

SECTION I

SUMMARY

The following is an overview of key points associated with the Preferred Alternative, the other project alternatives, environmental impacts, mitigation measures and unavoidable adverse impacts that are contained in this FEIS. As noted previously, this FEIS -- together with the DEIS -- constitutes the FEIS for the proposed Shoreline Community College Concept Master Plan.

This summary is only intended to provide a "quick glance" regarding key points contained in the FEIS. For a comprehensive understanding of the Concept Master Plan, alternatives, and possible environmental impacts, the reader is encouraged to review Sections II, III, and IV of this FEIS (in particular), Sections V and VI of this FEIS (DEIS comments and responses), Section II and III of the DEIS -- as well as the Concept Master Plan.

A. PROPONENT/PROJECT LOCATION

The proposed *Concept Master Plan* is sponsored by the Shoreline Community College.

The campus of Shoreline Community College is located in the southwest portion of the City of Shoreline. The campus is generally bounded by Greenwood Avenue N. on the east, Innis Arden Way on the south, City park property on the west and north, and Carlyle Hall Road on the northeast. The address of the college is 16101 Greenwood Avenue N., Shoreline, WA 98133.

B. PROJECT OVERVIEW

The Final Action that is required of the Shoreline Community College Board of Trustees involves adoption and implementation of a *Concept Master Plan* for Shoreline Community College. The purpose of the *Concept Master Plan* is both to guide future development on the campus and to provide a planning tool that can serve as the basis for subsequent review and approval by the City of Shoreline of an overlay zoning-type district for the college.

An estimated net increase of approximately 225,600 sq.ft. of on-campus building space is proposed as part of this *Concept Master Plan*. Also, it is anticipated that over the life of the *Concept Master Plan*, the amount of parking may increase by 250 to 380 spaces (net increase). Conceivably, this additional parking would be provided either off-campus at a satellite lot or if funding, project design and environmental factors warrant, additional parking could be located beneath new buildings that are planned proximate to the campus loop road.

Compare
to DEIS.
See parking
reqs.

C. DESCRIPTION OF THE PREFERRED ALTERNATIVE

Based on comments received relative to the Draft *Campus Master Plan* and the DEIS, as well as more-recent campus population projections by the College and the State Board for Community and Technical Colleges, a *Preferred Alternative* has been identified for the *Concept Master Plan*. While similar to the earlier *Modified Design Alternative*, the *Preferred Alternative* in many respects is a hybrid. The environmental impacts associated with the *Preferred Alternative* fall within the range of environmental impacts identified for the alternatives that were analyzed in the DEIS.

For purposes of this master plan, it is anticipated that development could occur over a period of approximately 10 years. Thirteen major building projects -- consisting of new construction, major additions to existing buildings or major remodeling -- are proposed. These represent a total development of approximately 559,865 sq.ft. (net increase of approximately 225,600 sq.ft.) In addition, several new or redeveloped open spaces are proposed. The *Concept Master Plan* also includes modifications to vehicular and pedestrian circulation and parking.

It is proposed that this *Concept Master Plan* be implemented over four major planning periods. These include: **projects-in-progress/completion**, **near-term**, **short-term** and **long-term**. In addition, some development more appropriately falls into meeting comprehensive campus needs of the College and these projects are expected to occur incrementally over the life of the *Concept Master Plan*. They include renovation of the College's gymnasium, improvements to the Greenwood parking lot, improvements to the campus trail system, campus circulation improvements, transit stop improvements, and intersection improvements. For purposes of this EIS analysis, several of these comprehensive-type projects have been included within one of the four planning periods. In summary, **Projects-in-Progress** represent 6.6 percent of the total development;¹ 39.8 percent would occur in the **Near-Term** planning period;² 19.1 percent (in the **Short-Term**³ and 34.5 percent would occur in the **Long-Term**.⁴

The location, configuration and footprint of proposed new development -- as well as replacement facilities -- that is depicted in the *Concept Master Plan* and this FEIS is based on current estimates of campus needs. Funding of future campus development is predominantly based on the State of Washington's capital funding methodology and college enrollment. While the amount of new development envisioned by the *Concept Master Plan* seems appropriate to accommodate projected campus needs, the actual location, configuration and footprint of proposed new development -- as well as replacement facilities, may change as program needs become better defined. It is expected, however, that the estimated net increase of development will remain essentially as outlined in the *Concept Master Plan* and evaluated in this FEIS.

The following describes development that is anticipated to occur during for each planning period.

- ¹ net development during this phase -- 0.3%
- ² 44.8% net
- ³ 32.8% net
- ⁴ 22.9% net

check to make sure changes = traffic spacing
improvements aren't pushed way out

Projects-in-Progress/Completion

Campus development projects within this phase are currently on-going or have recently been completed. The following describes proposed changes associated with buildings, open space, circulation/parking, and infrastructure that are occurring during this phase.

Building Development and Renovation

Two building renovation projects with additions are proposed. The net increase in gross square footage would be approximately 36,000 sq.ft.

- Building A -- SCC is currently completing a 21,000 sq.ft. renovation of the 2900 Building. The purpose of the renovation is to enable more effective use of the building for physics and geology, to provide a multiple-use wet lab, and to provide additional academic instructional space.
- Building B -- SCC is also completing a 15,000 sq.ft. renovation to the existing Annex building.

Open Space

No open space changes are currently on-going.

Circulation and Parking

Other than re-surfacing of the campus loop road, no major changes to pedestrian or vehicular circulation are currently on-going, nor are any changes on-going relative to on-campus parking.

Infrastructure

The first-phase of replacing the campus water main is currently on-going (*Phase I*). The new main, which replaces the decayed potable water infrastructure, has been sized to accommodate total build-out of the campus. It is being located within the campus loop road in order to provide ease of maintenance. A 700-sq.ft. structure (Bldg. C), which is associated with this utility improvement has been constructed.

Near-Term (2006 – 2009)

Development within this planning period is expected to occur within the next three years. The following describes proposed buildings, open space and vehicular circulation changes associated with this planning period.

Building Development and Renovation

As noted previously, the bulk of planned campus development is anticipated to occur during this planning period. The net increase in gross square footage would be approximately 101,000 sq.ft.

- *in progress* Building D – This development project would involve renovation and expansion of the College's existing Pagoda Union Building (PUB). Changes include: partial demolition to allow for new construction; modification of the basement level to accommodate SCC's bookstore, meeting rooms and other ancillary facilities; and demolition of the main floor to provide for the addition of two new floors to provide additional meeting rooms, improved food services and to accommodate various student service programs. A 10,000 sq.ft. addition would be added to the existing 40,000 sq.ft. PUB. No expansion of the existing building footprint is anticipated.
- Building E – This project would involve a 2-story,⁵ 26,000 sq.ft. addition to the east-side of existing Building 2100 in support of expansion of the College's automotive program. When complete, Building 2100 would approximate 53,000 sq.ft.
- Building F – This would be a 2.5-story,⁶ 65,000 sq.ft. replacement building to provide additional space for the College's Health Occupation Programs, sciences, multi-use labs and student study area. This healthcare expansion is aimed at addressing program and accreditation-mandated improvements. This structure would be located in the west-central portion of campus.
- Building G – This development would involve a 55,000 sq.ft. renovation to the existing 5000 Building (FOSS). The renovation would incorporate areas previously occupied by the bookstore and student services to provide instructional and instructional support spaces. No additional increase in gross square footage is anticipated.

Open Space

It is proposed that during the Near-Term planning period three existing open spaces would be modified and a new open space provided. Open spaces that would be modified include the following.

- The main entrance plaza is the open space proximate to Building 1000. Improvements planned for this area could include a water feature and new hardscape plaza in order to create a visual focus for visitors entering the campus from Innis Arden Way.
- The west plaza or "The Green" is the large open space that is bordered by Building 1100, 1500, 1600, 1700 and 4000. It is proposed that this open space be enhanced with new landscaping and a hardscape plaza to improve pedestrian accessibility from the west parking area to the center of campus and to better connect to the main entrance plaza and the central plaza.

⁵ Approximate building height – 30 ft.

⁶ Approximate building height – 45 ft.

- The central plaza, also known as "The Crossroad," is bordered by Building 1700, 1800, 1900, 2200, 2700, 2800, 2900, 3000, and 4000. Improvements planned for this area include additional landscaping, a new hardscape plaza, and possibly a water feature.

The proposed new open space would be located in the north portion of the campus bordered by Building 2200, 2700, 2800, 2900 and the proposed new Building F. This open space would be part of the main north-south through-campus pedestrian corridor.

