

**SHORELINE COMMUNITY COLLEGE  
LONG RANGE DEVELOPMENT PLAN**

**SEPA COMPLIANCE DOCUMENT**

**February 4, 2011**

This document is intended to provide information regarding the environmental impacts associated with the Shoreline Community College ("SCC") Long Range Development Plan ("LRDP"). The LRDP replaces a 2006 proposal entitled the Concept Master Plan ("2006 Draft Plan"). SCC evaluated the 2006 Draft Plan and its alternatives in a Final Environmental Impact Statement ("FEIS"), issued on June 20, 2006.

The LRDP contemplates significantly less enrollment growth and physical development than evaluated in the FEIS. Additionally, the LRDP is set over a longer horizon of 30-years. The LRDP does not substantially change the analysis of significant impacts or alternatives discussed in the FEIS.

**2006 Draft Plan and Subsequent Campus Development**

In 2003, SCC began a master planning process to accommodate future growth and improvement of campus facilities. After issuing a Draft Environmental Impact Statement in July 2003, SCC scaled back initial growth projections to propose the 2006 Draft Plan. The 2006 Draft Plan used student enrollment in the year 2003, which was 5,600 FTE's (full-time equivalents), as its baseline for growth. The 2006 Draft Plan anticipated enrollment growth of up to 6,226 FTE's in 2015.

The FEIS evaluated the 2006 Draft Plan (called the Preferred Alternative), a Modified Alternative, and an Expanded Alternative. The 2006 Draft Plan proposed thirteen major capital projects, including four new replacement buildings, eight building renovations, and one expansion. The 2006 Draft Plan increased the total square footage of campus buildings by 225,600 GSF (gross square footage). The Modified Alternative and Expanded Alternative considered slightly less increase in campus buildings (209,000 GSF net increase and 211,000 GSF net increase, respectively), but anticipated a new structured parking facility to replace the athletic track and fields. The Alternatives anticipated enrollment of up to 6,770 FTE's in 2015.

Since 2006, SCC completed four renovation projects identified in the 2006 Draft Plan. These include (1) the 2900 Building, (2) the Annex Building, (3) the PUB Building, and (4) an Auto Tech program expansion, resulting in a net increase to building square footage of approximately 67,100 GSF.

**Long Range Development Plan**

The LRDP replaces the 2006 Draft Plan. The LRDP focuses on incremental replacement of campus buildings and infrastructure in order to improve and "right-size" SCC facilities in compliance with current standards for ADA accessibility, sustainable design, and seismic stability under the Uniform Building Code. SCC no longer anticipates a 10% enrollment growth rate, as projected in the 2006 Draft Plan. Student enrollment has since declined below 2003

levels of 5,600 FTE's, and is currently at 5,285 FTE's for Fall Quarter 2010. Current enrollment is expected to further decrease further over the next 3-5 years due to sustained budget cuts experienced at SCC since 2005, and statewide since 2008. Historically, SCC has experienced enrollment increases typically during economic downturns, but those trends tend to be short-lived, lasting only until the economy swings upward. On-campus trips to the physical college by students tend to normalize under typical economic conditions, and are likely to further decrease as the number of online students increases. Accordingly, the LRDP anticipates restorative growth over the 30-year horizon, with enrollment at 5,300 FTE's in 2020 and 5,600 FTE's in 2035.

The LRDP proposes six major capital projects, including five replacement buildings and one building expansion. During the first 15-years of the LRDP (referenced as the "Master Development Plan" or "MDP" phase), projects include: (1) Science/Allied Health building replacement; (2) Science/Allied Health II building replacement; and (3) Auto Tech program expansion if financed privately or as a matching funds project. The MDP phase would increase the net square footage of campus buildings by 69,771 GSF. During the remainder of the 30-year LRDP (referenced as the LRDP phase), projects include: (4) Student Services Building replacement; (5) Music/Music Tech/Film/Drama Building replacement; and (6) Multi-purpose Classroom and Administration Building replacement. The LRDP phase would increase net square footage of campus buildings by an additional 69,129 GSF. In comparison, the 2006 Draft Plan proposed 225,600 net GSF of additional campus buildings.

