go? Most likely into Boeing creek as it has in the  
 3 past with other building construction in this area,  
 4 which also is home to a lot of native plants and native  
 5 animals.

24  
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6 My third concern is, in talking with the neighbors  
 7 and fellow parents at the schools, is we are confused  
 8 as to how this is actually going to fix the traffic  
 9 situation. It just doesn't seem clear to us. It  
 10 mostly just looks like it's taking the traffic and  
 11 moving it onto North 160th, then either onto First, and  
 12 then back onto Greenwood. I just don't see how a small  
 13 increase in road is going to help alleviate the  
 14 traffic. I really just think it's another bandaid, and  
 15 there needs to be another solution for the college's  
 16 traffic. Thank you.

25

17  
 18 JERRY GRAMINSKI

19  
 20 My name is Jerry Graminski. That was my wife. I  
 21 live at the same house. I hope I speak for most people  
 22 when I say tonight -- and I live in Highland Terrace  
 23 neighborhood. I know there's Innis Arden people here,  
 24 and from other neighborhoods. And we all have our  
 25 specific concerns about how that traffic is going to

26

1 impact us. But I believe that we all would agree  
2 tonight that the solutions, or proposed solutions, that  
3 you have is really not going to work. And I cannot see  
4 how the plan that is here as I have before me now would  
5 ease traffic concerns when we're going to see increases  
6 of, I think, a growth of 19 percent at the college.

7 Let me specifically talk about one little example  
8 that I am concerned about. My wife talked about the  
9 urban forest. And I help the Girl Scouts. My wife,  
10 she runs the troop. We were planting cedar trees in  
11 there a couple of months ago, learning about the  
12 different types of plants in there. And now all of  
13 that could be paved over. And I wonder what kind of a  
14 message we send to the children of our community if  
15 they see now a road paved over the cedars and douglas  
16 firs and white pines and what not that we have in  
17 there. That concerns me, that sort of message. And I  
18 sometimes think that the college isn't aware of how  
19 that can impact the children in the neighborhood, in  
20 and around that area.

21 I also would say that I do enjoy having the  
22 college next to us, I also enjoy the elementary school;  
23 and I think most of us would say the same thing. I  
24 think that the main concern we have is the issue of the  
25 traffic. We do not believe that this particular plan

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cont'd

27

28

1 will solve that.

2 And one last thing I would like to say. It says  
 3 here that if there was a traffic light, that would  
 4 conflict with the neighborhood character. We already  
 5 have a light there. I'm not sure how a red, green, and  
 6 yellow light would be that much different than a  
 7 blinking red. Thank you very much.

8  
 9 ANNE CALICO

10  
 11 My name is Anne Calico, last name, C-a-l-i-c-o. I  
 12 live at 15731 First Northwest. I really can't add  
 13 anything to the concerns I've already heard expressed.  
 14 However, I have some underlying concerns, and one of  
 15 them is, this is supposed to be a public meeting, and I  
 16 didn't receive notice from the City nor from the  
 17 college in the mail. I received my notice from a  
 18 neighbor who handed it to me last night. So I really  
 19 haven't had very much time to look at it.

20 Couple of comments. My understanding from my  
 21 other neighbors and from my sister who lived in this  
 22 neighborhood for fifteen years, the same revisions were  
 23 attempted in the early '90's. At that time it was  
 24 determined that those revisions were not suitable, that  
 25 they were dangerous to the families that lived in the

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 cont'd

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1 Highland Terrace neighborhood. And it's my  
2 understanding that nothing has changed yet.

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cont'd

3  
4 ROBERT MCMASTER

5  
6 Robert McMaster. I live at 103 Northwest 159th  
7 Street, which is adjacent to First Avenue Northwest in  
8 the Highland Terrace neighborhood. I'm strongly  
9 opposed to the proposal as it currently stands,  
10 specifically rerouting traffic from Innis Arden Way  
11 onto North 160th.

32

12 Basically if you look at Innis Arden Way and the  
13 number of residences stretching to the west for at  
14 least a half mile if not more, until you get to the  
15 Shorewood Hills area, is zero. And they're going to  
16 reroute, under this proposal, the kind of high-flow  
17 traffic at various times of the day into a small  
18 residential neighborhood that was not designed for it.

33

19 I would be willing to bet that the fourth person  
20 coming up to 160th, they see the light red or a backup,  
21 they are going to take a right and head up 160th to  
22 First, probably at a high rate of speed, to try and get  
23 ahead of the traffic and continue south on Greenwood.  
24 That is a danger to pedestrians and students at  
25 Highland Terrace Elementary School. I just don't see

1 the sense of doing that at all. I don't like the  
2 impact this will have on my neighborhood, which is  
3 already very highly impacted by parking.

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cont'd

4 I'm tired of not being able to see backing out of  
5 my driveway throughout the day and into the evening  
6 hours. Also tired of picking up the litter and the  
7 noise of loud tape decks and stuff, which is quite  
8 disturbing when you can't even exist in your own  
9 residence without people imposing on you from the  
10 street through that means.

34

11 And I would also like to say that I do believe  
12 that the community college is an asset. I wish they  
13 would live up to part of their name, which says  
14 something about community and respect the surrounding  
15 community that has to deal with the impacts on a daily  
16 basis. Also the athletic fields and the amphitheater,  
17 which I first heard of tonight, will only increase that  
18 traffic. And I would just like to reiterate my  
19 opposition to the EIS as it stands. Thank you.

35

36

37

20  
21 NANCY JOHNSON  
22

23 Yes, I'm Nancy Johnson. I live at 15514 Palatine  
24 Lane North. I'm a strong advocate of the community  
25 college, and I'm also not at all in favor of the

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Transcript of Public Comments

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1 traffic revisions that have been proposed. I live on  
2 155th, which also is an area that would be heavily  
3 affected by this traffic revision. People have talked  
4 about it going up 160th and going over First. But  
5 people who live there on the corner of First Avenue and  
6 155th already take their lives in their hands. I swear  
7 there's times they come out there -- there's a lot of  
8 traffic in this neighborhood already. It goes at a  
9 high rate of speed often. There are kids, there are  
10 dogs, there are cats, everybody uses -- the  
11 neighborhood uses their space. And it really makes me  
12 very sad to think of those areas being heavily  
13 affected.

14 I also don't like the idea of green space being  
15 taken from the community. I know that the college does  
16 have a need for parking and to accommodate traffic;  
17 however, I would ask them to do the same thing all the  
18 communities are doing -- looking at alternatives to car  
19 transportation and getting kids to the college by buses  
20 or however they need to get there rather than their  
21 cars. It just doesn't make sense. And I don't know  
22 whether a light on 160th and Greenwood would be  
23 helpful, but I do know those four-way stops out there  
24 don't work very well because when you -- it's the only  
25 place I try to avoid the four-way stops because if you

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cont'd

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1 go out and there's another car coming, trying to get to  
2 the college, often they cut in front of you.

3 So I would just urge you to look at transportation  
4 alternatives and the impact you have on this community.

5  
6 BOB BARTA

7  
8 Good evening. My name is Bob Barta. I live at  
9 15703 First Avenue Northwest. My main concern is that  
10 the college has reached its saturation point for  
11 serving students. In 1964 it was originally conceived  
12 that this land area could serve 2,500 students, and we  
13 considered that as fulltime enrollants. But when you  
14 consider as it is now, some students didn't take a full  
15 load, that would have totaled to about 4,055 students.  
16 That's the original conception of what this land could  
17 serve.

18 We are at more than twice that now. There's  
19 approximately 9,000 students -- according to the draft  
20 EIS, 9,000-some students or a little less using this  
21 facility. There are 9,600, right near 10,000 cars that  
22 pass through the intersection at 160th and Greenwood  
23 Avenue North. So in ten years from now, we're going to  
24 add another 20 percent of students to this campus, so  
25 we're going to be over 10,000, and that will make the

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cont'd

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1 problems 20 percent worse. And then where's the growth  
 2 going to stop? The campus has grown since its  
 3 inception. Now, there has to come a point where it has  
 4 to stop. You can't conceive of this land serving  
 5 15,000 or 20,000. I think we've reached a saturation  
 6 point.

41  
 cont'd

7 I propose three things: To improve the traffic  
 8 flow, a stop light at 160th and Greenwood. And some  
 9 people from the Shorewood Hills who testified at one of  
 10 these meetings, I think it was about December perhaps,  
 11 said that when there's a traffic cop there, the flow is  
 12 tolerable. And if there is a traffic light there, it  
 13 would do the same thing as a traffic cop. It makes it  
 14 safer, it keeps the decision -- a stop light makes the  
 15 decision when you're stopped.