Circulation and Parking

- **Pedestrian Circulation** -- Improvements are planned as part of changes to the existing main entry to campus from Innis Arden Way. Improvements are also planned for the existing pathway that connects the College's existing Greenwood parking lot to the central campus. Intra-campus pedestrian circulation improvements are planned to better connect the open spaces and to better connect between the west parking lot and the central campus. As shown in Figure 7, a trail connection is proposed between the College's "Pit" parking lot, which is located west of the campus, and the existing City park in order to provide improved community access between the campus and the park. *<It is anticipated that this trail could be jointly developed by the College and the City.>*
- **Vehicular Circulation** -- Improvements are planned to the campus loop road -- between the existing main entry and along the west-side of the campus. As such, portions of the west parking lot would be modified and re-stripped. In addition, the existing main entry would be re-aligned to be somewhat more perpendicular to Innis Arden Way. Landscaping would be provided along both sides of the driveway to visually strengthen the entrance. *<A bus pull-out would be added to provide improved separation between automobile traffic and buses.>*
- **Parking** -- Improvements are planned for all of the College's existing parking lots in terms of providing better lighting (improved on-site security and minimizing off-campus lighting effects) and improved stormwater drainage.

It is anticipated that over the life of the *Concept Master Plan*, the amount of parking may increase by *<250 to 380 spaces (net increase)>*. Conceivably, this additional parking would be provided either off-campus at a satellite lot or if funding, project design and environmental factors warrant, additional parking could be located beneath new buildings that are planned proximate to the campus loop road.

- **Transit** -- An improved transit stop is proposed in conjunction with the main vehicular entrance to the campus with the creation of a clearly-defined transit-only median, an improved waiting shelter and additional landscaping.

Infrastructure

- *<Miscellaneous capital improvements are planned; all are minor projects.>*

*What about sidewalks?
site specific?*

Short-Term (2010 – 2015)

Development within this planning period is expected to occur within the next 5 - 10 years – and be completed by approximately 2015. The following describes proposed buildings, open space and vehicular circulation changes associated with this planning period.

Building Development and Renovation

The net increase in gross square footage during this phase would be approximately 73,900 sq.ft.

- **Building H** – This development project – the Fine Arts/Flexible Classroom Building -- would be a 2 story,⁷ 84,200 sq.ft. replacement building. The existing facility contains approximately 10,300 sq.ft. and the addition, therefore would approximate 73,900 sq.ft. The proposed facility would include a 900-seat theater with required accommodations for theatrical and musical performances, as well as flexible high tech classrooms to support increased student demand. This building would replace buildings 1500, 1600, and 1700. This project is needed in order to replace the College's aging and outdated and noncompliant theater.
- **Building I** – This building would be a 1.5-story,⁸ 23,000 sq.ft. replacement building that would replace the services and programs presently located in Building 800 with administrative support space. The proposed facility would reduce student and maintenance traffic conflicts and would remove delivery traffic from main campus entry traffic. Building 800 programs would be relocated to a new Information Technology Building (Building J). No net increase in square footage is anticipated.

How many seats in existing theater

Open Space

No open space modifications are proposed during this planning period.

Circulation and Parking

- **Pedestrian Circulation** – No major pedestrian improvements are planned as part of this phase of the *Concept Master Plan*. One new trail -- to provide a connection between the Greenwood parking lot and that portion of the City park -- would be located north of the campus.
- **Vehicular Circulation** – No modifications to vehicular circulation or driveway access are planned during this planning period of the *Concept Master Plan*.
- **Parking** – It is also proposed that use of the northwest portion of the College's Greenwood parking lot be discontinued and that portion of the parking lot be returned to natural habitat.

Parking for theater?

It is anticipated that over the life of the *Concept Master Plan*, the amount of parking may increase by 250 to 380 spaces (net increase). Conceivably, this additional parking

⁷ Approximate building height – 40 ft.
⁸ Approximate building height – 30 ft.

would be provided either off-campus at a satellite lot or if funding, project design and environmental factors warrant, additional parking could be located beneath new buildings that are planned proximate to the campus loop road.

- **Transit** – No transit-related improvements are planned for this phase of the *Concept Master Plan*.

Infrastructure

During this phase of the *Concept Master Plan*, it is anticipated that the improvements to the campus water main that were initiated previously would be completed. As noted, these improvements would be located within the campus loop road and would be sized to accommodate total build-out of the campus.

Long-Term (2015+)

Development occurring within this phase would be aimed at meeting the comprehensive needs of the campus. This development is expected to occur in the next 10+ years (after 2015). The following describes proposed buildings, open space and vehicular circulation changes associated with this planning period.

Building Development and Renovation

One new building is proposed during this phase – Information Technology – and renovation of four buildings – the gymnasium, (Building 3000), and buildings 1400, 1500 and 2500. The net increase in gross square footage is anticipated to approximate 50,000 sq.ft.

- Building J – This building would be a 2.5-story,⁹ 50,000 sq.ft. replacement building containing computer labs and new space for the College's music program. This building would replace programs provided by two classroom buildings -- 1100 and 1400. The net increase in square footage would be approximately 50,000 sq.ft.
- Building 3000 Renovation – Renovation of the gymnasium is planned in order to provide improved athletic program support space and to accommodate planned upgrades. No net increase in square footage is anticipated.
- Building 1400, 1500 and 2500 Renovations – Renovation of classroom space in each of these buildings is proposed during this planning period. No net increase in square footage is anticipated.

Open Space

No additional open space-related improvements are planned for this phase of the *Concept Master Plan*.

⁹ Approximate building height – 45 ft.

Circulation and Parking

- **Pedestrian Circulation** – No additional pedestrian improvements are planned as part of this phase of the *Concept Master Plan*.
- **Vehicular Circulation** – One vehicular circulation and access change that is proposed during this planning period would involve improvement of the existing driveway from Greenwood Ave. N. to serve as the primary service access to the College.
- **Parking** – No specific parking-related improvements are planned as part of this phase of the *Concept Master Plan*.

It is anticipated that over the life of the *Concept Master Plan*, the amount of parking may increase by 250 to 380 spaces (net increase). Conceivably, this additional parking would be provided either off-campus at a satellite lot or if funding, project design and environmental factors warrant, additional parking could be located beneath new buildings that are planned proximate to the campus loop road.

- **Transit** – No transit-related improvements are planned as part of this phase of the *Concept Master Plan*.

Infrastructure

No additional infrastructure improvements are planned during this phase of the *Concept Master Plan*.

D. DESCRIPTION OF THE OTHER ALTERNATIVES

As noted previously, the DEIS included a *Proposed Action*, a *Modified Design Alternative* and a *No Action Alternative*. Each were analyzed as part of the DEIS. Based on comments received relative to the then proposed Draft *Campus Master Plan* and the DEIS, as well as more-recent campus enrollment projections by the College and the State Board for Community and Technical Colleges, a *Preferred Alternative* has since been identified for the *Concept Master Plan* and described previously in this FEIS.

Presented below is the *Expanded Development Alternative* (originally the DEIS *Proposed Action*), a *Modified Design Alternative* (from the DEIS), and the *No Action Alternative*.

Expanded Development Alternative

It is anticipated that development associated with the *Expanded Development Alternative* could occur over a period of approximately 10-15 years. Eleven new structures or major additions to existing buildings are proposed, representing a total development of approximately 380,000 sq.ft. or a net increase of approximately 211,000 sq.ft. In addition, new or redeveloped open spaces are proposed. The *Campus Master Plan* also includes modifications to vehicular and pedestrian circulation and parking. The *Proposed Action* would implement the *Campus Master Plan* in three phases. Approximately 28 percent of the total development would occur in *Phase I*, 35 percent in *Phase II*, and 38 percent in *Phase III*.

Phase I

The first phase is aimed at meeting the immediate needs of the College. It would occur within the next four years (by 2007). The following summarizes the proposed changes associated with buildings, open space, circulation and parking, and infrastructure that are expected to occur during this phase.

Building Development and Renovation

Development that is planned within *Phase I* includes two academic/technical buildings, PUB renovation and expansion and a parking structure. The net increase in gross square footage would be approximately 54,000 sq.ft. Building A would be a 2-story, 20,000 sq.ft. addition to the east-side of existing Building 2100 in support of the College's automotive program. Building B would be a 2.5-story, 82,000 sq.ft. replacement building to provide additional space for the College's health occupation programs, sciences, multi-use labs and student study area. This structure would replace four existing campus buildings and the net increase in square footage would be approximately 31,000 sq.ft. The PUB (Building I) would increase by approximately 15,000 sq.ft. with no expansion of the floor plate. Building C would be a 4-level parking structure to accommodate 600-750 vehicles.

Open Space

It is proposed that during *Phase I* three existing open spaces would be modified and a new open space provided. The main entrance plaza is the open space proximate to Building 1000 and would be improved in order to create a visual focus for visitors entering the campus from Innis Arden Way. The west plaza or "The Green" would be enhanced with new landscaping and a hardscape plaza to better connect to the main entrance plaza and the central plaza. Improvements planned for the central plaza, also known as "The Crossroad," include additional landscaping, a new hardscape plaza, and possibly a water feature. Lastly, the proposed new open space would be located in the north portion of the campus. This open space would be part of the main north-south through-campus pedestrian corridor and it would connect with the proposed pedestrian bridge from the proposed new parking structure (Building C).