While the LRDP results in a net increase of 138,900 GSF to campus buildings, the size increase is not intended to accommodate enrollment growth or significant program expansion (exclusive of potential Auto Tech program expansion through a public-private partnership). Replacement of worn and obsolete buildings is meant to achieve ADA accessibility, sustainable design, and compliance with the City's Uniform Building Code seismic standards. Meeting these standards, as well as modernizing classroom and study space, requires additional campus capacity. The LRDP also calls for phased improvements to storm water quantity and quality, vehicular and pedestrian circulation, parking, landscaping, and civil site infrastructure. These will accompany replacement of campus buildings on a project-by project basis.

The net growth of 138,900 GSF proposed in the LRDP combined with completed campus development since issuance of the FEIS would result in a net increase of 206,000 GSF between 2006 and 2035. This is significantly less than the 225,600 GSF increase proposed in the 2006 Draft Plan. Additionally, enrollment at SCC has decreased significantly since the 2006 Draft Plan. The LRDP is more conservative in enrollment growth projections for 2020 and 2035, only anticipating restorative growth to approximately 5600 FTE's.

### **Changes to the LRDP**

There are two developments proposals within the LRDP that were not part of the 2006 Draft Plan. Neither will result in significant adverse environmental impact. First, the current Greenwood Parking Lot would be converted into a stormwater detention and treatment pond in phases over the course of the LRDP. Second, a parking lot in the northwest portion of campus, located on the site of the existing athletic track and field, is proposed for installation during the latter LRDP phase. The northwest parking lot is necessary to replace existing parking spaces that will be gradually lost, as on-campus parking lots are restructured to improve circulation and

meet contemporary standards for landscaping. Impacts from the parking addition should be comparable or less in intensity than the structured parking lot that was considered for the same location in the FEIS under the Modified Alternative.<sup>1</sup>

Prior environmental review did not evaluate potential impacts concerning historic and cultural resources. No known historic properties are listed or proposed for listing in a national, state or local historic registered on the SCC campus. However, the new timeframe for implementation of the LRDP coincides with many of the buildings turning 50 years of age or older.<sup>2</sup> Pursuant to Governor's Executive Order 05-05, state agencies with projects that are not exempt from the Order must review capital construction projects with the Department of Archaeology and Historic Preservation ("DAHP") and affected Tribes to determine potential impacts to cultural resources. If SCC is not exempt from Governor's Executive Order 05-05, SCC will initiate consultation with the DAHP and affected Tribes once commencing implementation of the LRDP.

### **Evaluation of Impacts**

Environmental analysis of the LRDP is being conducted in the form of a SEPA Addendum. Pursuant to WAC 197-11-600(4)(c), an addendum is appropriate where it "adds analyses or information about a proposal but does not substantially change the analysis of significant impacts and alternatives in the existing environmental document." The following information is presented as a comparison table. For each element of the environment, there is a comparison between the impacts evaluated in the FEIS and the changes in impacts, if any, from the LRDP. The column labeled "FEIS" addresses impacts of the 2006 Draft Plan unless specifically distinguished as impacts from an alternative plan considered in the FEIS.

The information presented below shows that the LRDP does not substantially change the impacts or alternatives discussed in the FEIS. No new significant adverse impacts are identified. Most mitigation measures outlined below are those measures that were identified in the FEIS. Any new mitigation measures applicable to the LRDP are identified in **bold print**. No further environmental analysis or compliance is needed.

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<sup>1</sup> The Campus Master Plan currently proposes a surface parking lot on the site of the existing athletic track and field. It is possible that SCC will develop a structured parking facility on this site, similar to the proposal in the Modified Alternative of the FEIS, as dependent on future conditions (e.g., enrollment, transportation patterns, off-site parking availability).

<sup>2</sup> The following buildings proposed for replacement may be 50-years of age or older during implementation of the Master Development Plan: 2200, 2400, 2600, 2700, 2800. All of the buildings proposed for replacement may be 50-years of age or older during implementation of the Long Range Development Plan.