42

16 The second thing is we have come to a point where  
 17 we have to limit the amount of students that come to  
 18 this campus that have to be served by this campus.  
 19 Certainly the college could use, and I think is now  
 20 using, on-line courses, and that's fine. Maybe that's  
 21 the way we need to go because the community college and  
 22 college systems as you know are really overloaded. And  
 23 that's probably how we'll have to serve them, more  
 24 internet courses.

43

25 Do not dump traffic onto 160th. If you don't have

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1 a traffic light at that corner, you're still going to  
2 have the same problem as other people pointed out. We  
3 will unload safety problems onto the elementary school,  
4 and they have enough problems now with parents coming,  
5 citizens coming, and the like, school buses, and so on.

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cont'd

6 To lower or to control enrollment, there are two  
7 things that might be done. You might drop the high  
8 school program, and leave it to the high schools. You  
9 might drop the University Prep's program and leave it  
10 to the universities to do. Stay with the vocational  
11 and the technical training kinds of classes, and that  
12 would include the internet kinds of high tech.

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13 We are seriously concerned about the safety of our  
14 kids in this community. We are seriously concerned  
15 about the quality of life, our home values. And I  
16 can't see how this can improve the situation by adding  
17 more students to the campus. We have come to a point  
18 in my opinion that this campus is saturated, and this  
19 is approximately 9,000 -- roughly 8 to 9,000 students  
20 is the capacity, which is more than twice when it was  
21 conceived. I appreciate your time. Thank you.

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PEARL FLICKINGER

My name is Pearl Flickinger. I live 15704 First Avenue Northwest. I could repeat everything that's been said up here, so I'm not going to do that.

I do have concerns with Innis Arden dumping into 160th. We all know that college kids now turn up 160th and come down First Avenue and go out 155th thinking they are going to avoid traffic, and all they're doing is bringing more urban traffic into the Shoreline neighborhood.

One of the things about living where I live -- those people on Palatine, 155th, 160th, First and Second Avenues, we live in a cul-de-sac. We chose to live there because we would not have the urban traffic. Innis Arden dumping onto 160th? Common sense -- they're not going to hang a left to Greenwood because they're going to go against oncoming traffic. They're going to go right, they're going to go down First Avenue, and they're going to back up at 155th. We have Highland traffic coming out 155th already. We are going to have traffic trying to merge onto Greenwood, which is 35 mile an hour, which is about 40 or 45 on average. There's a bus stop right there. You're going to see more accidents, more backups, and just going to

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1 bring more and more urban traffic into a residential  
 2 area that's not equipped to handle it.

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 cont'd

3 They're also bringing traffic around the  
 4 elementary school, which I understand is rated about  
 5 second or third in the city. And as was said before,  
 6 people come from north Seattle and all over the place  
 7 to bring their kids here because of the rating it has.  
 8 Now you're talking about bringing traffic onto three  
 9 sides of their playground, traffic they don't see now  
 10 that would be going by their windows and distracting  
 11 them during their classes. Traffic, congestion, noise  
 12 pollution as they're outside playing in their yards,  
 13 and you're talking about increasing probably at least  
 14 two more places for crosswalks for the kids as they're  
 15 coming and going from school.

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16 I don't see that that's a real solution to the  
 17 traffic problem. I believe the stop light is a good  
 18 solution, just like Bob said, with an officer being  
 19 there. You've got a traffic light, your decisions are  
 20 made. When the evening peak hours and the morning peak  
 21 hours are over, you can go back to a flashing red light  
 22 and it doesn't affect we who live in that residential  
 23 area. Thank you.

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1 JOANNE WORTHEN

2  
3 My name is Joanna Worthen, and I live at 100  
4 Northwest 155th, right there on the corner of, what  
5 many people refer to, 155th and First Avenue Northwest.  
6 Also have a lot of traffic coming from the Highlands  
7 that many times goes at a high rate of speed. And when  
8 I first heard of this proposal, as someone living in  
9 that neighborhood, I can clearly see the impact that  
10 that would have on our street. People would rather  
11 take the path of the least resistance. So if this  
12 proposal were to go through bringing traffic out onto  
13 160th, it's quite clear that they would turn right, and  
14 as somebody said earlier, bring a lot of traffic onto a  
15 street that was never meant for that, turning it into  
16 something that would be like an arterial.

17 There are many children that are on that street.  
18 For years we had an afterschool club that was held in  
19 our home, and many children would walk from Highland  
20 Terrace down to our house. And I am very concerned  
21 about the safety issue at Highland Terrace. It is a  
22 congested area as it is at various times during the  
23 day.

24 There's much more I could say, but I'm not very  
25 good at public speaking. But I really echo what the

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1 neighbors in this area have said.

2 And also we do like the community college being  
3 nearby, aside from the traffic. But we clearly feel  
4 that this is contradictory to one of your stated goals  
5 of belong respectful to the neighborhood. Thank you.

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JOHN WORTHEN

8

9 I'm John Worthen. I live at the same address. I  
10 have the same concerns that many have expressed here.  
11 Making the traffic intersection turn on 160th, Innis  
12 Arden Way coming up, will increase the traffic a lot.  
13 Highland Terrace is a very busy area now, with the  
14 flaggers out there during the morning, there's a lot  
15 going on during all times of the day. And to increase  
16 the traffic on there would be counter productive to  
17 having it as a neighborhood.

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18 We bought our property because we liked the quiet  
19 neighborhood. But if you bring a lot of traffic down  
20 First Northwest, which I see would be quite an obvious  
21 thing that would happen here, it would impact the  
22 neighborhood greatly. It would impact property values,  
23 it would impact a lot of things here that would be a  
24 detriment to the neighborhood. We enjoy the community  
25 college being next to us. But this would be an impact

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1 to our neighborhood that I think would be very  
2 detrimental to all concerned. Thank you.

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cont'd

3  
4 JIM MAYER

5  
6 My name is Jim, and I'm the mayor of Shoreline. I  
7 introduced myself and my fellow co-workers because they  
8 always remember that. But I do like Shoreline an awful  
9 lot as a community.

10 My address is 132 North 155th Street, so I'm right  
11 on the street, I face Seattle Golf Club. And everyone  
12 has said it, the traffic would be diverted and  
13 eventually end up on 155th Street, traveling eastbound  
14 towards Greenwood Avenue. There's a posted speed limit  
15 sign on 155th. The orange speed limit signs you see,  
16 the speeds are suggested. This one is a white sign  
17 that says 25 miles an hour -- very few go 25 miles an  
18 hour on that street. There are no sidewalks. There's  
19 a berm on both sides of the street. The vegetation  
20 from the golf club and from the yards grow right up to  
21 155th. If you ever take a walk on that street and  
22 there's any traffic coming, you have to be really  
23 careful.

56

24 So that street -- our community right around the  
25 proposed change, is just not equipped to handle more

1 traffic. And I have four children, and it would make  
2 it risky for them to go out playing ball in the yard,  
3 washing the car, crossing the street to go to the  
4 mailbox. All those little everyday things would be  
5 impacted by a decision like this. So I just want to  
6 reinforce and echo what my neighbors have already said.  
7 This would impact our street if we allow the traffic to  
8 flow through there. Thank you for your time.

9  
10 KRISTA TENNEY

11  
12 I'm Krista Tenney and I live at 15554 Greenwood.  
13 And we live that dream every day. I mean, the  
14 traffic -- we moved here in '89 in August and thought  
15 it was a nice quiet area. Not the case. So we know  
16 how much traffic goes back and forth. And I'm not  
17 opposed to people driving the speed limit. But I  
18 think, when I looked at the plan, I think I'm going to  
19 say yes, yes, yes to all the different comments. But I  
20 think that if you're going to really do this, then you  
21 really need to go back and try it one more time.

22 I would like to meet the people that actually put  
23 that intersection together. I want to know who they  
24 are, when they first did it, because no matter how you  
25 do it, it just doesn't quite work. So --

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cont'd

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1 MR. MCCANN: You mean the first intersection?

2 MS. TENNEY: Yes. We would like to meet  
3 those people and just share.

4  
5 But I think what I want to go back to is  
6 Highland Terrace has 400 students there that are always  
7 told to watch both ways. And my daughter was a patrol  
8 captain last year, and I was terrified of the students  
9 and everybody else that drove not the speed limit. So  
10 I think one of the concerns I have is that you have  
11 college students, high school students, parents, you  
12 have a lot of people that use that short street. And  
13 if you're going to do that reroute, then I think you  
14 need to really talk about what you're going to do at  
15 160th and around that area, and you need to put lines  
16 down the street so it's very clear that there are two  
17 ways on those streets, and no parking on the sidewalk  
18 that's right by Highland Terrace or by zone permit. So  
19 only people that live in the neighborhood or have a  
20 reason to be there are going to park there because it's  
21 very narrow.