Circulation and Parking

Pedestrian circulation improvements are planned for the existing main entry to campus, the proposed new parking structure, and the existing pathway that connects the College's existing Greenwood parking lot to the central campus. A trail connection, to be developed by the college and the City, is also proposed between the College's "Pit" parking lot and the existing City Park. Proposed vehicular circulation improvements include a new vehicular driveway on-campus extending between the main entry and the proposed new parking structure around the west-side of the campus. The existing main entry would be re-aligned to be perpendicular with Innis Arden Way. Proposed parking improvements are to include a 600 - 750 car parking structure to be built at the north-end of campus. The existing visitor parking area would be re-configured to provide improved internal circulation. Improvements in lighting and stormwater drainage are proposed for all of the College's existing parking lots. An improved transit stop is proposed in conjunction with the main vehicular entrance to the campus, with the creation of a clearly defined transit-only median, an improved waiting shelter, and additional landscaping.

Not in
add.

Infrastructure

Phase I improvement to campus infrastructure consist of replacing a portion of the water main to accommodate the total build-out of the campus.

Phase II

Development occurring within this phase is aimed at meeting the long-term needs of the College. This development is expected to occur within the next 5 - 9 years (by 2012).

Building Development and Renovation

One academic/technical building and an additional PUB expansion are proposed during this phase, together with the second phase of the parking structure, an amphitheater and a field support building. The net increase in gross square footage would be approximately 81,500 sq.ft. Building H would be a 2.5-story, 50,000 sq.ft. building that would contain computer labs the College's music program. Building J would be a new 3-story, 40,000 sq.ft. building. This structure would represent Phase II of the PUB renovation project and would provide improved space for the bookstore, additional student services, and registration. Building C2 would be the final phase of the parking structure. It would accommodate 600-750 vehicles. A 500-seat amphitheater is proposed for a site approximately 500 feet north of Innis Arden Way and west of Building 2100. A Field Support building would be a new 1-story, 2,000 sq.ft. building serving the athletic fields that are proposed in this area of campus.

Not
imposed

Open Space and Athletic Facilities

It is proposed that during *Phase II* a new open space would be provided, The new open space would be part of the main north-south through-campus pedestrian corridor

Circulation and Parking

No major pedestrian improvements are planned as part of this phase of the *Campus Master Plan*. Two additional trails are proposed. One would provide a connection between the proposed athletic facilities and the existing City park west of the campus. The other trail would provide a connection between the Greenwood parking lot the City park north of the campus. No modifications to vehicular circulation or driveway access are planned during this phase of the *Campus Master Plan*. It is proposed that during *Phase II*, the second phase of the proposed parking structure would be completed. This phase would provide parking for 600 – 750 additional vehicles. Also during this phase, it is proposed that surface parking be provided south of the proposed amphitheater. It is also proposed that use of the northwest portion of the College's Greenwood parking lot be discontinued and that portion of the parking lot returned to habitat. No transit-related improvements are planned for this phase of the *Campus Master Plan*.

Infrastructure

During this phase of the *Campus Master Plan*, it is proposed that the improvements to the campus water main that were initiated during *Phase I* be completed.

Phase III

Development occurring within this phase is aimed at meeting the comprehensive needs of the campus. This development is expected to occur in the next 10 – 15 years (after 2013).

Building Development and Renovation

Two academic/technical buildings and a facility building are proposed during this phase. The net increase in gross square footage would be approximately 75,500 sq.ft. Building D would be a 2-story, 44,600 sq.ft. replacement building that contains classrooms, lab space, and faculty offices. Building F would be a 2-story, 84,200 sq.ft. replacement building that would include a 500-seat theater with required accommodations for theatrical and music performances and it would contain flexible high tech classrooms. Building K would be a new 1.5-story, 14,000 sq.ft. replacement building. The building would result in a change in the type of use from academic/instructional space to administrative support.

Open Space

No additional open space-related improvements are planned for this phase of the *Campus Master Plan*.

Circulation and Parking

No additional pedestrian improvements are planned as part of this phase of the *Campus Master Plan*. Two modifications to vehicular circulation and access are planned during this phase of the *Campus Master Plan*. It is proposed that an existing closed driveway from Innis Arden Way located near the southwest corner of the campus be improved for inbound access and extended to connect with the improved west campus driveway. The other vehicular circulation change that is proposed is the improvement of an existing driveway from Greenwood Ave. N. to serve as the primary service access to the College. No additional parking-related improvements are planned as part of this phase of the *Campus Master Plan*. A new transit stop is proposed for the north portion of the campus.

Infrastructure

No additional infrastructure improvements are planned during this phase of the *Campus Master Plan*.

Modified Design Alternative

While similar to the *Proposed Action*, this alternative would include the following:

- amphitheater;
- soccer field and baseball field;
- Field Support Building; and
- amphitheater parking.

This alternative would result in approximately 2,000 sq.ft. more total development with the difference (percentage-wise) occurring in *Phase II*.

Like the *Expanded Development Alternative*, however, the *Modified Design Alternative* would provide structured parking (*Expanded Development Alternative – Building C*).

No Action Alternative

The *No Action Alternative* would involve no new building construction on-campus, no modifications nor additions to open space or athletic fields, and no modifications with regard to on-site pedestrian and vehicular circulation. No capital funds for construction of major improvements on-campus would be expended.

With no additional expenditures for major campus improvements and projected enrollment, the College would seek opportunities to more-intensively utilize existing campus space and maximize the amount of off-campus lease space.

More-intensive utilization of existing campus space would require increased Legislative funding for maintenance and operation of existing capital facilities

This alternative would not meet the proponent's objectives (refer also to discussion in *Section II D.* of this FEIS).

E. SIGNIFICANT ENVIRONMENTAL IMPACTS and MITIGATION MEASURES

The following table summarizes the potential adverse environmental impacts identified in the Draft and Final EIS documents. As a summary, it is not intended to substitute for the complete discussion of each element that is contained in *Section III* of the Draft EIS.

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Earth			
Impacts	Impacts	Impacts	Impacts
<p>The <i>Expanded Development Alternative</i> would not significantly change the topography of the area surrounding the site. Most of the proposed development would occur within the existing developed campus footprint. Excavation and export of soil material off-site and import of structural fill material would result in material being trucked from the site or delivered to the site. Truckload trips would increase truck activity that would be most intense during the excavation phase. The risk of fault rupture or liquefaction is not expected to be significant due to the well-drained soil materials found on site.</p>	<p>Development of the <i>Preferred Alternative</i> does not include a number of proposed structures that are included under the <i>Expanded Development Alternative</i>. Therefore impacts to earth from grading, excavation and construction activity could be somewhat less than those from the <i>Expanded Development Alternative</i>. Earth impacts within the remaining areas of development would be similar to those under the <i>Expanded Development Alternative</i>.</p>	<p>Development of the <i>Modified Design Alternative</i> also does not include a number of proposed structures that are included under the <i>Expanded Development Alternative</i>; therefore impacts under this alternative would be similar to those listed for the <i>Preferred Alternative</i>.</p>	<p>Under the <i>No Action Alternative</i>, since no on-site development would occur, no earth-related impacts relative to excavation activity would occur.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Earth con't			
Mitigation:	Mitigation:	Mitigation:	Mitigation:
<p><i>along with step 5 (p. 6)</i></p> <p>To the extent possible, grading for the proposed development should attempt to minimize changes in grades. Large grade differences can be accommodated through development of stairs and/or ramps for pedestrian access. In order to reduce impacts from truck activity, SCC should use a combination of truck routing, timing, and use of on-site fill. Contaminated soil discovered during construction would be remediated consistent with the requirements of the Washington State Model Toxics Control Act (MTCA) excavation areas should be protected from erosion during construction by placing plastic sheeting on exposed areas, straw or hydro seeding. Building design would meet the City's Uniform Building Code seismic standards. The College would prepare a Temporary Erosion and Sedimentation Control Plan (TESCP) and should implement construction best management practices (BMPs)</p>	<p>Mitigation measures are similar to those recommended for the <i>Expanded Development Alternative</i>.</p>	<p>Mitigation measures are similar to those recommended for the <i>Expanded Development Alternative</i>.</p>	<p>No mitigation measures are proposed for the <i>No Action Alternative</i>.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Water			
Impacts:	Impacts:	Impacts:	Impacts:
<p>Development of the <i>Expanded Development Alternative</i> is not expected to cause significant, long-term impacts to storm water quality or quantity. Construction-related activities may result in sediment-laden runoff from the construction site. The proposed development would increase impervious surfaces on-site which would in-turn increase the amount of surface water runoff. In some cases, the footprints of new buildings or building additions encroach on existing storm drain utilities.</p>	<p>The impacts on water resources from this alternative are very similar to those for the <i>Expanded Development Alternative</i>, but of a lesser magnitude. All design criteria that are applicable to the <i>Concept Master Plan</i> are also applicable to the <i>Preferred Alternative</i>, in that this alternative would involve less development and creation of impervious surfaces.</p>	<p>The impacts on water resources from this alternative are very similar to those for the <i>Expanded Development Alternative</i>. All design criteria that are applicable to the <i>Campus Master Plan</i> are also applicable to the <i>Modified Design Alternative</i>, in that this alternative would involve more development and creation of impervious surfaces.</p>	<p>The <i>No Action Alternative</i> would not change the existing development. No significant surface water or storm water improvements or impacts to the existing system would result from this alternative.</p>
Mitigation:	Mitigation:	Mitigation:	Mitigation:
<p>The proposed storm drainage system for the <i>Campus Master Plan</i> would collect runoff from all roof drains, subsurface drains, surface drains, new buildings and areas of the site that are re-graded and/or disturbed areas and convey the runoff in a combination of new and existing swales and storm water drain pipes to proposed regional storm water detention facilities.</p>	<p>Mitigation measures would be similar to the <i>Expanded Development Alternative</i>. The proposed storm drainage system for the <i>Concept Master Plan</i> would collect runoff from all roof drains, subsurface drains, surface drains, new buildings and areas of the site that are re-graded and/or disturbed areas and convey runoff in a combination of new and existing swales and storm water drain pipes. Storm water peak runoff rate control and water quality treatment will be provided for new building projects and building renovations in accordance with City of Shoreline codes and adopted standards.</p>	<p>Mitigation measures would be similar to the <i>Expanded Development Alternative</i> as well. The inclusion of the baseball fields and amphitheater would require detention for the west basin to be increased by approximately 3.17 acre-feet, resulting in a need for approximately 5.84 acre-feet of storage capacity.</p>	<p>No mitigation measures are proposed for the <i>No Action Alternative</i>.</p>