## 1. EARTH

FEIS	LRDP
<ul style="list-style-type: none"> <li>• Grading, clearing, and filling necessary for replacement and renovation of existing buildings, but no significant adverse impacts are anticipated</li> <li>• Excavation and export of soil material off-site, as well as import of structural fill</li> <li>• Additional truckload trips and truck activity during the excavation phase</li> <li>• While the risk is not expected to be significant, earthquake-induced geologic hazards could include liquefaction, lateral spreading, slope stability and ground surface fault rupture.</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts from building replacement less than 2006 Draft Plan, due to less gross square footage to be built.</li> <li>• Impacts from northwest parking lot similar to or less than the Modified Alternative from the FEIS.</li> </ul>

### Mitigating Measures:

- Prior to undertaking grading or clearing activity that exceeds 500 cubic yards and is separate from a Building Permit, SCC will submit an application for grading and clearing to the City of Shoreline for authorization.
- In order to reduce impacts from truck activity, SCC should use a combination truck routing, timing, re-use of on-site fill.
- Contaminated soil discovered during construction will be remediated consistent with the requirements of the Washington State Model Toxics Control Act (MTCA).
- SCC will prepare a Temporary Erosion and Sedimentation Control Plan (TESCP) and should implement best management practices (BMPs). As needed, excavation areas should be protected from erosion during construction by placing plastic sheeting on exposed areas, straw or hydro seeding.
- Building design will meet the City's International Building Code seismic standards.
- **Large grade differences will be accommodated through the proposed building replacement layout, phased improvements to interior and exterior accessible pathways, and proper grading to the extent practicable. The proposed landscape plan and grading within pedestrian routes of travel shall comply with the applicable Federal and State accessibility requirements.**
- **Stormwater infiltration should not be allowed within 50 feet from the top of steep slope areas or on the slope itself. Stormwater should not be allowed to flow over and onto the steep slopes.**

## 2. WATER

FEIS	LRDP
<ul style="list-style-type: none"> <li>• Construction-related activities may result in sediment-laden runoff, but</li> </ul>	<ul style="list-style-type: none"> <li>• No change.</li> </ul>

TESCP measures would be implemented.	
<ul style="list-style-type: none"> <li>In some cases, the footprints of new buildings or building additions encroach on existing storm drain utilities.</li> </ul>	<ul style="list-style-type: none"> <li>No change. Small storm drainage conveyance systems will be rerouted and improved with developments of new buildings.</li> </ul>
<ul style="list-style-type: none"> <li>Additional structures would increase impervious surfaces on-site, in-turn increasing surface water runoff.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed building replacements will result in smaller building footprints than the 2006 Draft Plan.</li> <li>Use of LID design, including permeable paving, rain gardens, and increased plantings, will result in smaller impervious area than existing campus conditions.</li> <li>Improvements to drainage include phased implementation, on a project-by-project basis, of a conveyance system to infiltration and treatment pond in the current Greenwood Parking Lot, on-site detention and treatment facilities for the Automotive Building expansion (if project funding permits), and an underground detention and treatment lot for the parking lots in the southwest campus.</li> </ul>
<ul style="list-style-type: none"> <li>No significant, long-term impacts to stormwater quality or quantity anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Positive effects are expected to result from phased improvements to stormwater drainage systems.</li> </ul>

**Mitigating Measures:**

- SCC will prepare and implement a TESCP that incorporates BMPs. As needed, excavation areas should be protected from erosion during construction by placing plastic sheeting on exposed areas, straw or hydro seeding.
- All building and infrastructure projects will be designed in accordance with applicable City of Shoreline stormwater codes and adopted standards during and after construction.
- **Use of LID design will accompany building replacements and drainage system improvements to the extent practical.**

**3. PLANTS AND ANIMALS**

FEIS	LRDP
<u>Habitat and Wildlife</u>	
<ul style="list-style-type: none"> <li>Short-term unavoidable environmental impacts to plant communities and wildlife as a result of individual building projects. These should be temporary and plant and wildlife</li> </ul>	<ul style="list-style-type: none"> <li>Less impacts due to fewer construction projects spread out over a longer, 30-year timeframe</li> </ul>