22 The other thing I want to know was, were school  
23 district administrators -- did you chat with them about  
24 these plans, about the safety of students? Because I  
25 don't see them here. My concern is about making sure

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1 there's a good partnership between the school district,  
2 the City, and Shoreline Community College because we're  
3 all in this together. We want our students to be  
4 successful. And I appreciate Shoreline Community  
5 College for going to this process because we want this  
6 to be revised.

7 The other thing I'd like to really talk about is,  
8 if you're going to do that, then you need to put stop  
9 signs at 155th and Greenwood and 155th and First  
10 Northwest because I've been almost hit there a couple  
11 of times. And about three years ago there was a  
12 student that was hit on Greenwood at 155th in the  
13 crosswalk, walking his bike across the street. Someone  
14 that was going too fast hit him. He wasn't injured,  
15 but he went to the hospital.

16 So the more people that are on Greenwood that  
17 route around that circle and they're going to go just  
18 as fast down First Avenue as they do down Greenwood.  
19 You need to be concerned because everybody that walks  
20 there, they just don't pay attention to cars. We've  
21 had students stay with us that have gone to Shoreline  
22 Community College. They don't watch, they just walk  
23 into traffic, you know. So anyway, that's it, I think.  
24 Thank you.  
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GREG QUINN

Hi. My name's Greg Quinn. I live at 225 North 160th. First of all, it's a little chilly in here. If somebody could turn the heat up that might help.

I'm adamantly opposed to this. We went through this in '91/'92. Before Shoreline incorporated into a city, King County wanted to reroute Innis Arden into 160th. Fortunately there was a little old man who lived next to me, his name was Sam Green, who got Bogle and Gates involved. We put together a lot of information substantiating our proposal to this idea of turning 160th, 155th, First and Second into a thoroughfare, when we had a nice quiet neighborhood.

Here someone came up with the great idea of bringing Innis Arden into 160th again, and I'm just not sure what they were thinking. Why would you take a couple of nice, quiet little streets and turn it into a thoroughfare for students? What you do inside your own borders I think is good, but don't bring your traffic problems into our neighborhood. We don't need it.  
Thank you.

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3 NANCY BERTOSON

4 I'm Nancy Bertoson. I live at 515 Northwest  
5 163rd, that's in Shorewood Hills. And I just want to  
6 add my voice to all the others who are complaining  
7 about the traffic and have concerns about your master  
8 plan. It's impossible to get up Innis Arden Way during  
9 the morning rush hour when the students are changing  
10 classes. I've lived in our house for 18 years. It's  
11 only gotten worse. The college has done nothing to  
12 help us. We need a stop light at the top of Innis  
13 Arden hill at 160th.

14 I think another thing that might be helpful to  
15 us -- when we leave our homes, our only way out is  
16 Innis Arden Way. There's nowhere for us to go, and  
17 we're stuck in traffic, we don't move; and what's  
18 happening is students coming out of the upper road out  
19 of the parking lot cut in front of everyone coming up  
20 Innis Arden Way. And I think maybe not allowing exits  
21 out of the main parking lot in the morning would help  
22 somewhat, but we need a stoplight badly. And more  
23 people on campus is not going to help us at all. Thank  
24 you.  
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SHANNON QUINN

My name is Shannon Quinn and I live at 225 North 160th Street. As a kid living on 160th, walking and playing near the street, it has always been a challenge. And I would like to point out the amount of foot traffic by kids both week days and weekends. The elementary school, Highland Terrace, has approximately 400 students traveling to and from school every day. Weekend traffic is busy with soccer teams and baseball teams. Changing Innis Arden way into a one-way road at 160th street would jeopardize the safety of children and families in the neighborhood.

Please think of the safety of the kids and rethink the master plan of the college.

TRACY OWEN

My name is Tracy Owen. I wonder where the leadership is in this. It just doesn't make any sense to me. I think this is the leadership -- this community is the leadership. You heard that when the campus was conceived, it was for a community college serving Shoreline and North Shore school districts, not a regional thing. It's turned into a regional thing.

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1 I see the video game up there. I wonder how many  
 2 people come here and park to play video games. I've  
 3 attended school here probably each of the last five  
 4 decades, and I've got better things to do than be here  
 5 tonight, I can tell you.

69

6 The moratorium on -- I think it was Tim mentioned  
 7 the mandate that you plan for growth. Well, Bob  
 8 mentioned we've far exceeded the community college  
 9 concept here in Shoreline. The infrastructure can't  
 10 support it. The design, the original concept design at  
 11 the corner down here, is absurd. Making it more absurd  
 12 is ridiculous. Where's the leadership? You've got to  
 13 call a halt to this. Tim mentioned that we're going to  
 14 give it our best shot. Well, I think you're going to  
 15 shoot yourself in the foot by even planning any further  
 16 because this does not make any sense.

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17 People are forced into cars. There's not a  
 18 handicap-accessible crosswalk at that intersection down  
 19 there. How do you expect people to get to a campus if  
 20 they don't have physical access to it and are forced  
 21 into cars? This is really silly.

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22 The alignment -- the city guide will tell you the  
 23 alignment at 160th is ridiculous, even the little  
 24 printout is ridiculous. The scale is so far off on  
 25 that, even might look like it makes sense on there, but

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1 it doesn't. I'm an active father. I have a four-month  
2 old within yelling distance from here. Two other kids  
3 are going to Highland Terrace School. The impact on  
4 that intersection is only like 350 hours a year. We  
5 can live with that at this point. But we can't live  
6 with anything more adverse.

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7 And I didn't get a -- my neighbor told me about  
8 the meeting tonight. But I think that the leadership,  
9 wherever it is, should understand that the University  
10 of Washington campus at Bothell was designed on 522/405  
11 a major highway interchange. That's why it's there.  
12 North Seattle Community College onramps and offramps to  
13 I-5. This doesn't make any sense to let this campus  
14 grow any bigger. The original architectural plan -- my  
15 father was on the board of trustees here for many  
16 years. The original concept was a one-story campus  
17 where you could not see the buildings from one building  
18 to the next. Now you want to go two stories. You want  
19 to completely slap the original concept in the face.

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20 This is a beautiful place here. I was born in  
21 Shoreline, and I paid my dues in other places too, but  
22 I came back. Thanks.

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CINDY RYU

My name is Cindy Ryu. I'm at 15215 Aurora Avenue North. I am a resident of Shoreline, not the immediate neighborhood, but I am running for city council, so I thought it was important to listen to fellow Shoreline residents to see what their concerns were. And also my sister-in-law's two nephews attend Highland Terrace Elementary School, so it's pretty close to some concerns that I have, the safety of the students.

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Of the 22 speakers before me that are residents of Shoreline, 20 of them spoke about traffic, especially on 160th. The other -- one of them did not get appropriate notification and neither did the last speaker. So perhaps that's something you need to work on.

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But I know this is really difficult. It's a very complex process. And I know you guys are trying to be really good neighbors. My daughter even went to the running start program there. She really did get a lot out of it. And she'll be adding to the numbers that are going there. However, I think since you are doing a good-faith effort of the EIS here, I would urge you to really listen to your neighbors. They are your neighbors.

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1           Even if you get to go home somewhere else, they  
2           have to live here. So do listen to the neighbors and  
3           try to meet the needs of the neighbors. They seem to  
4           have almost a uniform voice. There is a definite  
5           pattern of everything that they are talking about here.  
6           And they seem to be all in the same camp. And I'm sure  
7           you would rather be in the camp of the majority than  
8           the minority.

9           And I really do urge you -- I work for All State  
10          Insurance Company and they had a little sticker that  
11          said "Do it right the first time." Unfortunately All  
12          State doesn't issue it anymore. I wish I had some to  
13          give to you.

14          But definitely leadership, I really like to see  
15          you demonstrate that. And a lot of the comments here  
16          probably could be repeated at the City of Shoreline  
17          Council meetings, but I hope you really do make a  
18          good-faith effort to meet everybody's needs. Thank  
19          you.

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1 DAVID KALIMAN

2  
3 Hi. My name is David Kaliman and I live at  
4 400 Northwest 163rd in Shorewood Hills I. I have three  
5 points I want to make. Point one is that, as I  
6 understand it, the purpose of the campus master plan is  
7 to consider long-term problems and solutions. And the  
8 current proposals are very short range and don't solve  
9 any problems. They simply put bandaids on them.

10 My second point, and this is an opinion, is the  
11 traffic in particular is a significant, unavoidable  
12 adverse impact under the various proposals that are  
13 considered. It's really my opinion that no mitigation  
14 that aims to assist more cars in getting on campus  
15 through residential neighborhoods and across traffic  
16 choke points is going to work even in the short term.  
17 You can put up traffic lights, you can put up cardboard  
18 cutouts of a traffic control officer, it's not going to  
19 make a big difference.

20 My third point is that student body growth is  
21 probable, whatever we would like to see, it's probable.  
22 And in order to provide a solution that really would be  
23 long range and could be updated with time to  
24 accommodate future growth, the only sensible approach  
25 that I could imagine is to provide parking on or very

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1 near to Aurora Avenue with managed transport via  
2 shuttle to and from the campus. Thank you.