presumed
 include sketch of
 storm to existing
 structure by

better

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Plants and Animals			
Impacts:	Impacts:	Impacts:	Impacts:
<p><u>Habitat and Wildlife</u></p> <p>The <i>Expanded Development Alternative</i> would have the lowest overall impact on plants and animals. Potential impacts would most likely be caused by construction of the parking garage. Most of these impacts would be short term during the actual construction cycle, but long-term effects could also be expected.</p> <p>Construction of the garage could cause short-term impacts due to runoff and altered hydrology. It is also possible that long term cumulative impacts due to close proximity of this structure and increased automobile emissions could lead to the loss of these trees.</p> <p>Overall adverse impacts to wildlife should be minimal, and potentially positive effects would result from the centralization of parking and enhancement of other habitats. Wildlife, particularly small mammals and birds would likely be temporarily displaced during the construction of the garage and replacement of buildings on the central campus. Increased use of trails would lead to an increase in disturbance in some areas causing small but significant long-term effects.</p>	<p><u>Habitat and Wildlife</u></p> <p>Impacts associated with the <i>Preferred Alternative</i> would be similar to but less than those associated with the <i>Expanded Development Alternative</i> due to the reduced amount of development on campus (i.e., no parking garage, athletics fields, or amphitheatre).</p>	<p><u>Habitat and Wildlife</u></p> <p>This alternative would have the highest overall impact on plants and animals.</p> <p>Implementation of parts of the proposed <i>Campus Master Plan</i> would have significant adverse impacts on the plant communities and wildlife on the central campus and the surrounding areas. Many of these impacts would be short-term and localized and caused by building projects. Changes linked to the construction of the ball fields would likely cause permanent impacts.</p> <p>During construction, increased erosion, runoff, and loss of forest cover could lead to impacts on the surrounding plant communities. Only relatively small and localized areas would be disturbed at any given time. Noise and increased traffic during construction would have temporary impacts on wildlife on the campus and surrounding plant communities.</p>	<p><u>Habitat and Wildlife</u></p> <p>Shoreline Community College's species-rich landscaping, which serves as habitat for small birds and mammals, would continue to add to the overall aesthetic nature of the campus and provide excellent educational opportunities. With minor exceptions, wildlife should benefit from maturation of the plant communities</p> <p>Due to the high level of fragmentation of the plant communities on the campus perimeter, significant amounts of exotic vegetation would continue to threaten the natural ecology of these communities. Left unchecked, growth of these invasive would continue to reduce the species richness in these areas. Projected increases in enrollment will likely increase disturbance to wildlife habitat.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Plants and Animals con't			
Impacts:	Impacts:	Impacts:	Impacts:
		Expansion of the campus facilities would likely cause indirect and cumulative impacts to wildlife from disturbance, due to increased use of the trails in the surrounding forest and increased automobile traffic. Permanent loss of vegetation in the areas planned for construction of the athletic fields and amphitheater would likely have significant permanent impacts on wildlife, permanently displacing resident species, and reducing the amount of habitat available	
<p><u>Fisheries</u></p> <p>No significant impacts are expected from implementation of this alternative. In fact, positive effects are expected to result from implementing the <i>Campus Master Plan</i>. The College will utilize filtration and detention methods, which should improve the problem of variable flows as well as water pollution from surface runoff.</p>	<p><u>Fisheries</u></p> <p>Impacts associated with the <i>Preferred Alternative</i> would be similar to but less than those associated with the <i>Modified Design Alternative</i> due to the reduced amount of development on campus (i.e., no parking garage).</p>	<p><u>Fisheries</u></p> <p>No significant environmental impacts are anticipated from implementation of the <i>Modified Design Alternative</i>. The omission of the baseball fields and amphitheater may increase the number of measures required during the construction phase to control runoff and erosion.</p>	<p><u>Fisheries</u></p> <p>Currently Boeing Creek suffers from several impacts directly attributable to its urban context including highly variable flows, water pollution due to the typical non-point sources, fish passage barriers, and lack of suitable off-channel habitat for wintering coho and other fish. These problems are expected to continue, but most likely will be ameliorated by continual community efforts to restore Boeing Creek to a more natural state. Due to the improvements in water quality expected from the implementation of storm water treatment methods under the other alternatives; this alternative would likely have the largest impact on fish.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Plants and Animals con't			
Mitigation:	Mitigation:	Mitigation:	Mitigation:
<p><u>Habitat and Wildlife</u></p> <p>Construction sites and times would be planned to avoid impacts on plant communities and breeding populations of vertebrates. Trees or shrubs on the central campus that have been removed or damaged would be replaced with specimens of equal or greater educational and ecological value.</p> <p>The existing stands of deciduous and conifer-hardwood communities on the eastern perimeter of campus would undergo enhancement for wildlife. To avoid and reduce impacts of construction to the stands of Pacific madrona measures, such as the construction of bioswales would be taken to minimize runoff and erosion.</p>	<p><u>Habitat and Wildlife</u></p> <p>Mitigation measures for the <i>Preferred Alternative</i> are essentially the same as those for the <i>Expanded Development Alternative</i>.</p> <p>An open space area and/or habitat in adjacent Shoreview and Boeing Parks would be set aside to compensate for the significant loss of forested habitat from construction of the ball fields and amphitheater.</p> <p><i>Amongst these would be a golf course?</i></p>	<p><u>Habitat and Wildlife</u></p> <p>Mitigation measures for the <i>Modified Design Alternative</i> are essentially the same as those for the <i>Expanded Development Alternative</i>.</p> <p>An open space area and/or habitat in adjacent Shoreview and Boeing Parks would be set aside to compensate for the significant loss of forested habitat from construction of the ball fields and amphitheater.</p>	<p>No mitigation measures are proposed for the <i>No Action Alternative</i></p>
<p><u>Fisheries</u></p> <p>Due to the lack of significant impacts to Boeing Creek and its associated fish populations when implementing the <i>Campus Master Plan</i> no mitigation specific to these resources is required, other than those noted for reducing runoff and erosion problems which will be employed during construction projects.</p>			