<p>populations are expected to recover over time with proper mitigation measures.</p> <ul style="list-style-type: none"> <li>Noise and increased traffic during construction would have temporary impacts on wildlife on the campus and surrounding plant communities.</li> </ul>	
<p><u>Potential Impacts from Parking Facility/Lot (the Modified Alternative)</u></p>	
<ul style="list-style-type: none"> <li>Short-term construction related impacts could include erosion and runoff.</li> </ul>	<ul style="list-style-type: none"> <li>Short-term impacts are unlikely, as proper implementation of TESCPC measures would eliminate impacts to onsite streams during construction.</li> </ul>
<ul style="list-style-type: none"> <li>Potential long-term impacts include loss of 1 acre of forested cover and cumulative impacts on stand of Pacific madrone trees due to proximity of parking structure and increased automobile emissions.</li> </ul>	<ul style="list-style-type: none"> <li>Long-term impacts to surrounding habitat less likely, due use of LID design and conveyance of stormwater to new treatment ponds in Greenwood parking lot. Loss of forested cover from northwest parking lot, limited to vegetation between the current athletic field and central campus.</li> </ul>
<ul style="list-style-type: none"> <li>Overall adverse impacts to wildlife should be minimal, and potentially positive effects would result from the centralization of parking and enhancement of other habitats.</li> </ul>	<ul style="list-style-type: none"> <li>Overall impacts should be the same or less.</li> </ul>
<p><u>Fisheries</u></p>	
<ul style="list-style-type: none"> <li>No significant environmental impacts are anticipated</li> </ul>	<ul style="list-style-type: none"> <li>Positive effects are expected. Phased installation of filtration and treatment ponds in the Greenwood parking lot will intercept surface runoff that currently discharges directly into Boeing Creek, help attenuate flows, and improve water quality. Potential disturbance or encroachment of the existing buffer to Boeing Creek could trigger a requirement to improve the quality and function of the buffer through planting of a more natural native riparian vegetative community.</li> </ul>

**Mitigating Measures:**

- SCC will prepare and implement a TESCPC that incorporates BMPs to mitigate potential short-term impacts.
- **SCC will comply with the City's Critical Areas Ordinance.**
- **The landscape plan should incorporate sustainable landscape strategies, such as retention of existing vegetation to the extent practical, transplanting significant trees**

and plants if likely to be disturbed by new construction, reuse of materials, and use of native and drought-tolerant plants.

- To avoid and reduce stormwater impacts, the proposed parking design will integrate LID features, such as permeable paving and bioretention, to the extent feasible depending on soils. Runoff will be conveyed to new treatment and infiltration ponds in Greenwood parking lot or to on-site detention and treatment facilities.

#### 4. ENVIRONMENTAL HEALTH

FEIS	LRDP
<ul style="list-style-type: none"> <li>• Includes the storage, use and production of hazardous materials, but no significant increase in the amount of hazardous materials produced on-campus is expected.</li> </ul>	<ul style="list-style-type: none"> <li>• No change.</li> </ul>
<ul style="list-style-type: none"> <li>• The new Allied Health and Science Center would generate hazardous wastes from activities associated with nursing, dental hygiene, chemistry, and biology, similar to current operations, but the Center would have its own central collection point for hazardous wastes. Hazardous waste generation could increase somewhat both during construction and relative to additional enrollment, although probably not significantly.</li> </ul>	<ul style="list-style-type: none"> <li>• Allied Health &amp; Sciences I building would consolidate collection of hazardous waste generated from dental hygiene, chemistry, and biology programs. No change otherwise.</li> </ul>
<ul style="list-style-type: none"> <li>• The number of deteriorating buildings would be reduced significantly, which in the case of the Annex building, would eliminate existing air quality and safety issues associated with the existing science and medical-related programs.</li> </ul>	<ul style="list-style-type: none"> <li>• No change.</li> </ul>

#### Mitigating Measures:

- In the event of a spill during construction, SCC will contact the Shoreline Fire Department and hazardous materials clean-up will occur according to SFD protocol.
- Construction procedures will minimize the potential for cross-contamination of clean soil by contaminated soil. Potentially contaminated soil should be stockpiled prior to loading on trucks for transport to approved off-site disposal facilities.
- During campus operation, hazardous materials will be kept within designated areas according to protocol established for containing and/or handling the waste in the event of a spill. A central hazardous waste collection areas will be located nearest to the area of greatest hazardous waste generation.

- SCC will comply with Department of Ecology guidelines concerning hazardous waste collection and disposal.

## 5. NOISE

FEIS	LRDP
<ul style="list-style-type: none"> <li>• Short-term noise and vibration from construction equipment and construction activity would be generated on-campus as a result of on-site construction and construction-related traffic. Adjacent land uses that could be affected by construction-related noise would be single family residences and the elementary school.</li> </ul>	<ul style="list-style-type: none"> <li>• Less impacts due to fewer construction projects.</li> </ul>
<ul style="list-style-type: none"> <li>• Once operational, no significant, long-term noise-related impact is anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>• No change.</li> </ul>

### Mitigating Measures:

- Construction and operational activities will be managed to comply with applicable noise control requirements.