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cont'd

3  
4 CECILIE HUDSON

5  
6 Yes, I'm Cecilie Hudson. I reside at 400  
7 Northwest 163rd Street. I'm a resident of Shoreview  
8 Hills, Division 1, that has a single exit onto Innis  
9 Arden Way. Our personal, residential backyard abutts  
10 the playground of Highland Terrace school. And I have  
11 been a student at Shoreline Community College, so I  
12 have a lot of contact with this area geographically.

13 I really do appreciate your attempts to respond to  
14 the public comments that were made at the draft EIS  
15 meeting. However, the solutions are not real  
16 improvements. They create problems. For instance, the  
17 traffic revision plan to redirect traffic from the  
18 bottleneck of Greenwood Avenue North and North 160th  
19 into a neighborhood full of children and right in front  
20 of an elementary school with children, who are used as  
21 crossing guards; I think we should be reminded what  
22 happens when school children and arterial traffic  
23 meets. If we think about Spring of 2002 at the  
24 intersection of, I believe it was, 178th and 15th  
25 Avenue Northwest when we lost one of our school

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1 children.

2 I drove my child to and from Highland Terrace  
3 school for two years, and the whole street is just a  
4 mass of children, mothers, babies in strollers, loose  
5 pets, all hurrying to and fro. It's a play place for  
6 children to play games and ride bikes in the streets in  
7 the afternoons and evenings. It is really a  
8 residential zone. It just can't be made into a  
9 business district. I have participated many times in  
10 the car parade that occurs outside the parking lots on  
11 the south side of the campus because the one and only  
12 exit from my neighborhood into the city proper is up  
13 Innis Arden Way.

14 I have observed impatient college students who  
15 were very anxious, I think, to get to work after they  
16 attend class performing "ueys" on Innis Arden Way, and  
17 then hot rodding down the street as fast as they can in  
18 the opposite direction, and where that occurs just  
19 happens to be about a half block from a middle school  
20 and high school area where children are assigned to  
21 wait for their school buses. So it's very frightening  
22 to me to think that additional students will be  
23 frustrated and hot rod down that hill because there's  
24 no sidewalks there where the middle school and high  
25 school students wait for their buses.

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1           So I implore you to look carefully at the impact  
2 of the traffic from the college at all sides of the  
3 surrounding neighborhood and to contact the Shoreline  
4 schools division of transportation and the local  
5 schools' PTAs to get relevant safety data.

6           My other concern is the timing of this public  
7 comment period, which ends on the 14th of August. I  
8 believe that many families with children take their  
9 annual vacation at this time and they are not being  
10 given a chance to make relevant comments. So I request  
11 that the comment period maybe be extended for one month  
12 so that all families who live in the surrounding  
13 neighborhoods and the school district can be notified  
14 and have a chance to thoughtfully and constructively  
15 comment on your plan. Thank you, very much.

16  
17                                 NANCY QUINN  
18

19           My name is Nancy Quinn, I live at 225 North 160th  
20 Street. First of all, I would ask that you please go  
21 back ten years in the college records and look at some  
22 of the studies that were done with Bogle and Gates and  
23 the Shoreline Community College along with the  
24 Highland Terrace neighborhood group. I think you will  
25 find there that a lot of what has been brought up

1 tonight was kind of tabled because it's not going to  
2 work for our neighborhood.

91  
cont'd

3 I also would like to remind everybody that it is  
4 not the college that has the final say on the  
5 intersection at 160th and Greenwood, it is our city  
6 council. So write your letters. I echo everything  
7 that has been said tonight. I do feel that it is very  
8 important to have a buffer between children and  
9 traffic. And even though the little triangle, the  
10 urban forest that the kids use, may be little, but it  
11 offers a tremendous buffer to the people that live  
12 there and commute into that community.

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13 I also am concerned with our property values.  
14 With the one-way streets and pushing traffic into our  
15 neighborhoods. How is that going to impact our  
16 property values? And I really encourage and challenge  
17 you to work with the Highland Terrace community and  
18 come up with a solution to this problem.

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SEAN QUINN

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Hi. My name's Sean Quinn, and I live at 225 North  
160th Street. Kid traffic going to and from school,  
foot traffic, small animal habitats for raccoons,  
possums, owls, coyotes, and other urban wildlife, is

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1 going to be impacted by your new plan. I'm just a kid,  
 2 but I am asking you to rethink the master plan traffic  
 3 revisions. You're going to put a major road right  
 4 through our small, quiet neighborhood. Kids, animals,  
 5 and adult lives will be impacted by this. This plan  
 6 will not work. While trying to reduce traffic  
 7 problems, it will in fact increase accidents and  
 8 deaths. Change the four-way stop into a regular  
 9 traffic light if you want to change traffic lights.

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10 I was just a baby when King County tried to do  
 11 this in 1991, but I'm not now. And I will do anything  
 12 in my power to change this, including standing in front  
 13 of bulldozers if this plan would proceed. Remember,  
 14 Shoreline makes the final and ultimate decision, so  
 15 write your letters and send them in.

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16  
 17 ELIZABETH POEHLMAN  
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19 I could echo all of the traffic issues that we  
 20 have brought up. I want to say again some things. Let  
 21 me back up. My name is Elizabeth Poehlman,  
 22 P-o-e-h-l-m-a-n, and I live at 658 Northwest 163rd.

23 I am concerned about the traffic up at this end.  
 24 I am really concerned about the proposal to open that  
 25 old road down on the bend of Innis Arden Way as you go

99

1 down west. I can just see wonderful rear-end accidents  
 2 happening there all the time because it's right over  
 3 the crest of the hill, right on the curve. It is a  
 4 stupid place to even have a one-way entrance. I would  
 5 urge you not even to have that in the plan.

6 I noticed in the DEIS that there's a modified plan  
 7 that would be developed without having amphitheaters,  
 8 soccer fields, baseball fields. And if you have to go  
 9 with a plan, I would say let's go with that one. It  
 10 would avoid some extra traffic, it would avoid noise,  
 11 it would avoid light pollution, all of which would  
 12 impact the Shorewood Hills area and perhaps even  
 13 farther because sound carries interesting in this area  
 14 because of the topography -- and light, also, because  
 15 of the way the land is.

16 My other concern, which has not been addressed, is  
 17 destruction of habitats, even though you are planning  
 18 mostly to stay within the footprint of the present  
 19 college and develop inward. The parking garbage,  
 20 interestingly enough, is proposed in an area which in  
 21 the DEIS was listed as an area of significant trees and  
 22 of significant habitat for wildlife. There were also  
 23 landmark trees, trees that were given landmark tree  
 24 status by the Shoreline City Development Code,  
 25 according to that. And that area back of the parking

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1 garbage would be built and the areas on which part of  
 2 the baseball fields would be are habitat areas and are  
 3 edge areas of habitats, which are important, very  
 4 important, for sustaining wildlife habitats. And I  
 5 don't know how to get around it.

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6 I don't know where to put a parking garage than  
 7 where one of the classroom buildings is now. One of  
 8 the beauties of this campus, I think, is that it does  
 9 adjoin the park, and that there is a merging of the  
 10 land and some of the very good natural landscape and  
 11 landscape that is being repaired from past degradation.  
 12 And I am concerned about further degradation,  
 13 continuing to degrade and degrade and degrade our  
 14 environment -- both habitat for wildlife, habitat for  
 15 humans. And I would urge consideration, trying to  
 16 figure out ways of mitigating that destruction as much  
 17 as possible.

102

18  
 19 ROSEANNE TURNER

20  
 21 Hi. My name's Roseanne Turner. I live at 15755  
 22 Palatine. On this little sketch our house actually  
 23 looks like it's shown; however, it looks like a pretty  
 24 palatial mansion here. The drawings also show the  
 25 Highland Terrace school like it's maybe out on Puget

103

1 Sound somewhere and not located right here where you  
2 are going to be running this traffic. I think that's  
3 Palatine because it's not marked.

4 MR. MCCANN: Is that figure 26 you're looking  
5 at right now?

6 MS. TURNER: Yes.

7  
8 This little area that looks like to me it should  
9 be part of the designated natural preserve that we  
10 already have two streets growing through, so I don't  
11 know that that should be even touched. My main concern  
12 is we're bringing buses right into these people's front  
13 doors that live along 160th. I'm just one house away  
14 from the noise and the racket. I don't know that the  
15 street is built for that in every way. I don't think  
16 that when people come out of the Innis Arden that  
17 you're going to have any faster commute because you  
18 still have two stop signs, or you have a route around  
19 First Avenue that's still going to end up being backed  
20 up.