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Environmental Health			
<p>Impacts:</p> <p>The <i>Expanded Development Alternative</i> would include the storage, use and production of hazardous materials. The new Allied Health and Science Center would generate hazardous wastes from activities associated with nursing, dental hygiene, chemistry, and biology. Hazardous waste generation could increase somewhat both during construction and relative to additional enrollment, although probably not significantly. The number of deteriorating buildings would be reduced significantly, which in the case of Building B, would eliminate existing air quality and safety issues associated with the existing science and medical-related programs</p>	<p>Impacts:</p> <p>The <i>Preferred Alternative</i> would result in virtually the same positive and adverse impacts as those identified in the <i>Expanded Development Alternative</i>.</p>	<p>Impacts:</p> <p>The <i>Modified Design Alternative</i> would result in virtually the same positive and adverse impacts as those identified in the <i>Expanded Development Alternative</i>.</p>	<p>Impacts:</p> <p>No Action would result in continued deterioration of existing campus buildings and labs, contributing to potential risks to environmental health. The process for hazardous waste pick up and disposal would remain unchanged.</p>
<p>Mitigation:</p> <p>In the event of a spill during construction SCC would contact the Shoreline Fire Department and hazardous materials clean-up would occur according to SFD protocol. During campus operation, hazardous materials would 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 area would be located nearest to the area of greatest hazardous waste generation. Construction procedures would minimize the potential for cross-contamination of clean soil by contaminated soil. Potentially contaminated soil would be stockpiled prior to loading on trucks for transport to approved off-site disposal facilities.</p>	<p>Mitigation:</p> <p>Measures would be the same as those for the <i>Expanded Development Alternative</i>.</p>	<p>Mitigation:</p> <p>Measures would be the same as those for the <i>Expanded Development Alternative</i>.</p>	<p>Mitigation:</p> <p>No mitigation would be included in the <i>No Action Alternative</i>.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Noise			
Impacts:	Impacts:	Impacts:	Impacts:
<p>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. During the three phases of development the adjacent land uses that could be affected by construction-related noise would be single family residences and the elementary school. Once operational, no significant, long-term noise-related impacts are anticipated. Traffic-related noise may at times be noticeable, but no substantial long-term noise-related impact is anticipated. Sounds originating from sports fields and the proposed amphitheater would at times be noticeable to residents in the area.</p>	<p>Impacts associated with this alternative would, for the most part, be the same as the <i>Expanded Development Alternative</i>. The exceptions are the parking structure, sports fields and proposed amphitheater. The exclusion of these would decrease the noise impacts of the <i>Preferred Alternative</i>.</p>	<p>Impacts associated with this alternative would, for the most part, be the same as the <i>Expanded Development Alternative</i>. The exceptions are the sports fields and proposed amphitheater. The exclusion of these would decrease the noise impacts of the <i>Modified Design Alternative</i>.</p>	<p>Under the <i>No Action Alternative</i>, other than limited increases in traffic-related noise, sound levels are not expected to change from existing conditions; therefore, no construction or operational noise impact is anticipated.</p>
Mitigation:	Mitigation:	Mitigation:	Mitigation:
<p>Construction and operational activities would be managed to comply with City and State noise control requirements.</p>	<p>Construction and operational activities would be managed to comply with City and State noise control requirements.</p>	<p>Construction and operational activities would be managed to comply with City and State noise control requirements.</p>	<p>No mitigation measures are proposed for the No-Action Alternative.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Land and Shoreline Use			
<p>Impacts:</p> <p>Implementation of the <i>Campus Master Plan</i> would result in intensification of uses on the campus. The <i>Campus Master Plan</i> does not include changes to the campus boundary. The type, character and pattern of land uses on campus would not change significantly under the proposed <i>Campus Master Plan</i>. The <i>Campus Master Plan</i> would be compatible with the pattern of surrounding urban land uses and would not result in a substantial change in the general land use character of the area. Any development/redevelopment of off-campus properties would be consistent with existing zoning and the adopted <i>Shoreline Comprehensive Plan</i>.</p> <p>The <i>Campus Master Plan</i> would not introduce a new use to the area, therefore, no significant indirect land use impacts are anticipated.</p> <p>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.</p>	<p>Impacts:</p> <p>Impacts associated with this alternative would be very similar to those discussed under the <i>Expanded Development Alternative</i>. However, impacts associated with the proposed parking structure, ball fields and amphitheatre would not occur, as these facilities are not part of the <i>Preferred Alternative</i>.</p>	<p>Impacts:</p> <p>Impacts associated with this alternative would be very similar to those discussed under the <i>Expanded Development Alternative</i>. However, impacts associated with the proposed ball fields and amphitheatre would not occur, as these facilities are not part of the <i>Modified Design Alternative</i>.</p>	<p>Impacts:</p> <p>Under the <i>No Action Alternative</i>, no significant land use impacts would occur. The need for additional off-site facilities to accommodate the expected enrollment in the future would be greater under this alternative.</p>

Impacts of
more new
uses in
SF area

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
<p>Mitigation:</p> <p>Mitigation measures would include implementation of the proposed open space, landscape features, and recreational facilities to help offset the proposed intensification of land uses on the campus. Height bulk and scale impacts could be minimized with implementation of the College's proposed general policies, development standards, and design guidelines. New opportunities for a variety of open space on campus would be provided by the building massing within the central core proposed under the <i>Campus Master Plan</i>.</p>	<p>Mitigation:</p> <p>Measures would be the same as those proposed for the <i>Expanded Development Alternative</i>.</p>	<p>Mitigation:</p> <p>Measures would be the same as those proposed for the <i>Expanded Development Alternative</i>.</p>	<p>Mitigation:</p> <p>No mitigation is proposed for the <i>No Action Alternative</i>.</p>
<p>Aesthetics/Light and Glare</p>			
<p>Impacts:</p> <p><u>Aesthetics</u></p> <p>Implementation of the <i>Expanded Development Alternative</i> would alter the aesthetic character of portions of the campus. Overall, the development that is proposed would result in larger buildings than presently exist. While none of the future buildings have yet been designed, it is proposed that design of these structures consider and address appropriate architectural design guidelines. Each building should strive to embody barrier-free, universal design that provides easy access and use for all users and promote environmentally conscious building designs and technologies. The relationship of buildings to the open spaces should strive to engage and enhance adjacent open space, express clearly buildings entrances, places of gathering, transition from outside to inside, and protection from weather.</p>	<p>Impacts:</p> <p><u>Aesthetics</u></p> <p>Aesthetic impacts associated with this alternative would be comparable but slightly less than those associated with the <i>Expanded Development Alternative</i> due to the lack of the proposed parking structure.</p>	<p>Impacts:</p> <p><u>Aesthetics</u></p> <p>Aesthetic impacts associated with this alternative would be comparable to those of the <i>Expanded Development Alternative</i>.</p>	<p>Impacts:</p> <p><u>Aesthetics</u></p> <p>The <i>No Action Alternative</i> would involve no new building construction on-campus, no modifications nor additions to open space or athletic fields, and no modifications with regard to on-site pedestrian and vehicular circulation.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Aesthetics/Light and Glare			
Impacts: con't	Impacts:	Impacts:	Impacts:
<p>The scale of new buildings or additional buildings should respect their surroundings. Building massing should reinforce the intimate, pedestrian-oriented character of the campus. Materials should be used in a manner that expresses the natural state of the material and is consistent with the patterns on campus. New buildings should incorporate environmentally conscious design strategies, material solutions and utilize the natural setting of the campus. It is important to acknowledge and respect the value of the underlying planning that has established the unique and desirable characteristics of the campus.</p> <p>It is proposed that concepts from the original landscape design, including dry stream beds and a mix of native and ornamental plantings, would be incorporated into the new sustainable design concept to serve the long-range goal of the College.</p>			

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Aesthetics/Light and Glare con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p><u>Light & Glare</u></p> <p>The <i>Expanded Development Alternative</i> would result in additional light associated with stationary and mobile sources. Additional vehicular traffic associated with more-intensive campus development would result in additional light from motor vehicles entering and exiting the campus and traveling within the campus.</p> <p>The <i>Expanded Development Alternative</i> includes the provision of a baseball field, a soccer field, and an amphitheatre, all of which, it is anticipated, would be lighted, and would, therefore, increase the amount of ambient light in the area during evening hours. Depending upon the location of an off-site observer, light from these fixtures could be visible either directly or indirectly (sky glow). Light emanating from the ballfields might be perceived as a source of glare by viewers on- or off-campus. Direct glare would be a component of spillover light when viewable from off-campus. The synthetic athletic field surfaces would be the greatest contributor to reflected glare. Light reflected from luminaire housings, luminaire visors and poles would also be a contributor.</p>	<p><u>Light & Glare</u></p> <p>Light & glare impacts for the remaining elements of the <i>Concept Master Plan</i> associated with this alternative would be similar to those described for the <i>Expanded Development Alternative</i> except for the proposed parking structure, athletic fields, and amphitheatre.</p>	<p><u>Light & Glare</u></p> <p>Light & glare impacts for the remaining elements of the <i>Campus Master Plan</i> associated with this alternative would be similar to those described for the <i>Expanded Development Alternative</i>.</p>	<p><u>Light & Glare</u></p> <p>While overall little change is anticipated with regard to aesthetic impacts, increased population could result in additional vehicular trips (than presently occur) and associated light-related impacts from vehicular traffic.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Aesthetics/Light and Glare con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p><u>Light & Glare</u></p> <p>During daylight hours the <i>Expanded Development Alternative</i> would not add any source of lighting that would cause any appreciably noticeable glare. The contribution of the proposed lighting systems to "sky-glow" would be from the floodlights emitting directly into the atmosphere and from light reflected by pavements, synthetic-turf surfaces, and nearby natural-turf areas. Based on the typical type of field lighting fixtures that are used, over 98 percent of the light from the lighting system would be directed downward, leaving only a small component of light from the shielded floodlights traveling upward and contributing to sky glow. The <i>Expanded Development Alternative</i> would increase the glow of the sky in the campus area when the field lighting systems were in use.</p>			