## 6. LAND AND SHORELINE USE

FEIS	LRDP
<ul style="list-style-type: none"> <li>• Proposed development results in intensification of uses on campus. Net increase of square footage on campus is 225,600 GSF (compared to 2006 baseline).</li> </ul>	<ul style="list-style-type: none"> <li>• Less intensification of current uses due to less projected enrollment growth. Net increase of square footage on campus is 138,900 GSF (when combined with completed improvements since 2006, total net growth of 206,000 GSF). Building replacements will “right-size” aging facilities in order to accommodate existing and changing program needs and to comply with current building codes and energy efficiency standards.</li> </ul>
<ul style="list-style-type: none"> <li>• The proposal does not include changes to the campus boundary and would not significantly change the type, character and pattern of land uses on campus.</li> </ul>	<ul style="list-style-type: none"> <li>• No change. Phased pedestrian improvements to accompany building replacement, including new open spaces and landscaping, should enhance student interaction and use of outdoor space on central campus.</li> </ul>
<ul style="list-style-type: none"> <li>• Proposed development would be compatible with the pattern of surrounding urban land uses and would not result in a substantial change in the</li> </ul>	<ul style="list-style-type: none"> <li>• No change.</li> </ul>

general land use character of the area.	
<ul style="list-style-type: none"> <li>Proposed development would not introduce a new use to the area, therefore no significant indirect land use impacts are anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>No change.</li> </ul>
<ul style="list-style-type: none"> <li>Construction related impacts would include additional amounts of localized air pollution as a result of fugitive dust from disturbed soils and emissions from construction vehicles and increased noise levels from construction activities and construction-related traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Less impacts due to fewer construction projects.</li> </ul>

**Mitigating Measures:**

- SCC will adhere to RCW 39.35.020, which requires energy conservation practices and renewable energy systems are employed in the design of publicly owned facilities. New buildings should be sited and configured to utilize the benefits of the site's topography and access to daylight. Also pursuant to RCW 39.35.020, construction activities, including waste disposal, will meet goals for LEED Silver compliance.
- As existing buildings are replaced, new facilities will be organized around a campus promenade, or landscaped pedestrian spine, and provide a variety of new open spaces, including plazas and courtyards.
- SCC has developed a sustainable development plan that addresses building design, siting, landscaping, and civil infrastructure, set forth in the LRDP.

**7. AESHETICS**

<b>FEIS</b>	<b>LRDP</b>
<ul style="list-style-type: none"> <li>Proposed development would alter the aesthetic character of portions of campus.</li> </ul>	<ul style="list-style-type: none"> <li>No change.</li> </ul>
<ul style="list-style-type: none"> <li>Proposed development would result in larger buildings.</li> </ul>	<ul style="list-style-type: none"> <li>No change. Phased pedestrian improvements will accompany building replacement, including new open spaces and landscaping.</li> </ul>

**Mitigating Measures:**

- Design of new facilities should be sensitive to maintaining a continuous sense of identity for SCC. For example, use of public quads, garden courtyards and other landscape could serve as unifying elements between existing and redesigned sections of campus.
- Because proposed three-story buildings may not mimic the existing pagoda-style pavilions, new buildings should make use of materials that "fit in" with the existing campus architecture. The facades of the buildings should incorporate brick that is similar in size and color to that used in the existing campus buildings.

- As existing buildings are replaced, new facilities will be organized around a campus promenade, or landscaped pedestrian spine, and provide a variety of new open spaces, including plazas and courtyards.
- SCC has developed a sustainable development plan that addresses building design, siting, landscaping, and civil infrastructure, set forth in the LRDP.

## 8. LIGHT AND GLARE

FEIS	LRDP
<ul style="list-style-type: none"> <li>• Planned development would result in additional light associated with stationary and mobile sources.</li> </ul>	<ul style="list-style-type: none"> <li>• Additional mobile light sources are less, due to less projected enrollment growth. No change to increase in stationary light sources, to be located in parking lots and interior pedestrian walkways.</li> </ul>
<ul style="list-style-type: none"> <li>• Additional traffic associated with more-intensive campus development would result in additional light from motor vehicles entering and existing the campus and traveling within the campus.</li> </ul>	<ul style="list-style-type: none"> <li>• Additional traffic is less than anticipated, resulting in less light from motor vehicles.</li> </ul>