21 And I see in this proposal, you're adding a  
22 baseball diamond and a soccer field and an  
23 amphitheater. This makes the traffic patterns that are  
24 going to go on that street until late at night. I feel  
25 that you're putting our neighborhood in jeopardy, our

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1 property values, I believe you're putting our children  
2 in peril. And I don't know which one of you may think  
3 that having one or two kids run over is worth taking  
4 ten cars out of the queue. It's not.

5 And I for one will stand with my neighbors and say  
6 no -- not only no, but hell, no. Find another way.  
7 Thank you.

8  
9 CAROL STRICKLAND

10  
11 Figure 26 is inaccurate. And this should be a  
12 better, much better representation because what we're  
13 talking about is illustrated on this map, but your map  
14 a wrong. 160th does not extend west any farther than  
15 First Avenue Northwest. First Avenue Northwest is not  
16 on your map. Palatine is, but it's a deadend. So if  
17 you come down the street, it looks like you could go  
18 west on 160th to the Sound, whereas actually you have  
19 to make a left turn. So for future meetings, could you  
20 have a good map so people understand what you're  
21 talking about.

22 And I'd also like to say I was not notified of  
23 this meeting, and next time you've got to tell people.

24 MR. MCCANN: Could you give me your name and  
25 address.

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SPEAKER: Carol Strickland.

May I add, I am concerned that the first meeting that was held, I think there were only two or three people in all of Shorewood Hills, one or two, that were notified. Of this meeting, it's the same. There was one neighbor over on another street that got the notice. And I think -- the college has told me the City did the list. Well, I think that's passing the buck. It's obvious there's neighborhoods here. I think that somebody's not doing a good job of keeping us informed. We're finding out by accident.

MR. MCCANN: Is there a community group?

MS. STRICKLAND: Yes. When we found out about this meeting, then we notified the community group. But it was almost, Oh, by the way, there's a meeting.

NANCY WINN [phonetic]

My name is Nancy Winn, and I live at 15727 Second Avenue Northwest. And I recently found out about the proposed changes as well. But I found out from a neighbor who is involved in our Highland Terrace Neighborhood block watch. So I'm very grateful that

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1 I'm involved with that group; otherwise, I wouldn't  
2 have known.

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3 Earlier on somebody asked if the school district  
4 had been advised. Last week after I found out about  
5 this, I gave the superintendent's office a call and  
6 asked the lady who answered, Are you aware of these  
7 changes? And she said -- and I didn't get into far in  
8 the changes. I just said, Are you aware of the  
9 proposed traffic changes over at Shoreline Community  
10 College? She started rifling through papers and said,  
11 Are you talking about the construction at 175th and the  
12 freeway exit? I said, No. This has to do with  
13 Shoreline Community College regarding the traffic and  
14 the changes that they are doing there.

111

15 I was led to believe from that phone call that the  
16 Shoreline School District was not aware, at least not  
17 in that office. So my question to you is, did you  
18 really -- have you really made the school district  
19 aware of this? And even if you have, I would ask that  
20 you make them thoroughly aware.

21 MR. MCCANN: Now, which school was this  
22 again?

23 MS. WINN: Shoreline School District. I  
24 called the superintendent of the school district.  
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GINGER BOTHAM

Sorry to interrupt. Ginger Botham. I was concerned about that too. I brought a CD copy of the DEIS to Herb Rice, asking to look at it. Brought a copy of figures 26 to him, and asked him to please beg the wonderful man that runs the buses to take a good look at it and give me feedback. I hope you will get feedback for that route. I'm not sure how you contacted the school district. Things don't work normally in the summer.

CYNTHIA CLINE [phonetic]

My name is Cynthia Cline and I live at 15722 Second Avenue Northwest. And I, like I think most people in this room, heard about this through our wonderful block watch caption, Bob Barda. I think he needs to be informed of all the issues. I'm also one of the residents who fought this ten or eleven years ago. I don't think you're solving anything. I think you're actually making everything worse.

We have beautiful sidewalks in our neighborhoods. And even though I live on Second, which is kind of a dead end, we send our kids around the block on their

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1 bicycles all alone. We couldn't do that with the  
2 traffic. We have had enough traffic and bad enough  
3 speed issues with the people coming through and going  
4 into the Highlands and the young teenage drivers, and  
5 we have addressed that with their community board. And  
6 that is something that they're working to make better  
7 for us.

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8 But mostly I want to say that, again, it's the  
9 neighborhood that's informing us. None of us knew  
10 about the first meeting, none of us knew about the  
11 second meeting. And if you would like to come, Bob is  
12 sponsoring a block watch meeting next week, Tuesday of  
13 next week. Then you can meet with our neighborhood  
14 because we are the ones that you're most directly  
15 affecting by this change. And I really think you  
16 didn't address the issue ten years ago. I don't think  
17 you were even aware that this was addressed ten years  
18 ago.

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19  
20 BEN SHUEY

21  
22 My name is Ben Shuey. I live at 15717 First  
23 Avenue Northwest. I would like to make a few comments.  
24 You know, people have talked about the benefits of  
25 having a college in our community. And there's some

1 truth to that. I've attended classes here and I've  
 2 enjoyed the college, but that's kind of slipping way  
 3 because the college is not a very good neighbor  
 4 anymore.

118

5 We have parking problems on our streets, overflow  
 6 of students. This has been discussed with the college.  
 7 No action has been taken. The college has been  
 8 indifferent to the concerns of the neighborhood, and  
 9 now it would appear that they continue in their  
 10 unneighborly fashion because I was advised about this  
 11 meeting by Bob Barda like many people. And I think if  
 12 it weren't for Bob there wouldn't be many people here.  
 13 And I think that's appalling, that you're doing a thing  
 14 that's impacting our neighborhood without giving  
 15 adequate notice in the residents.

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16 I came here tonight and I have never heard of this  
 17 hairbrained idea of an amphitheater in our  
 18 neighborhood. I think it's God awful. You should be  
 19 ashamed of yourselves for ever considering such a  
 20 thing. You're not good neighbors anymore. And as Bob  
 21 Barta says, this has got to stop. We don't want  
 22 something the size of the University of Washington in  
 23 our neighborhood. You're not good neighbors anymore,  
 24 and you've got to pull in your horns and be considerate  
 25 of your neighbors.

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GREG QUINN

Hi, Greg again, and I'm still hot. Are you two the gentlemen the guys who drew up the master plan?

MR. MCCANN: Both.

MR. QUINN: Okay.

Just -- it came through the rumor mill that there was an earlier meeting that none of us knew about. And while you guys were discussing and looking over the pictures, it was one of you gentlemen who said, Look, we have the solution for the traffic problem. And one of the other gals at the meeting said, No, we went through this 12 years ago and we shut it down. And what I heard, and no names are going to be mentioned, was that your jaws dropped and you just about fell over to realize the fact that someone had already thought of this and it was shut down then. Is that true? You knew nothing of the King County plans?

MR. MCCANN: That's true for me.

I guess I have to ask why nobody would research that intersection. I mean, it was only 12 years ago, not that long ago, when King County tried to push much of this through. And it was done almost in the same

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1 fashion. We got it via rumor mill, one person talking  
2 to the next. And I want to applaude Bob Barta for  
3 letting the neighborhood know. Like I said earlier,  
4 what you guys do inside your own boundaries are your  
5 own -- what you do is what you do. But when you take  
6 it out into our neighborhoods, it affects thousands of  
7 people. And obviously they're very concerned about  
8 that.

9 So please keep that in mind as you make new  
10 decisions and new ideas of what you want to try to do.  
11 I know it's not an easy solution; really, Shoreline  
12 can't grow anymore in its present location. If you  
13 guys want to move, that's okay with me. We can put in  
14 a nice golf course or something. Keep some coyotes  
15 around here, deer, eagles, whatever. But really,  
16 you've outgrown the area, and the traffic problems have  
17 been immense for years. They've talked about parking  
18 all around the neighborhoods. They've tried to open up  
19 the DOT to shuttle students around, it didn't work.

20 And like I said, your jobs are not easy, but to  
21 inflict more pressure upon the neighborhoods is not the  
22 answer. Thank you.

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SIDNEY SPOKE [phonetic]

I'm Sidney Spoke. I didn't know anything about this meeting, and I'm just really sure that you are going to notify all of us for the next one. And I didn't know anything about the first one as well. I heard from the Graminskis because we live away from that 500 hundred foot.

And I think this is more of a regional issue. Maybe you need to have a big sign and says, when the next proposal will be, so everybody who goes through the intersection knows, and we can get a bigger, you know, building. Thank you.

NAOMI HARDY

Naomi Hardy. I representative Richmond Highlands. It's the neighborhood to the north. I'm sure that nobody received any notification whatsoever. I have heard quite a bit, I've heard it before from the people of Highland Terrace. We also have a deep concern with the traffic. It affects anything that is on Dayton, anything that is on Carlisle, anything that is on 165th. Yet our people were not notified.