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Aesthetics/Light and Glare con't			
Mitigation:	Mitigation:	Mitigation:	Mitigation:
<p><u>Aesthetics</u></p> <p>Other than the incorporating the design guidelines into the capital facility design process, no additional measures are necessary.</p>	<p><u>Aesthetics</u></p> <p>Mitigation measures for the <i>Preferred Alternative</i> are essentially the same as those for the <i>Expanded Development Alternative</i>. The exceptions are those measures involving the proposed parking structure, sports fields and amphitheater, which are not included in the <i>Preferred Alternative</i>.</p>	<p><u>Aesthetics</u></p> <p>Mitigation measures for the <i>Modified Design Alternative</i> are essentially the same as those for the <i>Expanded Development Alternative</i>. The exceptions are those measure involving the spots fields and amphitheater, which are included in the <i>Modified Design Alternative</i>.</p>	<p><u>Aesthetics</u></p> <p>No mitigation is proposed for The <i>No-Action Alternative</i>.</p>
		<p><u>Light & Glare</u></p> <p>The following mitigation measures would minimize light and glare. Select luminaires that consist of full-cutoff floodlights for the lighted fields. The lighting systems selected for use with this project employ the latest technologies currently available, and control light much better than systems that were put in more than 5 years ago. Spill light and light trespass, including direct glare, can be controlled through the use of luminaire locations, light distributions, aiming angles, and mounting heights.</p>	

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Transportation, Circulation & Parking			
Impacts:	Impacts:	Impacts:	Impacts:
<p><u>Vehicular Trip Generation</u></p> <p>The completion of master plan projects and associated growth in student FTE's is forecasted to result in approximately 2,600 new daily, 235 new AM peak hour, 263 new midday peak hour, and 161 PM peak hour vehicle trips.</p>	<p><u>Vehicular Trip Generation</u></p> <p>The completion of master plan projects and a 10% growth in student FTE's is forecasted to result in approximately 1,835 new daily, 168 new AM peak hour, 185 new midday peak hour, and 119 PM peak hour vehicle trips.</p>	<p><u>Vehicular Trip Generation</u></p> <p>The <i>Modified Design Alternative</i> is the same as the <i>Expanded Development Alternative</i> except for the addition of an amphitheater and athletic fields. The number of peak hour trips generated by this alternative would be approximately the same as for the <i>Expanded Development Alternative</i>.</p>	<p><u>Vehicular Trip Generation</u></p> <p>Under the <i>No Action Alternative</i> master plan projects would not be developed. However, it is assumed that the future number of student FTE's would be the same as the <i>Expanded Development Alternative</i>. Since existing facilities are fully utilized during the day, most new or expanded programs would need to use off-campus facilities or increase utilization of existing facilities during the late afternoon and evening.</p> <p>Under this alternative, it is forecasted that there would be 1,951 daily, 129 AM peak hour, 171 midday peak hour, and 343 PM peak hour trips generated. When compared to the <i>Expanded Development Alternative</i>, the <i>No Action Alternative</i> would generate 650 fewer daily trips, 106 fewer AM peak hour trips, 92 fewer midday peak hour trips, and 198 <u>more</u> PM peak hour trips.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative																																			
Transportation, Circulation & Parking con't																																						
<p>Impacts:</p> <p><u>Trip Distribution and Assignment</u></p> <p>In general, the distribution of project generated trips would follow existing travel patterns with some adjustments at campus accesses. These adjustments reflect the decrease in parking supplies served from the northeast access on Greenwood Ave and new inbound access serving the proposed parking structure. The distribution of trips generated under the <i>Expanded Development Alternative</i> to campus accesses is summarized in the table below.</p> <table border="1" data-bbox="153 954 571 1292"> <thead> <tr> <th rowspan="2">Access</th> <th colspan="3">Peak Hour</th> </tr> <tr> <th>AM</th> <th>Midday</th> <th>PM</th> </tr> </thead> <tbody> <tr> <td>Main</td> <td>19%</td> <td>17%</td> <td>21%</td> </tr> <tr> <td>Central (out only)</td> <td>4%</td> <td>5%</td> <td>6%</td> </tr> <tr> <td>West</td> <td>18%</td> <td>30%</td> <td>31%</td> </tr> <tr> <td>New West (in only)</td> <td>24%</td> <td>13%</td> <td>11%</td> </tr> <tr> <td>Northeast</td> <td>4%</td> <td>5%</td> <td>1%</td> </tr> <tr> <td>East</td> <td>31%</td> <td>30%</td> <td>30%</td> </tr> <tr> <td>Total</td> <td>100%</td> <td>100%</td> <td>100%</td> </tr> </tbody> </table>	Access	Peak Hour			AM	Midday	PM	Main	19%	17%	21%	Central (out only)	4%	5%	6%	West	18%	30%	31%	New West (in only)	24%	13%	11%	Northeast	4%	5%	1%	East	31%	30%	30%	Total	100%	100%	100%	<p>Impacts:</p> <p><u>Trip Distribution and Assignment</u></p> <p>Because the entrance only access included in the <i>Expanded Development Alternative</i> would not be constructed, the distribution pattern would be the same as existing conditions.</p>	<p>Impacts:</p> <p><u>Trip Distribution and Assignment</u></p> <p>Same as for the <i>Expanded Development Alternative</i>.</p>	<p>Impacts:</p> <p><u>Trip Distribution and Assignment</u></p> <p>Because the entrance only access included in the <i>Expanded Development Alternative</i> would not be constructed, the distribution pattern would be the same as existing conditions.</p>
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Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Transportation, Circulation & Parking con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p><u>2015 Traffic Volume Impacts</u></p> <p>The combination of campus growth and growth in general background traffic volumes would result in the following peak hour increases in traffic volumes on Innis Arden Way immediately west of Greenwood Ave N:</p> <ul style="list-style-type: none"> AM peak hour – 237 vehicles Midday peak hour – 246 vehicles PM peak hour – 177 vehicles <p>On the segment of Greenwood Avenue just south of N 160th Street peak hour traffic volumes would increase as follows:</p> <ul style="list-style-type: none"> AM peak hour – 124 vehicles Midday peak hour – 109 vehicles PM peak hour – 128 vehicles 	<p><u>2015 Traffic Volume Impacts</u></p> <p>Peak hour increases in traffic volumes would be somewhat less than described for the <i>Expanded Development Alternative</i>.</p>	<p><u>2015 Traffic Volume Impacts</u></p> <p>Same as for the <i>Expanded Development Alternative</i>.</p>	<p><u>2015 Traffic Volume Impacts</u></p> <p>The combination of campus growth and growth in general background traffic volumes would result in the following peak hour increases in traffic volumes on Innis Arden Way immediately west of Greenwood Ave N:</p> <ul style="list-style-type: none"> AM peak hour – 174 vehicles Midday peak hour – 191 vehicles PM peak hour – 314 vehicles <p>On the segment of Greenwood Avenue just south of N 160th Street peak hour traffic volumes would increase as follows:</p> <ul style="list-style-type: none"> AM peak hour – 96 vehicles Midday peak hour – 88 vehicles PM peak hour – 202 vehicles