## 9. HISTORIC AND CULTURAL PRESERVATION

FEIS	LRDP
<ul style="list-style-type: none"> <li>• There are no known places or objects that are listed on or proposed for, national, state, or local preservation registers on or next to SCC.</li> </ul>	<ul style="list-style-type: none"> <li>• No change.</li> <li>• Many buildings may be over 50 years of age when scheduled for replacement, and thus eligible for listing with DAHP</li> <li>• Ground disturbing activities are planned in the location of the current athletic track and field.</li> </ul>

### Mitigating Measures:

- If not exempt from Governor's Executive Order 05-05, SCC will initiate consultation with the DAHP and affected Tribes before completing building and civil infrastructure design. If during consultation DAHP identifies a known or potential culturally significant site on the area of the SCC campus, SCC will further comply with Governor's Executive Order 05-05.
- If campus buildings to be replaced are over 50 years of age at the commencement of building design development, SCC will initiate consultation with the DAHP regarding eligibility for the National Register of Historic Places. If the buildings are determined eligible for a national, state or local register, SCC will propose a mitigation strategy at that time.

## 10. TRANSPORTATION, PARKING, AND CIRCULATION

A summary of transportation-related impacts is set forth in two tables below. Each table presents a different set of impacts evaluated in the FEIS and compares with impacts from the LRDP (both the MDP phase and the LRDP phase). The FEIS evaluated specific categories of impacts attributable to the 2006 Draft Plan, while evaluating other categories of impacts from implementation of the Expanded Alternative. Given that approach in the FEIS, Table 10-1 below compares Projected Student FTE's, Vehicle Trip Generation, Parking, and Public Transportation from the 2006 Draft Plan, whereas Table 10-2 compares Vehicle Distribution and Assignment, AM Peak Hour Level of Service (LOS), PM Peak Hour LOS, and Circulation from the Expanded Alternative.

The comparison of LOS impacts from the FEIS and the LRDP are not equivalents. The LRDP considers a significantly longer time frame than the FEIS (through 2040 in the LRDP, as compared to 2015 for the FEIS). As such, the LRDP must account for an additional 25 years of non-campus generated growth.

**Table 10-1**

	<b>FEIS</b> (2006 Draft Plan - 2015)	<b>LRDP</b> (MDP phase - 2025)	<b>LRDP</b> (LRDP phase - 2040)
<b>Student FTE's</b>	6,426	5,300	5,600
<b>Vehicle Trip Generation</b>			
-AM Peak	1,310	1,055	1,114
-Midday Peak	1,442	1,055	1,114
<b>Parking</b>			
Total Supply (On campus/Off campus)	2,353 (2,153/200)	1,846 (1,636/210)	1,941 (1,731/210)
Necessary Supply (5% greater than forecasted demand)	2,584 <sup>3</sup>	1,838	1,940
New Supply Needed	231	0	0
<b>Public Transportation</b>	No change from existing conditions. Daily trips per student FTE is 0.220 in 2003.	Expanded Trip Reduction program, including transportation fee and subsidized transit passes has reduced daily trips per student FTE to 0.199 in 2009.	Transit stops at main entrance loading area reconfigured to improve transit staging and circulation.

<sup>3</sup> Parking impacts from the FEIS are converted to the methodology used in the Transportation Technical Report for the LRDP. The FEIS used an alternative method to calculate parking supply deficit.