I might also add some information regarding your

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1 comments on streets. They are not thorough, they are  
 2 not current. They probably were done several months  
 3 ago, and thank goodness they are not current now.  
 4 There's been cleanup on the streets and making traffic  
 5 flow, make the pedestrian traffic especially flow much  
 6 better than it was flowing before, and I'm very  
 7 appreciative of that.

128

8 I might also inform you that as of May 12, the  
 9 City of Shoreline added approximately 800 more cars  
 10 north of 165th, in that strip there, between that and  
 11 Richmond Beach Road, which certainly would be impacted  
 12 if we measure the count north of 165th. So thank you,  
 13 very much.

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14  
 15 BRENDA GRAMINSKI

16  
 17 Brenda Graminski, again. I just wanted to comment  
 18 on the sense of frustration that I'm hearing from  
 19 everyone here on the lack of notification of this  
 20 meeting or the very abrupt notification very close to  
 21 the time that the meeting was taking place.

130

22 And I specifically want to comment on notification  
 23 to the school district. I just don't understand why  
 24 they didn't know that this was happening. And it's  
 25 July, they are not around, the teachers are not around.

131

1 And if they had known about this, I can guarantee you  
2 they would be here because they care very much about  
3 about the schools in this district, and care very much  
4 about Highland Terrace, even though it's one of the  
5 smaller schools. So I'm wondering if it was  
6 coincidence that this was happening in July. We need  
7 to have another one of these meetings, just like this  
8 one in September, when they can be aware that this is  
9 happening. Thank you.

10  
11 PETER WILLIAMS

12  
13 My name is Peter Williams. I live at 233 North  
14 160th Street. My wife and I just purchased our house  
15 in May, so we are new to the area. We looked for a  
16 while for a house and we eventually settled on this  
17 house because when we saw it, we just fell in love with  
18 it. We're off of Greenwood a couple of houses so we're  
19 just fortunate enough not to have traffic going right  
20 by our house. So just quiet enough so we feel  
21 fortunate.

22 But we also see what happens on Innis Arden Way  
23 when school lets out or classes let out. And what's  
24 going to happen is all that traffic is going to go  
25 right out our front window. So the reason we bought

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1 this house would be gone. So anyway, we hope that you  
 2 consider what everyone has been saying tonight. Thank  
 3 you.

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4  
 5 CECILIE HUDSON  
 6

7 Cecilie Hudson, I spoke once before. The last  
 8 meeting -- first meeting -- I attended, I filled out  
 9 the comment form that was given out at the time and  
 10 signed the guest register when I came in. And I  
 11 indicated on this form that I would like to be informed  
 12 of the next meeting. I never was informed of the next  
 13 meeting. I'm not even sure this got read or if I was  
 14 using the proper channel to request receiving  
 15 information about this present meeting.

133

16 So would it be possible to explain to everyone  
 17 here how they can sign up for or somehow be on a  
 18 mailing list. I know that the City requires for any  
 19 kind of development that there be notification of every  
 20 single household within a certain number of feet of the  
 21 development. How do we know whether we're on that list  
 22 or how to we get on it?

23 MR. MCCANN: Well, I think as you came in  
 24 this evening, there were two sign-up sheets, one  
 25 was the speaker sign-up, the other one was to be

1 notified. So if you were on either one of those,  
2 then you're part of the database, or you will be  
3 part of the database. You'll be notified of any  
4 future meetings, and you'll also notified of the  
5 availability of the final EIS.

6 UNIDENTIFIED SPEAKER: Also by mail?

7 MR. MCCANN: Yes.

8

9 BARBARA BEWLEY [phonetic]

10

11 Hi. My name is Barbara Bewley. My address is  
12 15532 Palatine Avenue North. I was a community  
13 representative on the task force, and I'm here to tell  
14 you, there's no September meeting coming. This is it.  
15 So if you have concerns or complaints, you need to  
16 write them to the City Council, you need do to it to  
17 the school board, you need to do it to the City  
18 planning, and to Beverly Brandt at the college because  
19 this is your chance. There's not going to be more  
20 meetings, so don't think you're going to get notice to  
21 come to another meeting because is it by law? we have  
22 to be done by either August 14th or 15th by the final  
23 draft. So your inputs have to go written or e-mail  
24 now. So don't wait because there's not another meeting  
25 coming. Okay.

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1 MR. MCCANN: That's true. There's no other  
2 environmental impact statement meeting. There  
3 would be meetings before the City Council when we  
4 get to that point.

5  
6 JERRY GRAMINSKI

7  
8 Hi. Jerry Graminski for one last thing. It's  
9 actually more to thank people. I found out through  
10 Paul, the shy guy over here who doesn't say anything.  
11 But I want to thank him for telling me about this  
12 meeting. Also Barb Buely [phonetic] who filled in  
13 quite admirably with all the details and all the phone  
14 calls I had to her. We also had Nancy Quinn, who --  
15 she made 400 of these copies that many of you have here  
16 tonight, I and many others passing around the  
17 neighborhood. I would like to thank her as well.

18 One other thing -- the principal at Highland  
19 Terrace Elementary School is not around. She's in the  
20 France. I tried to get in touch with her, but  
21 obviously I can't make it to France. But once again,  
22 thank you, very much.

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UNIDENTIFIED SPEAKER

1  
2  
3 I would like to invite everyone in this room,  
4 whether you're a part of the Highland Terrace Community  
5 or not, whether you're in Shorewood, or wherever you're  
6 living, please come and attend our block watch meeting  
7 next Tuesday night. It's on First Avenue Northwest,  
8 it's 15703, at seven o'clock. Whether you're part of  
9 this exact neighborhood or not, everyone that comes --  
10 we've got petitions, we can give you more information.  
11 And the more people, the better our response. So  
12 please, please come.

13 MR. MCCANN: Thank you, very much.  
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1 C E R T I F I C A T E

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3 STATE OF WASHINGTON )  
4 COUNTY OF KING ) ss.  
5

6 I, Catherine A. Decker, a Notary Public in and for the  
7 State of Washington, do hereby certify:

8 That the foregoing comments were taken before me at  
9 the time and place therein set forth;

10 That the comments was recorded stenographically by me,  
11 and thereafter transcribed under my direction;

12 That the foregoing transcript is a true record of the  
13 comments given at the time, to the best of my ability.

14 I further certify that I am in no way related to any  
15 party to this matter, nor do I have any interest in the  
16 matter.

17 Witness my hand and seal this fifth day of August,  
18 2003.

19  
20 *Catherine A. Decker*  
21 CATHERINE A. DECKER, Notary  
22 Public in and for the State of  
23 Washington, residing at Medina.  
24 Commission expires June 29, 2005.  
25 WA CSR No. DE-CK-EC-A502J5

## **Part B**

# **SUMMARY of COMMENTS RAISED by SPEAKERS at the DEIS PUBLIC MEETING and RESPONSES to the COMMENTS**

### **Comments Raised by Maxine Woodall**

1. intersection on Greenwood Avenue.
2. queue on Greenwood Ave.

### ***Responses to the Comments***

1. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding a revised traffic analysis including AM and midday peak hour conditions.
2. Comment noted. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding the revised traffic plan and *Section III* of this FEIS.

### **Comments Raised by Naomi Hardy**

3. traffic impact analysis;
4. challenge to college for better traffic proposal;
5. reduce traffic to campus;
6. reduce noise and pollution; and
7. reevaluate traffic impacts.

### ***Responses to the Comments***

3. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding a revised traffic analysis and *Section III* of this FEIS.
4. Comment is noted. Please refer to the Response to Comment # 3.
5. 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. However, students take a broad range of classes, perform research at the library, meet with instructors, and interact with students, as such, resulting in an increased number of vehicular trips.

6. Comment noted. Please refer to the DEIS (pgs. 64-71) for a discussion of noise impacts.
7. Comment noted.

### **Comment Raised by Ginger Botham**

8. traffic on Greenwood.
9. traffic flow and peak-hour traffic; and
10. listen to the neighborhood.

### ***Responses to the Comments***

8. Please refer to information contained in *Section III* of this FEIS for detailed information regarding a revised traffic analysis that includes AM and Midday peak hour conditions.
9. 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 the FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.
10. Comment is noted.

### **Comments Raised by Tim Stewart**

11. City will provide comments on the Final EIS.

### ***Responses to the Comment***

11. The comment is noted. Please refer to the responses that address the City's written comment letter (Letter #2) on the DEIS, which is contained in *Section V, Written Comments and Responses Pertaining to the DEIS*.

### **Comments Raised by Mike Leales**

12. traffic flow on Innis Arden and proposed new entrance to parking facility;
13. amphitheater and associated noise and traffic; and
14. appreciate the college.