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Transportation, Circulation & Parking con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p><u>2015 Intersection Level of Service Impacts</u></p> <p><i>AM peak hour</i></p> <p>The signalized intersections of Aurora/175th would drop from LOS-E to LOS-F and Aurora/160th would drop from LOS-D to LOS-E. The unsignalized intersection of Greenwood/Innis Arden would drop from LOS-C to LOS-E. The unsignalized intersection of Dayton Ave N/Carlyle Hall Rd would continue to operate at LOS-F with increased delay. All other signalized intersections would operate at LOS-D or better and all other unsignalized intersections would operate at LOS-B or better.</p> <p>The city's concurrency standard would be met at all intersections.</p>	<p><u>2015 Intersection Level of Service Impacts</u></p> <p>Similar to the <i>Expanded Development Alternative</i> with a slight improvement in delay times. Note that only a few of the intersections were analyzed for LOS impacts under this alternative since it generates significantly fewer trips than the <i>Expanded Development Alternative</i>.</p>	<p><u>2015 Intersection Level of Service Impacts</u></p> <p>Same as for the <i>Expanded Development Alternative</i>.</p>	<p><u>2015 Intersection Level of Service Impacts</u></p> <p><i>AM peak hour</i></p> <p>The same as for the <i>Expanded Development Alternative</i> with slightly reduced delay at some intersections.</p> <p>The city's concurrency standard would be met at all intersections.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Transportation, Circulation & Parking con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p><i>Midday peak hour</i></p> <p>The signalized intersection of Aurora/160th would continue to operate at LOS-F with increased delay. The unsignalized intersection of Greenwood/Innis Arden would drop from LOS-A to LOS-E. The unsignalized intersection of Dayton Ave N/Carlyle Hall Rd would continue to operate at LOS-F with increased delay. All other intersections would operate at LOS-C or better.</p> <p>The city's concurrency standard would be met at all intersections.</p> <p><i>PM peak hour</i></p> <p>The signalized intersection of Aurora/160th would continue to operate at LOS-F with increased delay. The signalized intersections of Aurora/145th and Greenwood/145th would drop from LOS-E to LOS-F. All other intersections would operate at LOS-D or better with the exception of Dayton/Carlyle Hall Rd which would drop from LOS-D to LOS-E.</p> <p><i>The city's concurrency standard would be met at all intersections except for Greenwood Ave N/N145th St.</i></p>			<p><i>Midday peak hour</i></p> <p>The same as for the <i>Expanded Development Alternative</i> with slightly reduced delay at some intersections with the exception that the intersection of Greenwood/Innis Arden would operate at LOS-C instead of LOS-E (<i>Expanded Development Alternative</i>).</p> <p>The city's concurrency standard would be met at all intersections.</p> <p><i>PM peak hour</i></p> <p>The same as for the <i>Expanded Development Alternative</i> with slightly <u>increased</u> delay at some intersections.</p> <p>The city's concurrency standard would be met at all intersections except for Greenwood Ave N/N145th St.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Transportation, Circulation & Parking con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p data-bbox="149 511 493 565"><u>Campus Access and Circulation Impacts</u></p> <p data-bbox="149 597 567 868">Vehicular site access would be provided via four driveways on Innis Arden Way and two existing driveways on Greenwood Avenue. Improvements to internal roads would improve circulation within the campus and reduce the potential for pedestrian/ vehicle conflicts. All campus accesses would operate at LOS-C or better under all peak hour conditions.</p> <p data-bbox="149 901 556 1003">Proposed pedestrian improvements would result in improved intra-campus pedestrian circulation and access to public streets.</p>	<p data-bbox="598 511 942 565"><u>Campus Access and Circulation Impacts</u></p> <p data-bbox="598 597 987 714">Conditions would remain the same as existing conditions with minor circulation improvements completed as part of new building projects,</p>	<p data-bbox="1039 511 1383 565"><u>Campus Access and Circulation Impacts</u></p> <p data-bbox="1039 597 1323 646">Same as for the <i>Expanded Development Alternative</i>.</p>	<p data-bbox="1470 511 1814 565"><u>Campus Access and Circulation Impacts</u></p> <p data-bbox="1470 597 1869 621">Existing conditions would not change.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Transportation, Circulation & Parking con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p><u>Parking Impacts</u></p> <p>Currently, there are approximately 2,153 parking stalls provided throughout the campus. Parking demand peaks in the morning with a demand of approximately 1,900 stalls. Existing demand at the satellite lot is approximately 140 vehicles and on-street demand is approximately 105 vehicles. Under the <i>Expanded Development Alternative</i>, the on-campus parking supply would be approximately 2,860 stalls and the peak parking demand would be approximately 2,570 stalls. Based upon City off-street parking code requirements, Shoreline CC would have to provide a minimum of 1,508 off-street parking stalls under <i>Expanded Development Alternative</i>. The proposed parking supply would accommodate forecasted demand.</p>	<p><u>Parking Impacts</u></p> <p>The existing parking supply would need to be increased by up to 375 parking stalls to accommodate forecasted demand. New on-campus supplies would be constructed beneath new buildings and/or the utilization of the existing satellite lot would have to increase.</p> <p><i>is parking on bay property addressed? Are there plans to improve utilization of off-street lots?</i></p>	<p><u>Parking Impacts</u></p> <p>Same as for the <i>Expanded Development Alternative</i>. There would be slightly more stalls provided with the addition of the amphitheater.</p>	<p><u>Parking Impacts</u></p> <p>The existing parking supply would need to be increased by 270 parking stalls to accommodate forecasted demand. New on-campus supplies would have to be constructed or utilization of the existing satellite lot would have to increase.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Transportation, Circulation & Parking con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p><u>Public Transportation Impacts</u></p> <p>A second transit stop is proposed for the north side of the campus. Transit coach circulation between this proposed stop and Innis Arden Way would have to meet standards for safety, grade changes, sight lines, turning radii, road construction, and other factors required by King County Metro. The additional time required to service this proposed stop may decrease service at other stops on the affected transit routes.</p>	<p><u>Public Transportation Impacts</u></p> <p>Would not change from Existing Conditions.</p>	<p><u>Public Transportation Impacts</u></p> <p>Same as for the <i>Expanded Development Alternative</i>.</p>	<p><u>Public Transportation Impacts</u></p> <p>Existing conditions would not change.</p>
Mitigation:	Mitigation:	Mitigation:	Mitigation:
<p><u>Intersection Improvements</u></p> <p>A number of improvements for the problematic Innis Arden Way/Greenwood Ave N/N 160th Street intersection are evaluated in the FEIS. SCC should continue to work with the city to implement an alternative that improves conditions and is sensitive to the surrounding community.</p> <p>Provide frontage improvements as required by city ordinance.</p>	<p><u>Intersection Improvements</u></p> <p>Mitigation measures would be the same as recommended for the <i>Expanded Development Alternative</i>.</p>	<p><u>Intersection Improvements</u></p> <p>Mitigation measures would be the same as recommended for the <i>Expanded Development Alternative</i>.</p>	<p><u>Intersection Improvements</u></p> <p>SCC should continue to work with the city to implement an alternative that improves conditions and is sensitive to the surrounding community.</p>

Do this
Consistent
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Handwritten initials and a large arrow pointing from the 'Mitigation' section of the 'Expanded Development Alternative' column towards the 'Preferred Alternative' column.

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Transportation, Circulation & Parking con't			
<p>Mitigation:</p> <p><u>Site Access, Safety, and Circulation</u></p> <p>Provide improvements to the main entrance to improve alignment and meet city road standards.</p> <p>Provide secured bicycle parking adjacent to building entrances or other key points that do not interfere with pedestrian circulation.</p> <p>Ensure that the redesign of internal parking lots separates pedestrian and vehicular circulation routes. Establish primary vehicular circulation routes between the proposed garage and the west accesses on Innis Arden to minimize crossings and conflicts with pedestrian routes.</p>	<p>Mitigation:</p> <p><u>Site Access, Safety, and Circulation</u></p> <p>Would remain the same as existing conditions.</p>	<p>Mitigation:</p> <p><u>Site Access, Safety, and Circulation</u></p> <p>Mitigation measures would be the same as recommended for the <i>Expanded Development Alternative</i>.</p>	<p>Mitigation:</p> <p><u>Site Access, Safety, and Circulation</u></p> <p>Would remain the same as existing conditions.</p>
<p><u>Parking Mitigation Strategies</u></p> <p>Provide approximately 675 additional stalls to meet forecasted demand.</p> <p>Continue to support the residential parking zone.</p>	<p><u>Parking Mitigation Strategies</u></p> <p>Provide a minimum of 375 new parking stalls on-campus or increase utilization of the existing satellite lot. Continue to support the residential parking zone.</p>	<p><u>Parking Mitigation Strategies</u></p> <p>Mitigation measures would be the same as recommended for the <i>Expanded Development Alternative</i>.</p>	<p><u>Parking Mitigation Strategies</u></p> <p>Provide a minimum of 270 new parking stalls on-campus or increase utilization of the existing satellite lot. Continue to support the residential parking zone.</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Transportation, Circulation & Parking con't			
<p>Mitigation:</p> <p><u>Trip Reduction</u></p> <p>Continue to encourage participation in the required CTR program. Consider incorporating a transportation fee into the student fee schedule to subsidize transit passes or pay for parking permits.</p>	<p>Mitigation:</p> <p><u>Trip Reduction</u></p> <p>Continue to encourage participation in the required CTR program.</p> <p>→ Why not fee?</p>	<p>Mitigation:</p> <p><u>Trip Reduction</u></p> <p>Mitigation measures would be the same as recommended for the <i>Expanded Development Alternative</i>.</p>	<p>Mitigation:</p> <p><u>Trip Reduction</u></p> <p>Continue to encourage participation in the required CTR program.</p>
Public Services and Utilities			
<p>Impacts:</p> <p><u>Fire and Emergency Medical Services</u></p> <p>Fire and emergency service calls are not anticipated to increase significantly, based on the additional enrollment under the <i>Expanded Development Alternative</i>.</p> <p>Vehicular access constraints could impact SFD's ability to provide service to emergencies within the parking structure.</p>	<p>Impacts:</p> <p>The impacts on Public services and utilities from the <i>Preferred Alternative</i> are the same as for the <i>Expanded Development Alternative</i> with a few minor exceptions. The <i>Preferred Alternative</i> could result in a slightly lower impact to fire and emergency medical services during construction due to lower levels of development. The <i>Preferred Alternative</i> would have fewer beneficial impacts on recreation because of the exclusion of the sports fields in the alternative.</p>	<p>Impacts:</p> <p>The impacts on Public services and utilities from the <i>Modified Design Alternative</i> are the same as for the proposed alternative with a few minor exceptions. The <i>Modified Design Alternative</i> could result in a slightly lower impact to fire and emergency medical services during construction due to lower levels of development. The <i>Modified Design Alternative</i> would have fewer beneficial impacts on recreation because of the exclusion of the sports fields in the alternative.</p>	<p>Impacts:</p> <p>Construction related emergency incidents, additional campus security officers, and improvements to open space and recreation facilities would not occur under the <i>No Action Alternative</i>.</p> <p>No significant utility improvements, with the possible exception of the currently proposed capital improvements projects, or impacts to the existing system would occur.</p> <p>Existing capacity constraints to the water supply system would continue</p>