**Table 10-2**

	<b>FEIS</b> (Expanded Alt. - 2015)	<b>LRDP</b> (MDP phase - 2025)	<b>LRDP</b> (LRDP phase – 2040)
<b>Vehicle Distribution and Assignment</b>	In general, trip distribution would follow existing travel patterns with some adjustment at campus accesses. Adjustments reflect the decrease in parking supplies served from the northeast access on Greenwood Ave and new inbound access serving the proposed parking structure.	Very little change from existing conditions.	In general, trip distribution follows existing travel patterns with some adjustment reflecting the decrease in parking supplies from the Greenwood Parking Lot, removal of West access on Innis Arden Way, and addition of inbound movements at Central access.
<b>AM Peak Hour LOS and Delays</b>			
<i>160<sup>th</sup>/Aurora</i>	LOS-E (73)	LOS-C (22)	LOS-C (24)
<i>160<sup>th</sup>/Dayton</i>	LOS-C (26)	LOS-B (17)	LOS-C (22)
<i>165<sup>th</sup>/Aurora</i>	Unsignalized	LOS-A (7)	LOS-A (8)
<i>Innis Arden/Greenwood</i>	LOS-E (43)	LOS-E (49)	LOS-E (43)
<i>160<sup>th</sup>/Greenwood</i>	LOS-B (14)	LOS-A(8)	LOS-B (12)
<i>Carlyle/Dayton</i>	LOS-F (126)	LOS-E (45)	LOS-F (72)
<b>Midday Peak Hour LOS and Delays</b>			
<i>160<sup>th</sup>/Aurora</i>	LOS-F (173)	LOS-C (29)	LOS-C (32)
<i>160<sup>th</sup>/Dayton</i>	LOS-B (12)	LOS-B (12)	LOS-B (13)
<i>165<sup>th</sup>/Aurora</i>	LOS-C (26)	LOS-A (7)	LOS-A (7)
<i>Innis Arden/Greenwood</i>	LOS-E (41)*	LOS-C (21)	LOS-F (56)
<i>160<sup>th</sup>/Greenwood</i>	LOS-A (9)	LOS-A(7)	LOS-A (7)
<i>Carlyle/Dayton</i>	LOS-C (22)	LOS-B (13)	LOS-B (14)
<b>Circulation</b>			
<i>Vehicular site access</i>	New access added to Innis Arden Way.	No change from existing conditions	West inbound access on Innis Arden Way removed, with inbound movements added to Central access on Innis Arden Way.

	<b>FEIS</b> (Expanded Alt. - 2015)	<b>LRDP</b> (MDP phase - 2025)	<b>LRDP</b> (LRDP phase – 2040)
<i>Internal road circulation</i>	Improved connection provided between new west access and parking structure on north side of campus.	Improvement to north campus vehicular circulation by realignment of parking areas associated with building replacement.	Improvement to campus-wide vehicular circulation with reconfiguration of parking areas, improvement to campus loop, and consolidation of campus loading facilities.
<i>Pedestrian access</i>	No change from existing conditions	Pedestrian improvements are phased with building replacements to improve intra-campus circulation.	Pedestrian improvements, including open spaces, landscaped pedestrian spine, and properly graded paths, are phased with building replacements to improve intra-campus circulation.

\*According to the Transportation Technical Report, if the 2006 Draft Plan had been evaluated under the same simulation used for the LRDP, the level of service would likely have dropped to LOS-F for the Innis Arden/Greenwood intersection.

**Mitigating Measures:**

**Vehicle Trip Generation, Distribution, and Assignment**

- SCC will continue to encourage participation in the Commute Trip Reduction program.

**Traffic Volume and LOS Impacts**

- **SCC will encourage the City to work on improvements to intersections that drop below City LOS standards and participate in City- or community-wide efforts to improve existing conditions.**

**Public Transportation**

- **SCC should promote awareness of subsidies for bus passes and further promote use of the subsidy by students, faculty, and staff.**
- **SCC should consider increasing the cost of on-campus parking for students and charging faculty and staff for parking in order to raise money for mass transit programs.**

**Parking**

- **Existing spaces will be eliminated in phases, as parking lots are restructured to improve circulation, meet contemporary landscaping standards, to accommodate the new stormwater treatment and detention facilities. During the latter LRDP phase, new parking facilities will replace the athletic track and field as mitigation for lost parking spaces.**

- SCC should provide priority parking for carpools and hybrid or alternative fuel vehicles and continue to explore ways of increasing mass transit ridership to decrease parking demand.
- Although current off-campus parking supply is adequate, SCC should develop an alternate parking plan in place in the event that factors such as loss of leased parking supply or increased enrollment necessitate additional parking spaces on campus.

Circulation

- New parking areas and interior pathways will meet applicable Federal and State accessibility requirements.