### ***Responses to the Comments***

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

### **Comments Raised by Carol Strickland**

15. proposed road configuration.

### ***Responses to the Comments***

15. The bypass proposal is no longer a mitigation measure that is being considered. Please refer to the *Section IV – Key Issues* discussion and the revised traffic analysis in *Section III* of this FEIS for a discussion of intersection alternatives.

### **Comments Raised by Beverly Smilanich**

16. intersection of Innis Arden Way and 160<sup>th</sup> St. and student safety;
17. amphitheater location and traffic;
18. on-street parking by students; and
19. on-street parking by students.

### ***Responses to the Comments***

16. The comment 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 FIES, 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.

17. Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.
18. 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

19. Comment noted. Please refer to the Response to Comment # 18.

### **Comments Raised by Arantza Shuey**

20. intersection of Innis Arden Way and 160<sup>th</sup> St.

### ***Responses to the Comments***

20. The bypass proposal has been dropped. Please refer to *Key Issues* discussion contained *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comments Raised by Brenda Graminski**

21. enjoy the college in the neighborhood;
22. traffic safety around Highland Terrace Elementary School;
23. impacts on the urban forest;
24. impacts from building a road through urban forest; and
25. proposed traffic configuration.

### ***Responses to the Comments***

21. Your comment is noted.
22. Comment is noted Under the *Preferred Alternative* discussed in this FEIS, the proposed access on Innis Arden Way would not be re-opened.
23. The bypass proposal is no longer a mitigation measure that is being considered. Please refer to *Key Issues* discussion contained *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.
24. Please refer to Response to Comment # 23.
25. Please refer to Response to Comment # 23.

### **Comments Raised by Jerry Graminski**

26. traffic concerns in adjoining neighborhoods;
27. paving a portion of the urban forest;
28. traffic configuration; and
29. full signal traffic light as opposed to blinking traffic light.

### ***Responses to the Comments***

26. Comment is noted. The bypass proposal is no longer a mitigation measure that is being considered. Please refer to *Section IV – Key Issues* of this FEIS, together with the traffic analysis for a discussion of intersection alternatives.
27. See response to comment #26.
28. See response to comment #26.
29. Please refer to *Key Issues* discussion contained *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

### **Comments Raised by Anne Calico**

30. public meeting noticing; and
31. traffic revision suitability.

### ***Responses to the Comments***

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

### **Comment Raised by Robert McMaster**

32. rerouting traffic from Innis Arden Way onto North 160<sup>th</sup> St.;
33. impacts of students using 1<sup>st</sup> Ave. and 155<sup>th</sup> St.;
34. backing out of driveway, litter, and noise;
35. college is a community asset;
36. impacts of amphitheater and athletic fields on traffic; and
37. opposition to EIS.

### ***Responses to the Comments***

32. Please refer to information contained in *Key Issues – Section IV* discussion contained *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS. The bypass is no longer being considered as a mitigation measure.
33. Please refer to the Response to Comment # 32.
34. The concern is noted. Whenever possible, SCC tries to instill in students a sense of responsibility and respect for others.
35. Comment is noted.
36. Under the *Preferred Alternative* presented in this FEIS, the proposed new amphitheater and sports fields would not be constructed.
37. Comment is noted.

### **Comments Raised by Nancy Johnson**

38. opposition to proposed traffic revisions;
39. road through urban forest; and
40. current traffic configuration problems and alternatives.

## **Responses to the Comments**

38. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding a revised traffic plan. The bypass is no longer being considered as a mitigation measure.
39. Comment is noted. Please refer to the Response to Comment # 38.
40. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding a revised traffic analysis of intersection alternatives, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.

## **Comments Raised by Bob Barta**

41. enrollment and traffic impacts
42. place a stoplight at 160<sup>th</sup> St. and Greenwood Ave.;
43. limit enrollment and encourage on-line courses;
44. stop traffic traveling west on 160<sup>th</sup> St. from Innis Arden Way;
45. drop the high school and university prep program; and
46. concerns about safety and quality of life in the neighborhood.

## **Responses to the Comments**

41. 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. 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 other, constructing new buildings remodeling existing facilities and improving traffic circulation.

Mandating increases in enrollment to be accommodated through Internet classes via satellite facilities is not possible.

42. 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.
43. Comment is noted. Please refer to the Response to Comment # 41.
44. Please refer to the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.
45. The College has no intention of discontinuing the high school and university preparatory programs. Please refer to the Response to Comment # 41.



46. Comment is noted.

### **Comments Raised by Pearl Flickinger**

- 47. students turning right onto 160<sup>th</sup> St. from Innis Arden;
- 48. impacts of proposed traffic configuration;
- 49. traffic impacts to Highline Terrace Elementary School; and
- 50. traffic light is solution.

### ***Responses to the Comments***

- 47. The bypass proposal is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.
- 48. Comment is noted. Please refer to the Response to Comment # 47.
- 49. Comment is noted. Under the *Preferred Alternative* discussed in this FEIS, the proposed access on Innis Arden Way would not be re-opened.
- 50. Comment is noted. Please refer to the Response to Comment # 47.

### **Comments Raised by Joanne Worthen**

- 51. traffic turning right onto 160<sup>th</sup> St. from Innis Arden Way;
- 52. safety of children from Highland Terrace Elementary; and
- 53. college is an asset to the community.

### ***Responses to the Comments***

- 51. Please refer to information contained in *Section IV – Other Issues* of this FEIS for detailed information regarding a revised traffic analysis. Note that the bypass proposal has been dropped. See the revised traffic analysis in *Section III* for a discussion of intersection alternatives.
- 52. Comment is noted. Under the *Preferred Alternative* discussed in this FEIS, the proposed access on Innis Arden Way would not be re-opened.
- 53. Comment is noted.

### **Comments Raised by John Worthen**

- 54. increase in traffic on 160<sup>th</sup> St. near Highland Terrace Elementary School;
- 55. traffic impacts on neighborhood.

### ***Responses to the Comments***

54. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding a revised traffic analysis. Note that the bypass proposal has been dropped. See the revised traffic analysis in *Section III* for a discussion of intersection alternatives.

55. Comment is noted. Please refer to the Response to Comment # 55.

### **Comments Raised by Jim Mayer**

56. traffic and safety impacts from proposed traffic revision.

### ***Responses to the Comments***

56. Please refer to information contained in *Section IV – Other Issues* of this FEIS for detailed information regarding a revised traffic analysis.

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

### **Comments Raised by Krista Tenney**

- 57. existing traffic configuration;
- 58. meet with designers of existing intersection;
- 59. impacts and mitigation of increased traffic on 160<sup>th</sup> St. and student safety;
- 60. school district involvement;
- 61. stop signs at 155<sup>th</sup> St. and Greenwood and 155<sup>th</sup> St. and First Ave. NW; and
- 62. pedestrian and traffic safety on First Ave. NW.

### ***Responses to the Comments***

57. Comment noted. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding a revised traffic analysis. Note that the bypass proposal has been dropped. See the revised traffic analysis in *Section III* for a discussion of intersection alternatives.

58. Comment noted. Please refer to the Response to Comment # 57.

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

59. Comment noted. 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.

60. Comment noted. Please refer to the Response to Comment # 57.

61. Comment noted. Please refer to the Response to Comment # 57.

### **Comments Raised by Greg Quinn**

- 62. opposition to proposed traffic revision; and
- 63. streets turning into thoroughfare for students.

### ***Responses to the Comments***

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

64. Comment is noted. Please refer to the Response to Comment # 64.

### **Comments Raised by Nancy Bertson**

- 65. a stop light at Innis Arden Way and 160<sup>th</sup> St.; and
- 66. exits out of the main parking area in the morning.

### ***Responses to the Comments***

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

66. Comment noted. Please refer to the Response to Comment # 65.

### **Comments Raised by Shannon Quinn**

- 67. impacts from traffic and safety of children from Highland Terrace Elementary School.

### ***Responses to the Comment***

67. The by-pass proposal is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained *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* discussed in this FEIS, the proposed access on Innis Arden Way would not be re-opened.

### **Comments Raised by Tracy Owen**

- 68. college is now a regional facility;
- 69. worsening of situation;
- 70. size of college enrollment;
- 71. infrastructure can not support increased enrollment;

72. planning leadership
73. no handicap accessible crosswalk at intersection;
74. alignment of existing intersection at 160<sup>th</sup> St.;
75. public meeting noticing;
76. campus location and original architectural plan; and
77. community

### **Responses to the Comments**

68. Comment is noted.
69. No response necessary.
70. 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. 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.