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Public Services and Utilities con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p><u>Police Service</u></p> <p>Traffic flow on existing campus road ways would be disrupted. Impacts could include an increase in minor auto accidents and illegal parking, which could place additional demand on campus police services.</p> <p>Development of the <i>Expanded Development Alternative</i> would result in the need for one additional full-time equivalent campus security officer by 2007</p> <p>The increased student population is not anticipated to impact campus security service.</p> <p>Impacts to neighborhood traffic patterns, incidents, and safety could occur as a result of re-opening the driveway from Innis Arden Way at the southwest corner of campus</p>			
<p><u>Parks and Recreation</u></p> <p>The increased student population could create minor additional demand on City parks, particularly, <u>the trails and facilities at Shoreview Park and Boeing Creek Park.</u></p> <p>New and redesigned pedestrian trail connections and open space areas (including plazas) would occur</p>	<p>→ ?</p>		

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Public Services and Utilities con't			
Impacts:	Impacts:	Impacts:	Impacts:
<u>Utilities</u> In order to facilitate construction of the <i>Campus Master Plan</i> improvements, it would be necessary to re-route existing utilities outside of the footprints of the new construction.	77		
<u>Water</u> Water usage is estimated to increase on-site as a result of the <i>Expanded Development Alternative</i> due to the estimated increase of the campus population. The proposed capital project improvements to the water system would be adequately sized to serve the increased population.	<u>Water</u> Water usage is estimated to increase on-site as a result of the <i>Preferred Alternative</i> due to the estimated increase of the campus population. The proposed capital project improvements to the water system would be adequately sized to serve the increased population.	<u>Water</u> Water usage is estimated to increase on-site as a result of the <i>Modified Design Alternative</i> due to the estimated increase of the campus population. The proposed capital project improvements to the water system would be adequately sized to serve the increased population.	

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Public Services and Utilities con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p><i>Work</i></p> <p><u>Sanitary Sewer</u></p> <p>Preliminary analysis of existing sewer capacity indicates that the system may be undersized for handling the existing demands of the campus. This preliminary analysis, however, appears to be incorrect since the existing system is not failing.</p> <p>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.</p> <p>Based on the general site topography, it is assumed that all sanitary sewer conveyance pipes would be capable of gravity conveyance.</p> <p>Solid Waste</p> <p>Solid waste generation could increase both during construction and relative to additional enrollment.</p>	<p>→ ?</p>		

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Public Services and Utilities con't			
Impacts:	Impacts:	Impacts:	Impacts:
<p><u>Storm Drainage</u></p> <p>Storm drainage flow off-campus is estimated to decrease as a result of the storage volume in the proposed detention facilities. The water quality of storm drainage released off-site is estimated to increase as a result of proposed water quality treatment features.</p> <p>Construction of utility systems, new buildings and facilities could cause a localized increase in erosion and sedimentation.</p> <p><u>Dry Utilities</u></p> <p>Development of the build alternatives is not expected to result in significant impacts to dry utility service (including electricity, natural gas, and telecommunications).</p>	<p><u>Storm Drainage</u></p> <p>Storm drainage peak runoff will not increase as new buildings are constructed and existing buildings are renovated. Control of peak rate of runoff will be provided for construction projects in accordance with City of Shoreline codes and adopted standards.</p> <p>Storm water quality will improve as new buildings are renovated. Water quality treatment systems will be provided for construction projects in accordance with City of Shoreline codes and adopted standards.</p> <p>Construction of utility systems, new buildings, and facilities could cause a temporary increase in erosion and sedimentation.</p>		

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Public Services and Utilities con't			
Mitigation:	Mitigation:	Mitigation:	Mitigation:
<p><u>Fire and Emergency Medical Services</u></p> <p>Appropriate traffic control measures would be implemented to maintain safe access to campus facilities during construction.</p> <p>SCC would coordinate building design with emergency personnel to ensure effective location of ingress/egress points, building access options, and security-related design.</p> <p>In order to ensure adequate fire flow and water availability to meet the increased demand on campus. The system should be updated to the appropriate service level contained in the City of Shoreline Municipal Code and Uniform Fire Code.</p>	<p>Measures would be the same as those proposed for the <i>Expanded Development Alternative</i></p>	<p>Measures would be the same as those proposed for the <i>Expanded Development Alternative</i></p>	<p>No mitigation is proposed for the <i>No-Action Alternative</i>.</p>
<p><u>Police Services</u></p> <p>During construction and to prevent injury or auto incidents, parking should be enforced to ensure appropriate location of student and staff vehicles.</p> <p>To reduce the potential for crime on-campus, proposed buildings and associated landscaping should be designed to maximize security and crime prevention. Emergency telephones should be placed throughout campus in easily accessible areas.</p>			

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Public Services and Utilities con't			
Mitigation:	Mitigation:	Mitigation:	Mitigation:
<p><u>Parks and Recreation</u></p> <p>Identify and enhance primary trails to provide connections with adjacent Shoreview Park and athletic facilities. SCC should continue working with the City to develop a plan for coordinating use of adjoining open space areas, trails, and recreation resources.</p>			
<p><u>Utilities</u></p> <p>SCC should comply with the design criteria contained in the City of Shoreline's Engineering Development Guide and should build into the campus design water- and energy-saving features.</p> <p>Advance notice would be provided to the surrounding community when utility service may be interrupted during construction.</p>			

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Public Services and Utilities con't			
Mitigation:	Mitigation:	Mitigation:	Mitigation:
<p><u>Water</u></p> <p>With planned system improvements, no additional mitigation would be necessary.</p> <p><u>Sanitary Sewer</u></p> <p>It is recommended that flow meters be installed at crucial locations throughout the campus to get an accurate account of sewage flows generated per capita on the SCC campus.</p> <p><u>Solid Waste</u></p> <p>Contractor would agree to dispose of wastes associated with construction activities. Where feasible, SCC would encourage recycling and/or reuse of construction waste materials.</p> <p>SCC should continue efforts toward expanding the existing waste recycling program to include plastic, glass, and aluminum items.</p>			

Expanded Development Alternative	Preferred Alternative	Modified Design Alternative	No-Action Alternative
Public Services and Utilities con't			
Mitigation:	Mitigation:	Mitigation:	Mitigation:
<p><u>Storm Drainage</u></p> <p>Site preparation and construction would meet the requirements of the City of Shoreline. To control stormwater quantity and quality during and after construction.</p> <p><u>Dry Utilities</u></p> <p>Potential service disruptions to operational buildings resulting from construction or demolition of adjacent buildings that use the same connections would be identified prior to construction.</p>			

*As per 2005
memo
addressed*

F. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Earth

With implementation of the mitigation measures noted, no significant unavoidable adverse impacts are anticipated.

Water

With implementation of the mitigation measures noted, no significant unavoidable adverse impacts are anticipated.

Plants and Animals

Habitat and Wildlife

There would be short-term unavoidable environmental impacts to plant communities and wildlife. These impacts should be temporary and plant and wildlife populations are expected to recover over time with proper mitigation measures. There would also be some areas of habitat and associated wildlife that would be unavoidably lost due to development associated with the *Concept Master Plan*. It is possible that alterations to hydrology from building the parking garage (not applicable to the *Preferred Alternative*) could result in cumulative impacts to the adjacent population of Pacific madrones. This potential could be minimized through the use of bioswales or similar water retention structures, as well as careful design of the drainage system of the parking garage.

Fisheries

No significant unavoidable impacts are anticipated from implementation of the *Concept Master Plan*.

Environmental Health

The *Proposed Action* is not expected to result in a significant increase in the amount of hazardous materials produced on-campus.

Noise

With implication of the construction mitigation discussed in the DEIS, no significant unavoidable adverse noise impacts are anticipated.

Land and Shoreline Use

An intensification of land uses on the campus would occur. The greatest potential for an increase in development would occur under the *Expanded Development Alternative*.

Aesthetics/Light & Glare

The aesthetic character of portions of the campus would change. No significant increase in lighting levels is anticipated with the *Preferred Alternative*. Under the *Expanded Development Alternative*, however, increased levels of lighting at night could occur due to the lighted sports fields and the parking structure. Increased levels of lighting could also occur relative to the parking structure associated with the *Modified Design Alternative*.

Transportation

With implementation of the mitigation measures, no significant unavoidable adverse impacts are anticipated.

Public Services and Utilities

With implementation of the mitigation measures, no significant unavoidable adverse impacts to public services and utilities are anticipated.