**11. PUBLIC SERVICES - FIRE, MEDICAL, AND POLICE SERVICES**

FEIS	LRDP
<ul style="list-style-type: none"> <li>• Increased student population is not anticipated to impact campus security nor demand for police services.</li> </ul>	<ul style="list-style-type: none"> <li>• Less student enrollment growth is anticipated.</li> </ul>
<ul style="list-style-type: none"> <li>• Fire and emergency service calls are not anticipated to increase significantly based on additional enrollment</li> </ul>	<ul style="list-style-type: none"> <li>• No change.</li> </ul>
<ul style="list-style-type: none"> <li>• During construction, traffic flow on existing campus roadways would be disrupted. Impacts could include minor auto accidents and illegal parking, which could place additional demand on campus police services.</li> </ul>	<ul style="list-style-type: none"> <li>• Less impacts due to less construction projects over longer development phases.</li> <li>• Phased improvement and redesign of the campus loop road will improve access and circulation for emergency vehicles.</li> <li>• Phased water main improvements will include new fire hydrants in the interior of campus and fire sprinkler systems for new buildings</li> </ul>

Mitigation Measures:

- SCC should coordinate building design with emergency personnel to ensure effective location of ingress/egress points, building access options, and security-related design.
- **All campus pathways and outdoor areas should be designed to improve security and crime prevention. Potential improvements include an emergency speaker and announcement system, emergency telephones in easily accessible areas, and lots with lighted pedestrian pathways.**

**12. PARKS AND RECREATION**

FEIS	LRDP
<ul style="list-style-type: none"> <li>• New and redesigned pedestrian trail connections and open space areas</li> </ul>	<ul style="list-style-type: none"> <li>• New open space areas (including plazas) are proposed. Pedestrian</li> </ul>

(including plazas) would occur	<p>activity in surrounding forested areas should decrease as parking lots are consolidated to central campus.</p> <ul style="list-style-type: none"> <li>• Replacement of athletic field with parking lot could create additional demand on City parks, trails and facilities.</li> </ul>
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**Mitigation Measures:**

- Prior to implementing the LRDP, SCC will continue to work with the City to mitigate adverse impacts, if any, from the loss of the athletic field.

**13. UTILITIES**

<b>FEIS</b>	<b>LRDP</b>
<u>Dry Utilities</u>	
<ul style="list-style-type: none"> <li>• Construction of improvements will require re-routing existing dry utilities outside the footprints of the new construction</li> </ul>	<ul style="list-style-type: none"> <li>• No change.</li> </ul>
<u>Water</u>	
<ul style="list-style-type: none"> <li>• Water usage is estimated to increase on-site due to the estimated increase of the campus population.</li> <li>• Improvements to the water system improvements meet projected need.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in domestic water usage would be less, due to lower projected enrollment growth. Demand for fire protection flow would likely increase due to larger sizes of new building.</li> <li>• Phased improvements and modifications to the water system in central campus will meet requirements for projected building developments. No major water main improvement is required.</li> </ul>
<ul style="list-style-type: none"> <li>• The proposed capital project improvements to the water system would be adequately sized to serve the increased population.</li> </ul>	<ul style="list-style-type: none"> <li>• The college campus water system was replaced and improved in 2006. The water system improvements included new water mains, new fire hydrants, and a booster pump station. The improved system has capacity to provide the required flow and pressure for the LRDP.</li> </ul>
<u>Sanitary Sewer</u>	
<ul style="list-style-type: none"> <li>• Preliminary analysis of existing sewer capacity indicated that the system may be undersized from handling the existing demands of the campus. This preliminary</li> </ul>	<ul style="list-style-type: none"> <li>• No sewer problems have been found based on more recent assessment. No capacity problems are anticipated for future development.</li> </ul>

analysis appears to be incorrect since the existing system is not failing.	
<ul style="list-style-type: none"> <li>In locations where the footprints of new buildings or building additions encroach on existing water utilities, the pipes would be relocated around the new construction, as required.</li> </ul>	<ul style="list-style-type: none"> <li>No change.</li> </ul>
<ul style="list-style-type: none"> <li>Based on the general site topography, it is assumed that all sanitary sewer conveyance pipes would be capable of gravity conveyance.</li> </ul>	<ul style="list-style-type: none"> <li>No change.</li> </ul>
<b>Solid Waste</b>	
<ul style="list-style-type: none"> <li>Solid waste generation could increase both during construction and relative to additional enrollment.</li> </ul>	<ul style="list-style-type: none"> <li>No change.</li> </ul>

**Mitigation Measures:**

- SCC will comply with the design criteria contained in the City of Shoreline's Engineering Development Guide and build into the campus design water- and energy-saving features to the extent practical.
- Potential disruptions to operational buildings resulting from construction or demolition of adjacent buildings that use the same connections will be identified prior to construction.
- Advance notice will be provided to the surrounding community when utility service may be interrupted during construction.
- SCC should continue efforts toward expanding the existing waste recycling program to include plastic, glass, and aluminum items.