71. Comment is noted. Please refer to the Response to Comment #75.
72. SCC is mandated to plan for the future – by the Legislature, the City, the College and the surrounding community. This Concept Master Plan and associated FEIS are key components of that long-range planning process.
73. The comment is noted. Handicap access is provided to campus facilities, as well as parking areas on-campus. The College is continuing to work with the City to ensure safe handicap access is provided proximate to the campus.
74. The bypass proposal is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.
75. 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.
76. Comment noted. Please review the complete *Concept Master Plan*. The focus of that document supports stewardship and environmentally-responsible campus development.
77. Comment is noted. As noted previously, the Campus has been in the neighborhood for the last 40 years.

## **Comments Raised by Cindy Ryu**

- 78. student safety concerns;
- 79. notification;
- 80. recognize concerns of the neighborhood;
- 81. resolve traffic issues now; and
- 82. leadership work together with neighborhood.

## ***Responses to the Comments***

78. The bypass proposal is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained *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* discussed in this FEIS, the proposed access on Innis Arden Way would not be re-opened.

79. Please refer to the *Key Issues* discussion pertaining to the EIS process and notification procedures, contained in *Section IV* of this FEIS.
80. Comment is noted.
81. Please refer to information contained in *Key Issues – Section IV* of this FEIS for detailed information regarding a revised traffic plan.
82. 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.

## **Comments Raised by David Kaliman**

- 83. current proposal is short range solution;
- 84. traffic is a significant, unavoidable adverse impact; and
- 85. provide parking near Aurora Ave with managed transport.

## ***Responses to the Comments***

83. The bypass proposal is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained *Section IV* of this FEIS, together with the revised *Transportation, Circulation and Parking* analysis included in *Section III* of this FEIS.
84. Comment is noted. Please refer to the Response to Comment # 83.
85. 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. As noted in the *Transportation* section of the DEIS

(Section III) 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.

### **Comments Raised by Cecilie Hudson**

86. traffic revision to redirect traffic to North 160<sup>th</sup> St.;
87. neighborhood around Highland Terrace Elementary School;
88. college student drivers;
89. impacts from traffic on neighborhood; and
90. timing of public comment period.

### ***Responses to the Comments***

86. The bypass proposal is no longer a mitigation measure that is being considered. Please refer to the *Key Issues* discussion contained 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* discussed in this FEIS, the proposed access on Innis Arden Way would not be re-opened.

87. Comment is noted.
88. Comment is noted. Whenever possible, the College tries to instill a sense of responsibility in students and a respect for others.
89. Please refer to information contained in Section IV – *Key Issues* of this FEIS for detailed information regarding a revised traffic plan. The School District was invited to attend and did participate in a committee to evaluate intersection alternatives.
90. 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.

### **Comments Raised by Nancy Quinn**

91. revisit studies done with Bogle and Gates, community college and Highland Terrace neighborhood group;
92. city council has final approval over intersection configuration;
93. urban forest benefits for children;
94. property value concerns; and
95. college work with neighborhood to find a solution.

### ***Responses to the Comments***

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

92. Comment is noted. 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>1</sup> approvals required by the City will be part of a public process with continued opportunities for community involvement.

93. Comment is noted. Please refer to the Response to Comment # 91.

94. Property values are not a subject of EISs.

95. Comment is noted. Please also refer to the discussion of community involvement that is contained in *Section IV – Key Issues* of this FEIS.

### **Comments Raised by Sean Quinn**

96. traffic impacts on children, small animals and urban wildlife;

97. reevaluate master plan traffic revisions; and

98. opposition to current plan.

### **Responses to the Comments**

96. Please refer to the information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding a revised traffic analysis. The bypass proposal has been dropped. Please see the revised traffic analysis in *Section III* for a discussion of intersection alternatives.

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

97. Comment is noted. Please refer to the Response to Comment # 96.

98. Comment is noted.

### **Comments Raised by Elizabeth Poehlman**

99. concerned with re-opening the old road onto Innis Arden Way;

100. amphitheatres and sports fields;

101. destruction of habitat; and

102. degradation of habitat for wildlife and the neighborhood.

### **Responses to the Comments**

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

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

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<sup>1</sup> See discussion regarding community involvement in *Section IV – Key Issues* of this FEIS.

101. This issue is noted and discussed in the DIES. At this point in the master planning process it is not possible to determine with a high degree of certainty 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. In addition, updated information is provided in *Section III* and *Appendix B* relative to habitats and trees.

102. Comment is noted. Please refer to the Response to Comment # 101.

### **Comments Raised by Roseanne Turner**

- 103. figure inaccuracies;
- 104. protect natural reserve area;
- 105. traffic on 160<sup>th</sup> St.;
- 106. concerns about sports fields and amphitheater; and
- 107. opposition to proposal.

### ***Responses to the Comments***

103. Comment is noted.

104. The bypass proposal has been dropped. See the revised traffic analysis for a discussion of intersection alternatives.

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

106. Please refer to information contained in *Section IV – Other Issues* of this FEIS for detailed information regarding the amphitheater and sports fields.

107. Comment is noted.

### **Comments Raised by Carol Strickland**

- 108. figure 26 is inaccurate; and
- 109. notification of public meeting;

### ***Responses to the Comments***

108. Comment is noted.

109. 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.

### **Comments Raised by Nancy Winn**

- 110. notification of proposal and public meeting; and
- 111. involvement of Shoreline School District;

### ***Responses to the Comments***

- 110. 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.
- 111. Comment is noted. Please refer to the Response to Comment # 110.

### **Comments Raised by Ginger Botham**

- 112. involvement of Shoreline School District.

### ***Responses to the Comment***

- 112. 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.

### **Comments Raised by Cynthia Cline**

- 113. notification of public meeting.
- 114. traffic revisions will increase existing problems;
- 115. traffic impacts on the safety of neighborhood children;
- 116. notification of first or second neighborhood meeting; and
- 117. traffic problem not adequately addressed ten years ago.

### ***Responses to the Comments***

- 113. 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.
- 114. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding the revised traffic plan. The by-pass is no longer being considered as a mitigation measure. See the revised traffic analysis (*Section III* of this FEIS) for a discussion of intersection alternatives.
- 115. Comment noted. Under the *Preferred Alternative* discussed in this FEIS, the proposed access on Innis Arden Way would not be re-opened.

116. 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.

117. Comment noted.

### **Comments Raised by Ben Shuey**

- 118. college and neighborhood relations;
- 119. on-street parking by students;
- 120. neighborhood notification of public meeting; and
- 121. opposition to the proposed amphitheater.

### ***Responses to the Comments***

118. Comment is noted. The intent of the *Concept Master Plan* and this associated FEIS 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 part of the Shoreline community for over 40 years.

119. 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.

120. 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.

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

### **Comments Raised by Greg Quinn**

- 122. Innis Arden Way and 160<sup>th</sup> St. configuration;
- 123. improvements outside boundary of college; and
- 124. college should not be located in the residential neighborhood.

### ***Responses to the Comments***

122. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding the revised traffic plan. The bypass is no longer being considered as a mitigation measure. See the revised traffic analysis for a discussion of intersection alternatives.

123. Comment is noted. Please refer to the Response to Comment # 122.

124. 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 FEIS, SCC has been a part of the Shoreline community for over 40 years.

### **Comments Raised by Sidney Spoke**

125. public meeting notification;

### ***Response to the Comment***

125. 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.

### **Comments Raised by Naomi Hardy**

- 126. Richmond Highlands neighborhood notification;
- 127. concern with traffic impacts to Dayton Ave. N., Carlisle Hall Rd. N., and N. 165<sup>th</sup> St.
- 128. accurate and current street information; and
- 129. additional vehicles north of N. 165<sup>th</sup> St.

### ***Responses to the Comments***

- 126. 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.
- 127. Please refer to information contained in *Section IV – Key Issues* of this FEIS for detailed information regarding the revised traffic analysis. The referenced intersections are included in the revised analysis.
- 128. Comment is noted. Please refer to Response to Comment # 127.
- 129. Comment is noted. Please refer to Response to Comment # 127.

### **Comments Raised by Brenda Graminski**

- 130. notification of public meeting; and
- 131. notification and involvement of the Shoreline School District and Highland Terrace Elementary School.

### ***Responses to the Comments***

130. 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.

131. Comment is noted. Please refer to the Response to Comment # 130.

**Comments Raised by Peter Williams**

132. concerns about traffic on N. 160<sup>th</sup> St.

***Response to the Comment***

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

**Comments Raised by Cecilie Hudson**

133. notification of public meeting.

***Response to the Comment***

133. 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.

**Comments Raised by Barbara Bewley**

134. final public meeting on environmental impact statement.

***Response to the Comment***

134. This is the final public meeting associated with the College's environmental impact statement. There will be additional meetings in the future before the Shoreline Planning Commission and City Council relative to the proposed overlay zoning.

**Comments Raised by Jerry Graminski**

135. notification of public meeting.

***Response to the Comment***

135. 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.

**Comments Raised by unidentified speaker**

136. Invitation to attend block watch meeting.

***Response to the Comment***

136. Comment is noted.